

8.0 TECHNICAL ADVISORY COMMITTEE (TAC) RECOMMENDATIONS

8.1 TAC Review Activities

The TAC is one of two advisory bodies to the Oversight Policy Committee. The role of the Technical Advisory Committee is to provide technical oversight of study methods, assumptions, and findings throughout the course of the I-710 Major Corridor Study and to make recommendations to the Oversight Policy Committee prior to key decision points. The TAC is made up of staff professionals from fourteen 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 Association of Governments (SCAG). The Automobile Club also sits as an ex officio member.

Between March and May, 2003, the TAC met several times to hear and review technical reports from the study team on the evaluation results of the Final Set of Alternatives – Alternatives A, B, C, D, and E. The evaluation provided information on the benefits, costs, and impacts of the different transportation elements and conceptual design treatments that formed the transportation alternatives. Evaluation results included: travel demand forecasts; mobility benefits such as delay reductions; safety benefits; estimates of right-of-way impacts to neighborhoods and properties; estimates of diesel emissions; capital costs; and environmental impacts to cultural, natural, and social resources within the I-710 Study Area. These evaluation findings are summarized in Section 5 of this report. The TAC members also attended numerous public and community meetings that were held within their respective jurisdictions to hear public concerns on the five alternatives. Through this process, the TAC immersed itself in the details of the elements that made up the various alternatives.

On May 28, 2003, the Oversight Policy Committee directed the TAC to start with Alternative B and create a “hybrid” alternative recommendation that combines appropriate elements from all five alternatives. The OPC further directed that these elements must 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. The following month, June 2003, the TAC formally adopted the OPC's guiding principles to guide the next phase of their effort in developing a technical recommendation for a Hybrid Strategy. [For a copy of the Guiding Principles, please refer to Section 3.3 of this report.]

For a period of several months, individual TAC members met with their communities and with the Gateway Cities COG's engineer to develop a community-based design that incorporated the most appropriate elements for a Hybrid Design Concept for I-710. This community-based design process looked at exceptions to federal and state highway design standards as well as other opportunities to avoid residential property takes. TAC members from potentially impacted cities actively participated in their respective Tier 1 community advisory committees to help identify and resolve technical issues for each of their cities. The TAC Chair served as an active member of the Corridor-wide (Tier 2) Community Advisory Committee. In addition, several TAC members routinely attended the Tier 2 CAC meetings either to observe or to serve

as a technical resource, which helped provide both continuity and interface among these advisory bodies to the I-710 Study.

The TAC reconvened, as a whole, beginning in February 2004 to hear status reports on the development of a community-based design concept for the Hybrid Strategy and to receive updates on the activities of the Tier 1 and Tier 2 Community Advisory Committees. During March and April of 2004, the TAC reviewed conceptual plans of the Hybrid Design Concept, representing the work of the Gateway Cities COG engineering team and the Tier 1 community advisory committees. [Note: This work effort is documented in *I-710 Major Corridor Study "Hybrid" Mainline Alternative of Locally Preferred Strategy Technical Report* (Gateway Cities Council of Governments, April 2004), which can be found in Appendix P of this report. A summary description of the draft Hybrid Design Concept and corresponding estimates of right-of-way impacts and costs are provided in Sections 6.3, 6.4, and 6.5 of this report.] In addition, the conceptual plans on the draft Hybrid Design Concept for I-710 were sent to design staff at both Caltrans and the Federal Highway Administration for their independent review.

By August 2004, Caltrans and FHWA had completed their review of the conceptual plans of the draft Hybrid Design Concept. During that same timeframe, the Tier 2 CAC finalized their written report on findings, strategies, policies and conditions for the I-710 Corridor (See Section 7). In early September 2004, the TAC met to receive this input and to formulate their recommendations for a Hybrid Strategy for the I-710 Study Area for consideration by the Oversight Policy Committee. The TAC sought to bring the greatest transportation benefit to the overall I-710 Corridor in terms of public health, safety and mobility, while adhering to the Guiding Principles.

8.2 TAC Recommendations

The TAC made no further changes to the draft Hybrid Design Concept (presented in Section 6.3 of this report) with the understanding that the segment of the I-710 Corridor between the BNSF/UP railroad yards in Vernon/Commerce and SR-60 is still under study and that findings from this focused study effort, including any new freeway-to-freeway ramp connections between I-710 and I-5, will need to be integrated with the overall I-710 Hybrid Design Concept prior to initiating environmental studies on I-710. The TAC further recognizes that additional design options will be explored and refinements will necessarily occur to the Hybrid Design Concept as it moves forward into project development (e.g., environmental studies and preliminary engineering.) Examples of these design issues include items such as the specific location of truck lane ingress/egress ramps; evaluation of traffic impacts of proposed ramp closures; proposed local interchange configurations; and weave distances between ramps that connect to I-710. Some of these design issues were identified during the course of the I-710 Study and are called out in Section 10 of this report (Issues for Further Consideration). Yet others will be identified through the more detailed environmental and engineering studies that typically occur in future phases of project development.

The Hybrid Design Concept is comprised of 10 general purpose traffic lanes, 4 exclusive truck lanes, and interchange improvements on I-710, from Ocean Boulevard in Long Beach to the intermodal railroad yards in Vernon/Commerce.

In addition, the TAC recommended that the proposed transportation systems management and transportation demand management improvements previously identified in Alternative B be

included in the overall Hybrid Strategy. This action is consistent with the direction given to the TAC by the OPC on May 2003 to use technologies, programs, and strategies to better manage traffic flow and to make full use of freeway, roadway, rail, and transit systems. These improvements include strategies such as: empty container management programs to reduce truck traffic to and from the Ports; diesel emissions reduction programs that provide subsidies to encourage truck operators to replace or purchase new, cleaner burning power units; and expanded intelligent transportation systems to manage and help redistribute traffic flow to reduce congestion, among others. The TAC also formally endorsed the transportation improvements included in Alternative A, the future year transportation condition, in order to continue to affirm the need for these improvements in the event that future funding commitments fail to materialize due to the current state budgetary crisis.

For the Hybrid Strategy, the TAC also included two major transportation components that meet the purpose and need for the I-710 Major Corridor Study, but that will require additional feasibility studies to define their scope and specific location: (i) improvement of selected arterial roadways within the I-710 Corridor, and (ii) a truck inspection facility.

After some discussion, the TAC agreed to support the broad concepts in the Tier 2 CAC's Final Report Major Opportunity/Strategy Recommendations and Conditions while acknowledging that some of the recommendations would require legislative and/or regulatory changes.

In summary, the TAC recommendation for a Hybrid Strategy, developed September 9, 2004, includes the following physical and operational transportation elements:

**Table 8.2-1
Summary TAC Recommendations - Hybrid Strategy**

Component	Descriptive Elements
Hybrid Design Concept ¹ (Ocean Blvd. to the Intermodal Railroad Yards ²)	<ul style="list-style-type: none"> ➤ 10 general purpose traffic lanes on I-710 ➤ 4 exclusive truck lanes along I-710, between Ocean Blvd. and the intermodal rail-yards in Vernon/Commerce, including dedicated ingress/egress points for trucks at selected locations ➤ exclusive truck ramps from the truck lanes to the intermodal railroad yards in Vernon / Commerce ➤ new local interchange at Slauson on I-710 ➤ interchange modifications at 15 local interchanges and 2 freeway-to-freeway interchanges on I-710
	➤

Notes: ¹Detailed information on the Hybrid Design Concept is provided in *I-710 Major Corridor Study "Hybrid" Mainline Alternative of Locally Preferred Strategy Technical Report*, Gateway Cities COG, April 2004.

²The portion of the I-710 Corridor between the BNSF /UP intermodal railroad yards in Vernon / Commerce and SR-60 is currently under study. Results from this focused study effort will be integrated with the Hybrid Design Concept prior to initiating follow-on environmental studies.

Table 8.2-1 Continued
Summary TAC Recommendation – Hybrid Strategy

Component	Descriptive Elements
Alternative A – No Build Improvements	<ul style="list-style-type: none"> ➤ Future improvements to the existing transportation system that are already planned and committed and are, therefore, expected to be in place by 2025. Examples of these projects include: replacement of all of the pavement and construction of a new concrete, median divider on I-710 between Ocean Boulevard and I-10; added bus service throughout the I-710 Study Area; and improvements to truck-impacted intersections, among other future transportation projects. (See Section 4.5 of this report, Alternative A, for a complete list.)
Alternative B – TSM/TDM Improvements	<ul style="list-style-type: none"> ➤ Transportation strategies to better manage how the existing freeways, roadways, and the transit systems operate in the I-710 Study Area. Examples include: added bus service for local communities; the completion of the ramp metering system on I-710, advanced technologies to manage traffic and to inform motorists about alternate routes to avoid traffic congestion; and programs to reduce truck diesel emissions and encourage a shift of truck traffic into the late evening or early morning hours. (See Section 4.5 of this report, Alternative B, for a complete list.)
Truck Inspection Facility	<ul style="list-style-type: none"> ➤ Precise configuration and location of the truck inspection facility within the I-710 Study Area to be determined through further study.
Arterial Roadway Improvements	<ul style="list-style-type: none"> ➤ Operational and/or capacity improvements to selected arterial roadways within the I-710 Study Area. The scope and extent of the proposed improvements as well as those arterials to be included in this component of the Hybrid Strategy to be determined through further study.

Source: I-710 Technical Advisory Committee, Materials and Minutes of the Meeting of September 9, 2003.

The TAC’s recommendations were presented to the Oversight Policy Committee by the TAC Chair on September 30, 2004. A copy of the technical memorandum, “Recommendations for Consideration in Adoption of I-710 Locally Preferred Strategy,” as well as a map of the TAC recommended Hybrid Design Concept is included in Appendix T of this report.