



**SUBJECT: I-710 MAJOR CAPITAL IMPROVEMENT STUDY**

**ACTION: APPROVE FUNDING FOR STUDY**

Metropolitan  
Transportation  
Authority

One Gateway Plaza  
Los Angeles, CA  
90012-2952

**RECOMMENDATION**

Approve \$250,000 in deobligated highway funds to begin work on a Major Capital Improvement Study (MCIS) to improve the interchanges in the I-710 Long Beach Freeway between Route 60 - Pomona Freeway and the southern terminus in San Pedro as follows:

- A. Deobligate \$250,000 from 1994 Call For Projects Highway Program Management Services;
- B. Reprogram the \$250,000 deobligated under recommendation A above to conduct the Major Capital Improvement Study of the interchanges on the I-710 Long Beach Freeway; and
- C. Authorize staff to commit an additional \$250,000 from other deobligated highway project funds in the Freeway Modal Category of the Call For Projects for a total allocation to the MCIS of \$500,000. Staff will return to the Board, as part of the Call For Projects deobligation/recertification process, in June 2000 for approval to deobligate/reprogram these funds to the MCIS contingent on the commitment of the balance of funding by the participants of the I-710 Corridor Major Improvement Study (MIS).

**ISSUE**

The existing interchanges along the I-710 Freeway currently experience a high level of congestion as evidenced by the improvements sponsored by the cities of South Gate (at Firestone Boulevard) and Vernon (at Atlantic Boulevard) and funded by the MTA through the Call For Projects process. A current study sponsored by the Southern California Association of Governments (SCAG) indicates that the I-710 Long Beach Freeway has the highest percentage of trucks in the County, with a total truck-traffic volume constituting 45 to 60 percent of the Freeway's vehicle volumes. The existing geometric alignments at the interchanges, and surrounding arterials, will be unable to accommodate the projected truck-traffic. At present, it is difficult for trucks to traverse the interchanges throughout the I-710 Corridor due to the extremely short-turning radius reflected by the 40 year-old design of the Freeway ramps, and the lack of road capacity on the arterials. The queue to exit from the Freeway onto a Corridor arterial is so extensive at some interchanges that vehicles back-up onto the Freeway and/or arterials. These interchange problems will be exacerbated given that the port-related truck traffic is estimated to increase by 160 percent, 57,000 trips per day, by 2010.

Based on deliberations with other stakeholders in the Corridor, it was concluded that the most viable action toward a solution would be to prepare a Major Improvement Study (MIS) of which the MCIS would be a major element. The total estimated cost of the MIS is \$3,000,000.

### **POLICY IMPLICATIONS**

As the regional transportation planning agency for Los Angeles County, the MTA joined with other agency stakeholders and cities to form a task force to seek a solution to the congestion problems in the I-710 Corridor. The MTA's participation was also prompted by proposed legislation, AB 581 (Firebaugh), which calls on the MTA to support a study of the interchanges on the I-710 Freeway.

### **OPTIONS**

Not approve funding. However, without the study, major capacity improvements will not be eligible for federal funding and the level of service along the Freeway will continue to deteriorate.

### **FINANCIAL IMPACT**

There would be no impact this fiscal year. Funding for the Study is proposed in two parts: 1) deobligate and reprogram \$250,000 from previously funded "Call for Projects" Highway Program Management Services, and 2) commit an additional \$250,000 from other highway projects that are in the process of completion/closure with unexpended fund balances that will be available for deobligation. These projects are in the Freeway Modal Category of the Call For Projects and the total allocation to the MCIS will be \$500,000. Allocation of these additional funds are contingent upon the commitment of the balance of \$2,500,000 by the Gateway Cities Council of Government, Caltrans, SCAG and the Ports of Long Beach and Los Angeles.

### **BACKGROUND**

The I-710 Long Beach Freeway Corridor is the principal transportation connection between Route 60 Pomona Freeway and the Ports of Long Beach and Los Angeles. The San Pedro Ports rank first in the United States for container sea trade, and third in the world, behind Singapore and Hong Kong. The volume of merchandise moved daily from the ports generates ever-increasing truck traffic on the I-710 Long Beach Freeway and its interchanges. Existing and future needs of this Corridor and intersecting arterials has created the need to assess future improvements to the freeway/arterial interchanges even with the anticipated completion of the Alameda Corridor. The I-710 Capital Improvement Study will assess the growth of traffic and the congestion at the interchanges, including the impact of the congestion on goods movement, commuters and vehicular traffic on freeway/arterial interchanges. In addition, the MCIS will evaluate and propose possible modification of existing criteria for interchanges, including the need for any new facilities and the feasibility of inclusion of Intelligent Transportation Systems (ITS) measures to better manage the unique traffic needs of the I-710 Corridor. These needs are partially driven by Los Angeles County's international trade consumption—the highest in the nation at 14 percent. The freeway interchanges will be assessed in relation to their local and

statewide significance in vehicle and goods movement, the local and statewide economy, employment opportunities and growth of industry and commerce. As one of six agency stakeholders partnering for the MIS, the MTA's funding commitment would be limited to the \$500,000 of the \$3,000,000 total cost of the MIS.

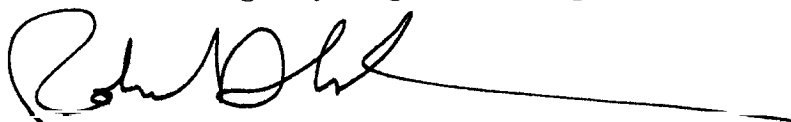
The MCIS is a key element of the I-710 Corridor. The MCIS can proceed independently or as part of the MIS. It will make a technical analysis of the traffic operations problems at the interchanges, develop solutions and recommend both short- and long-term improvements including the identification of the need for any new interchange(s).

The MIS cost of \$3,000,000 is proposed for funding by the Gateway Cities Council of Government, Caltrans, SCAG and Ports of Long Beach and Los Angeles as follows: Gateway Cities, \$250,000; Caltrans, \$500,000; SCAG, \$500,000; San Pedro Ports, in-kind contribution of Ports Master Plan data. Furthermore, both Assemblyman Marco Firebaugh and Senator Betty Karnette have requested Governor Davis to ensure that \$1,000,000 for the MIS be included in the next fiscal year's transportation budget. Depending on the funding and scheduling considerations, the MCIS could become absorbed into the MIS.

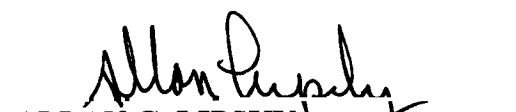
**NEXT STEPS**

Upon Board approval, staff will begin developing a consensus for the MCIS scope of work with the Corridor stakeholders and return to the Board in June to approve an additional \$250,000 in deobligated highway funds. A request for proposal is tentatively targeted for advertisement this summer with the award of contract in the fall 2000.

**Prepared by: Maureen Micheline, Planning Manager,  
Highway Programs Development and Implementation Team**

  
**ROBERT D. CASHIN**  
**Deputy Executive Officer**  
**Transportation Development and Implementation**

  
**JAMES L. de la LOZA**  
**Executive Officer**  
**Regional Transportation Planning and Development**

  
**ALLAN G. LIPSKY**  
**Office of the Chief Executive Officer**