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# California State Senate

SENATOR  
**BOB HUFF**

TWENTY-NINTH SENATE DISTRICT

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AND WATER  
PUBLIC SAFETY



September 22, 2010

Supervisor Don Knabe  
Chairman  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012

RE: 57/60 Confluence Project - Cities of Industry and Diamond Bar

Dear Supervisor Knabe:

The Cities of Industry and Diamond Bar have been working closely with the Metropolitan Transportation Authority (MTA) and California Department of Transportation to craft the most efficient and cost-effective solution to the severe safety and mobility problems at the confluence of the 57 and 60 freeways, which has led to the development of the 57/60 Confluence Project. As you know, this project seeks to provide near-term solutions to existing and future mobility, congestion, goods movement, safety and air quality challenges posed by this critical link in the region's transportation system.

The current MTA Long Range Transportation Plan (LRTP) assumes the completion of the critically important and comprehensive 57/60 Mixed Flow Interchange Project in the year 2029. We feel strongly that the core aspects of this project can and must be completed well in advance of this date and are writing to urge your strong support for accelerating the timetable for completion to the year 2016. Expediting the funding and construction of the 57/60 Confluence Project will reduce congestion and enhance safety as the additional funding necessary to complete the entirety of the 57/60 Mixed Flow Interchange project (Concept A) is sought by 2029. Based on MTA's 57/60 Interchange Improvement Feasibility Study, the total project cost of Concept A is \$572-\$640 million in today's dollars.

The City of Industry has demonstrated its strong commitment to moving this project forward expeditiously by providing \$35 million in local funding to advance the core improvements of the 57/60 Mixed Flow Interchange Project to a "shelf-ready" state by 2013. These improvements are included in a Project Study Report (PSR) recently approved by MTA. In fact, MTA already approved \$8.75 million for some of these improvements in its latest Call for Projects.

Over the longer term, the Cities of Industry and Diamond Bar are seeking future MTA consideration of additional "add on" improvements for missing freeway to freeway connectors and future HOV connectors that have not been studied at the PSR level.

To the extent that the MTA is considering the acceleration of selected "shelf-ready" highway projects from its LRTP - concurrent with Mayor Villaraigosa's 30/10 Transit Initiative, I feel strongly that the core improvements to the 57/60 Mixed Flow Interchange Project merits such advancement and respectfully urge your support.

I greatly appreciate your consideration of this important request.

Sincerely,



Bob Huff  
29<sup>th</sup> Senate District

cc: Julie Moore, Senior Deputy to Supervisor Knabe  
Art Leahy, Chief Executive Officer, MTA  
Paul Taylor, Deputy Chief Executive Officer, MTA  
Doug Failing, Executive Director-Highway Programs, MTA  
Mike Miles, Director, Caltrans District 07