TAB 82

REPORT ON I-710 GATEWAYS MAJOR INVESTMENT STUDY (4.7)

A VERBAL PRESENTATION WILL BE MADE AT THE OCTOBER 3, 2002 CTC MEETING ON THIS ITEM

I-710/Desmond Bridge Gateway Program
California Transportation Commission (CTC) Meeting

October 3, 2002

Gerald Desmond Bridge

- Vital link serving Ports of Long Beach and Los Angeles
- Connects City of LB to Terminal Island
- Major thoroughfare for port truck traffic & commuters

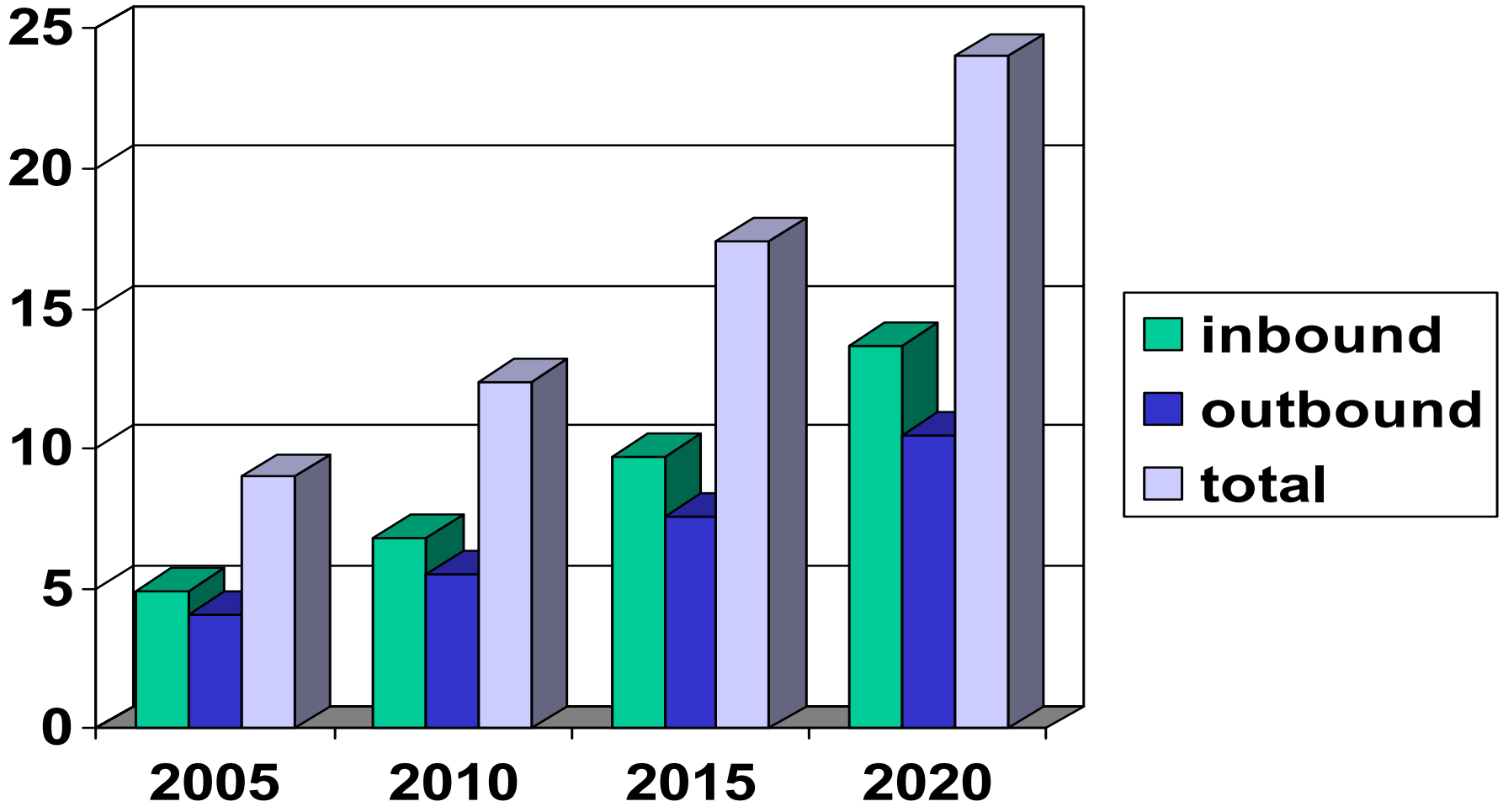
Gerald Desmond Bridge

What does the future hold for San Pedro Bay Ports?

- Year 2002-2003 – 800 acres of new container terminals open on Terminal Island
- Year 2004-2005 – additional 325 container acres on Terminal Island

Bridge at capacity (Level of Service F) by 2010 even with 5th lane

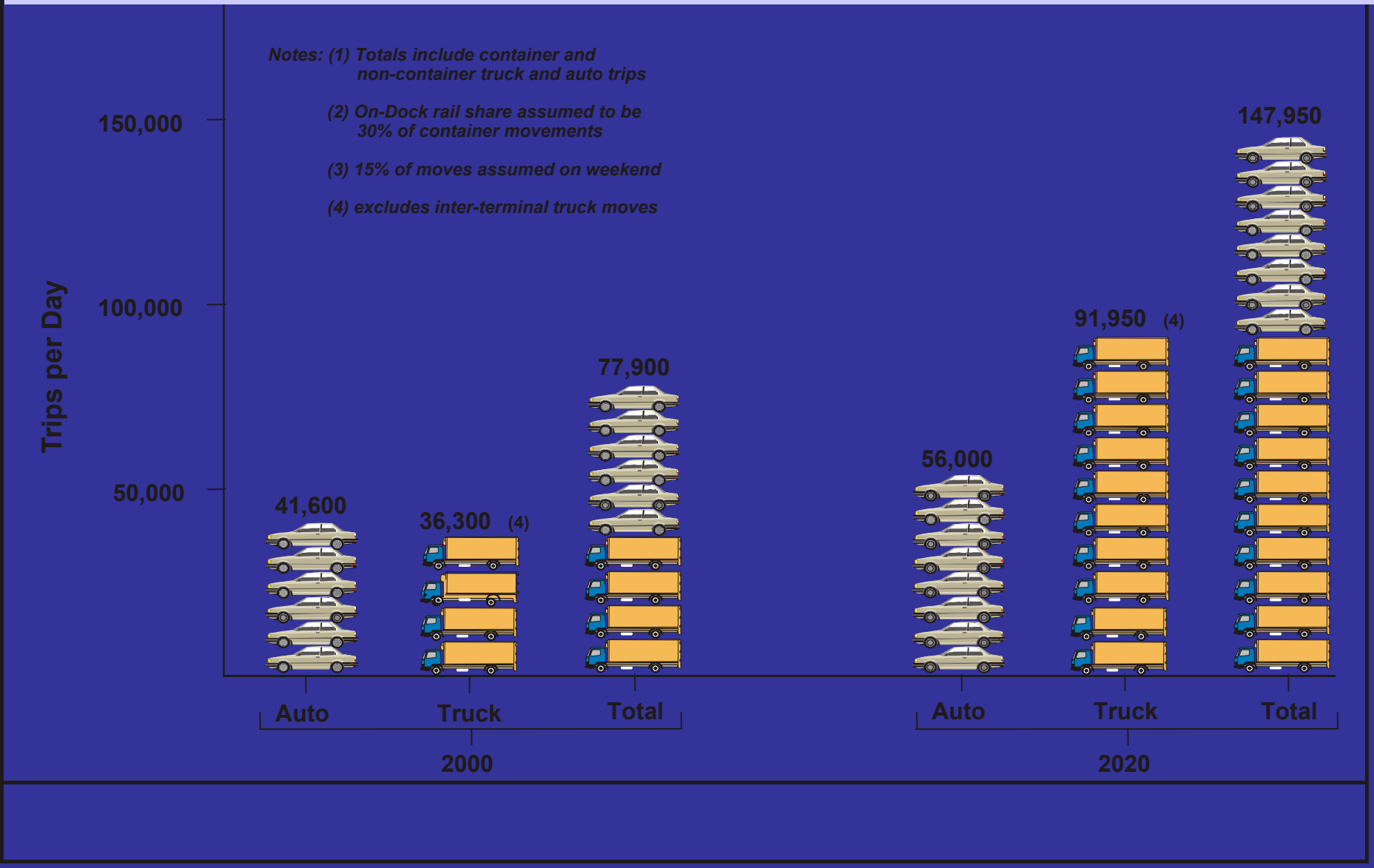
San Pedro Bay Ports Long-term Projections
(expressed in millions of TEUs)



Bridge Deficiencies

- **Bridge air draft 156 feet MHW**
  - Current container fleet serving POLB includes ships that can never fit under bridge
  - Bridge is deteriorating
- **New ships air draft approximately 165 feet**

Year 2000 - 2020
Daily Trips-Ports of LA/LB



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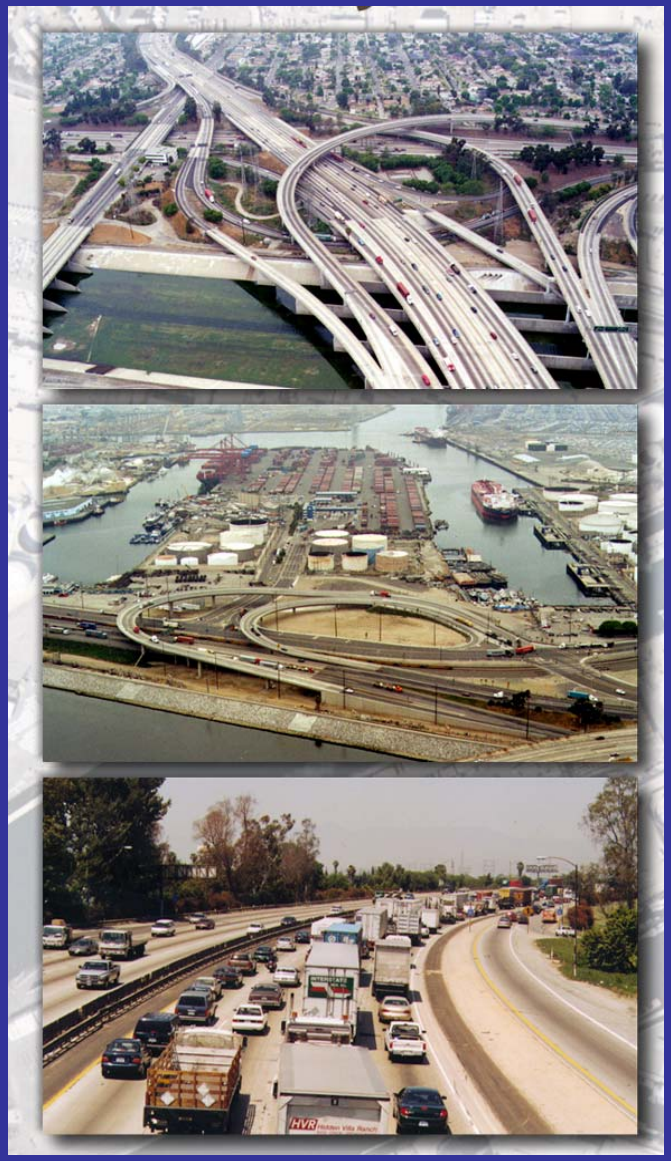

I-710 Major Corridor Study

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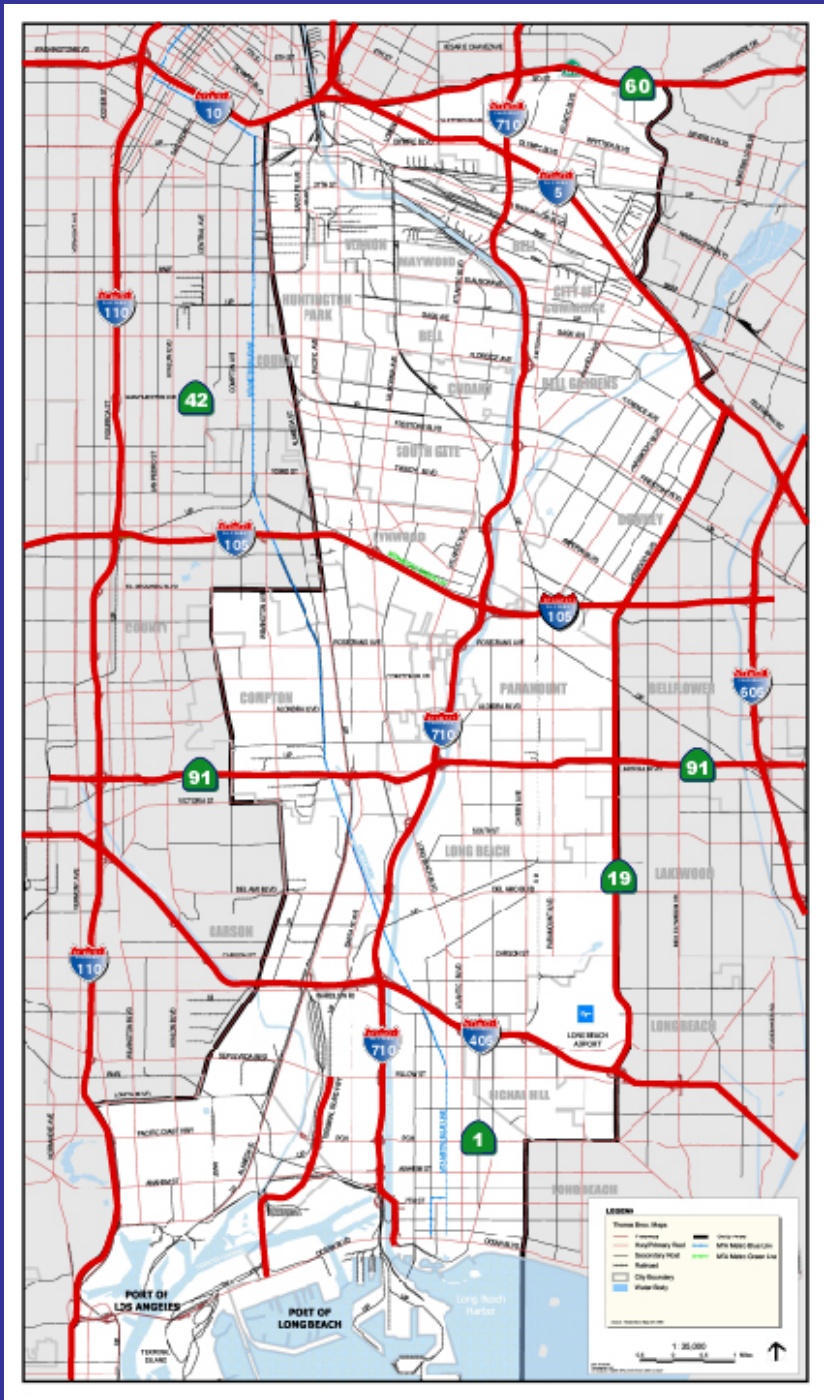
I-710 Corridor Study Area



Project Needs

- **Purposes of I-710/Desmond Bridge Gateway Program**
  - Ensure Future Growth of the Ports of Long Beach and Los Angeles
  - Speed Goods Movement into/out of Ports
  - Avoid Potential Total Gridlock on I-710
  - Increase Passenger Auto and Truck Safety
  - Minimize Air Emissions, Diesel Particulates
  - Enhance Jobs Growth and Economic Development

I-710 Improvements

- Needed to Ensure Flow of Trade Through Ports
  - 35% of All U.S. Container Trade Flows through the Ports – One-Half Over the I-710
  - Trucks Carry 9.6 Million Containers/Year – To Increase to 16.7 Million within Five Years
  - Today: 34,000 Truck Trips per Day to Ports
  - 2020: 91,000 Truck Trips per Day to Ports
  - Additional 30,000 Non-Port Truck Trips in Corridor - To Increase to 75,000 in 2020

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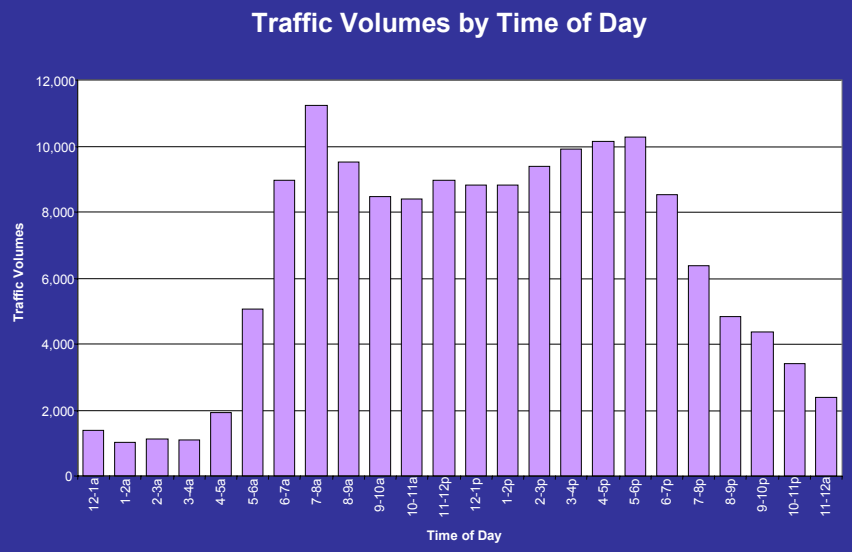
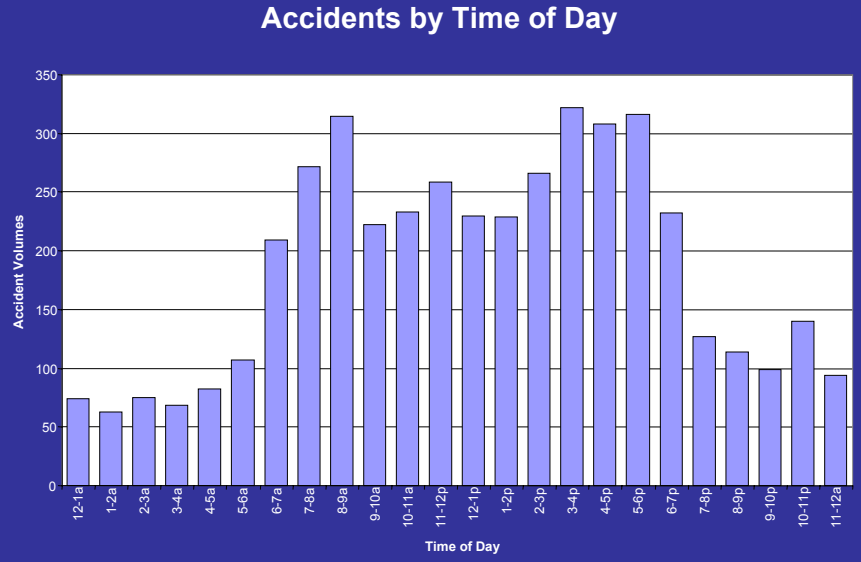
I-710 / Desmond Bridge Gateway Program to Continue Advances Made by Alameda Corridor

- With the Completion of the Alameda Corridor and Expansion of Freight Rail Capacity, Trucks Will Continue to Play an Essential Role in the Logistics Chain
- Trucks Will Continue to Service Rail Freight Yards and Warehouse and Distribution Points throughout the Corridor
- Failure of I-710 to Carry Increased Truck Traffic Will Impact Competitive Position of the Ports

I-710 Safety Problems

- Traffic Volumes and Accident Rates are Positively Correlated
- Increases in Traffic Leads to Increases in Accidents





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I-710 Safety Problems

- Trucks and Cars Travel at Different Speeds
- Trucks are Slower to Stop

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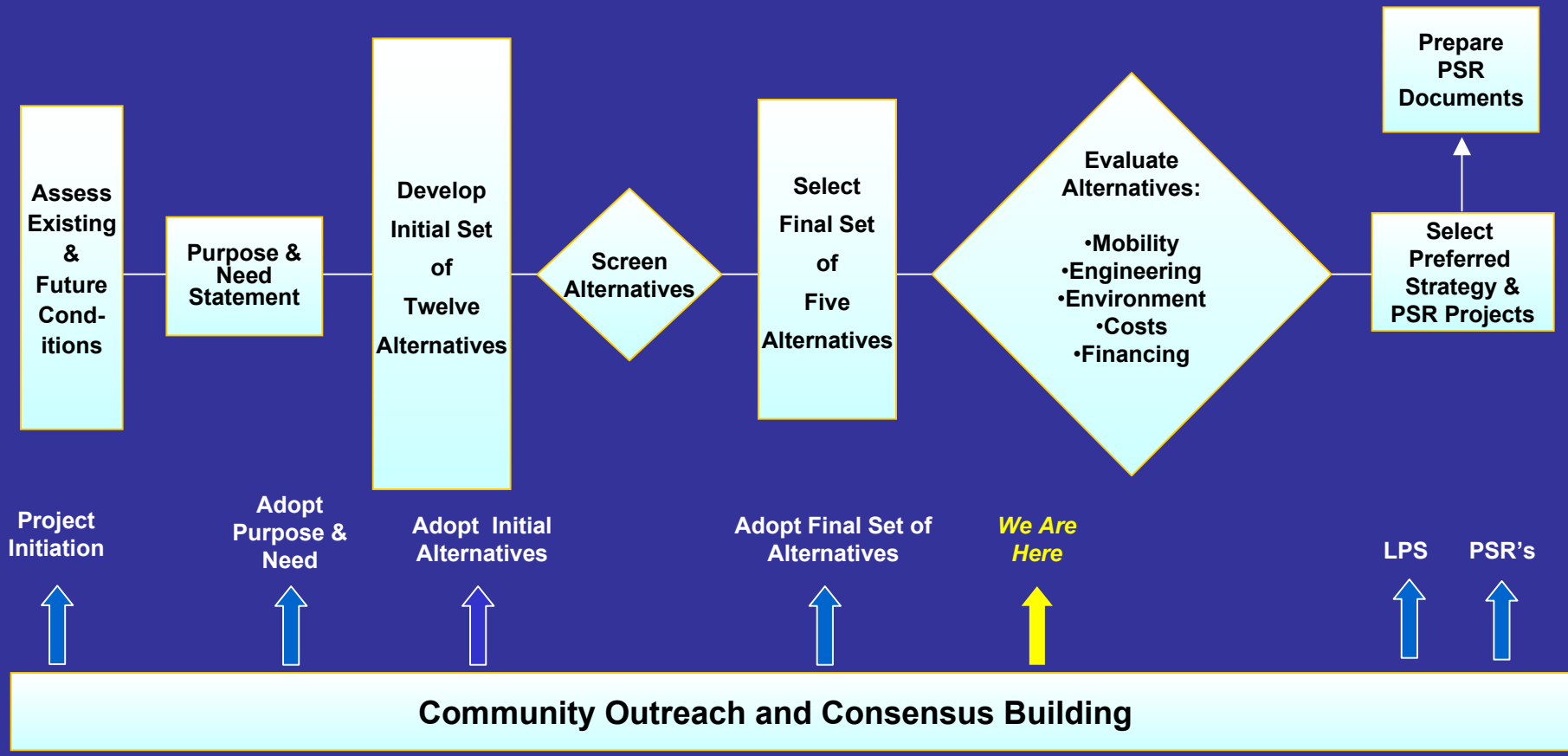
I-710 Congestion and Safety Conditions Are Critical

- Current Traffic Volumes Have Overwhelmed Existing Design Capacity.
- Congestion and Delays Result in Severe Economic Consequences to Freight Carriers, Employers, Manufacturers, and Businesses.
- The Accident Rate on I-710 Is Among the Highest in LA County. I-710 Averages 5 Accidents/Day.
- Daily Disruptions to Commuters and Residents.
- Spillover Effects on Local Arterial System.

Major Milestones

Key Decision Points



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The I-710 Oversight Policy Committee approved the *Final Set of Alternatives* on June 27, 2002

Final Set of Alternatives

- Alternative A – No Build Alternative
- Alternative B – TSM/TDM Alternative
- Alternative C – Medium General Purpose / Medium Truck Alternative
- Alternative D – High General Purpose / High HOV Alternative
- Alternative E – High Truck Alternative

What The Public is Telling Us

Major Theme from Public Input:

Design Elements or Alternatives that Separate Cars and Trucks Should Be Selected

Next Milestones

- Selection of Locally Preferred Strategy
  - Spring 2003
- Project Study Reports for “Early Action” Projects
  - November 2003

Alternative A - No Build Alternative

- Transportation Facilities and Services Expected to Be in Place by 2025
- Includes Caltrans' Rehabilitation Projects along I-710
- Assumes Completion of the Alameda Corridor and Related Projects

Alternative B – TSM/TDM Alternative

- **Purpose**
  - Improve Goods Movement, Auto, and Transit Travel
  - Largely Operational and Policy Improvements
- **Mainlines**
  - Additional Ramp Metering
  - High Mast Illumination
  - Improved Aesthetics and Signage
- **Interchanges/Arterials**
  - I-710 Ramp Terminus/Arterial Improvements
  - Parking Restrictions on Major Parallel Arterials during Peak Hours

Alternative B – TSM/TDM Alternative (continued)

- **Goods Movement Strategies**
  - Empty Container Management
  - Expanded Truck Emission Reduction Program
  - Extended Hours for Pick-Up and Delivery
- **Transit**
  - Additional Blue/Green Line Feeder Shuttle Buses
  - Enhanced Community Transit Services
- **Intelligent Transportation Systems (ITS)**
  - Expand Technologies for Two Existing ITS Corridors in I-710 Study Area (I-710/Atlantic and I-105 Corridors)
  - Examples: Advanced Vehicle Detection, Traveler Information Systems, Highway Advisory Radio

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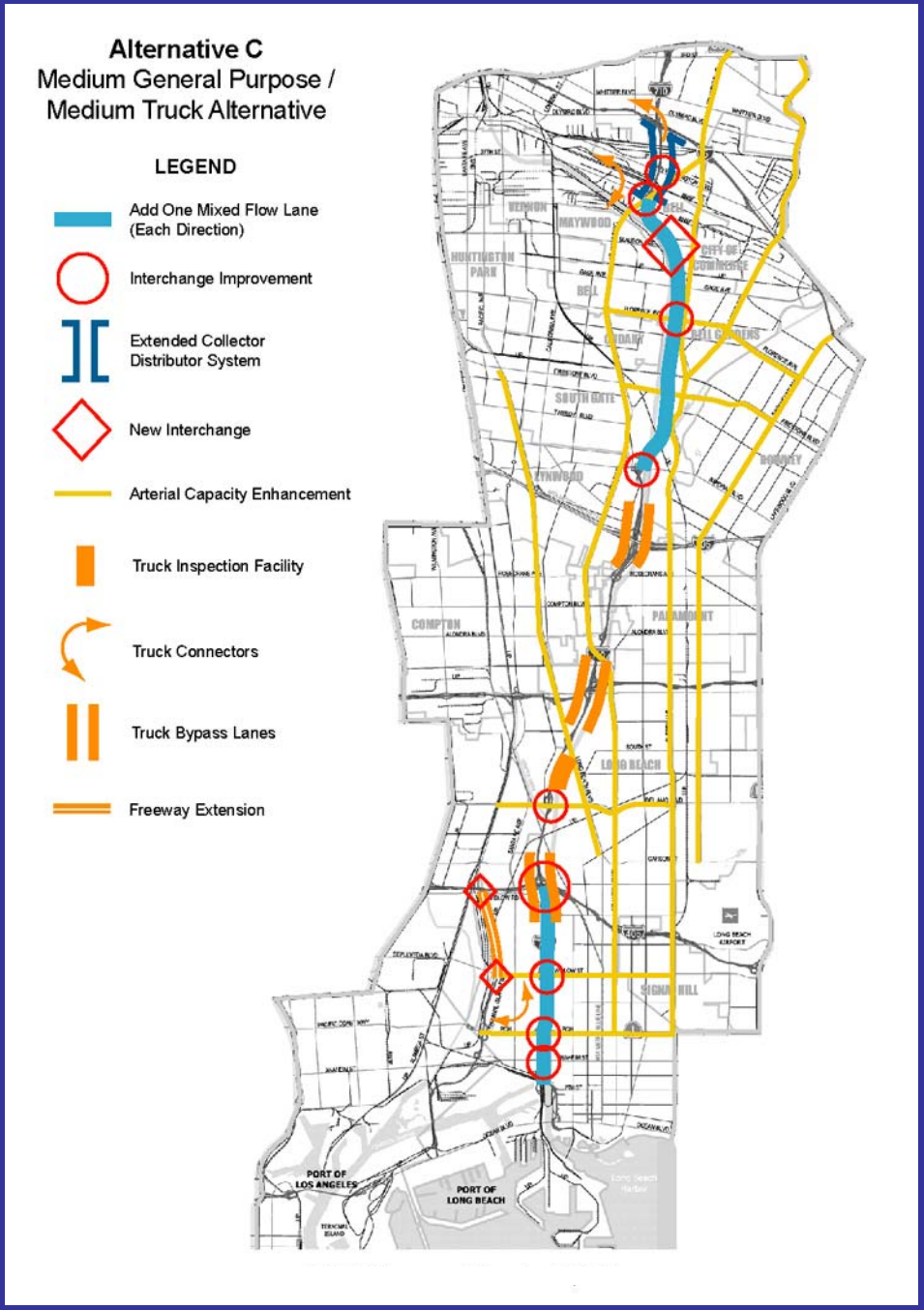
Alternative C
Medium General Purpose / Medium Truck Alternative

- **Purpose**
  - Improve safety and eliminate bottlenecks for all types of traffic
  - Improve safety and manage flow of heavy duty trucks



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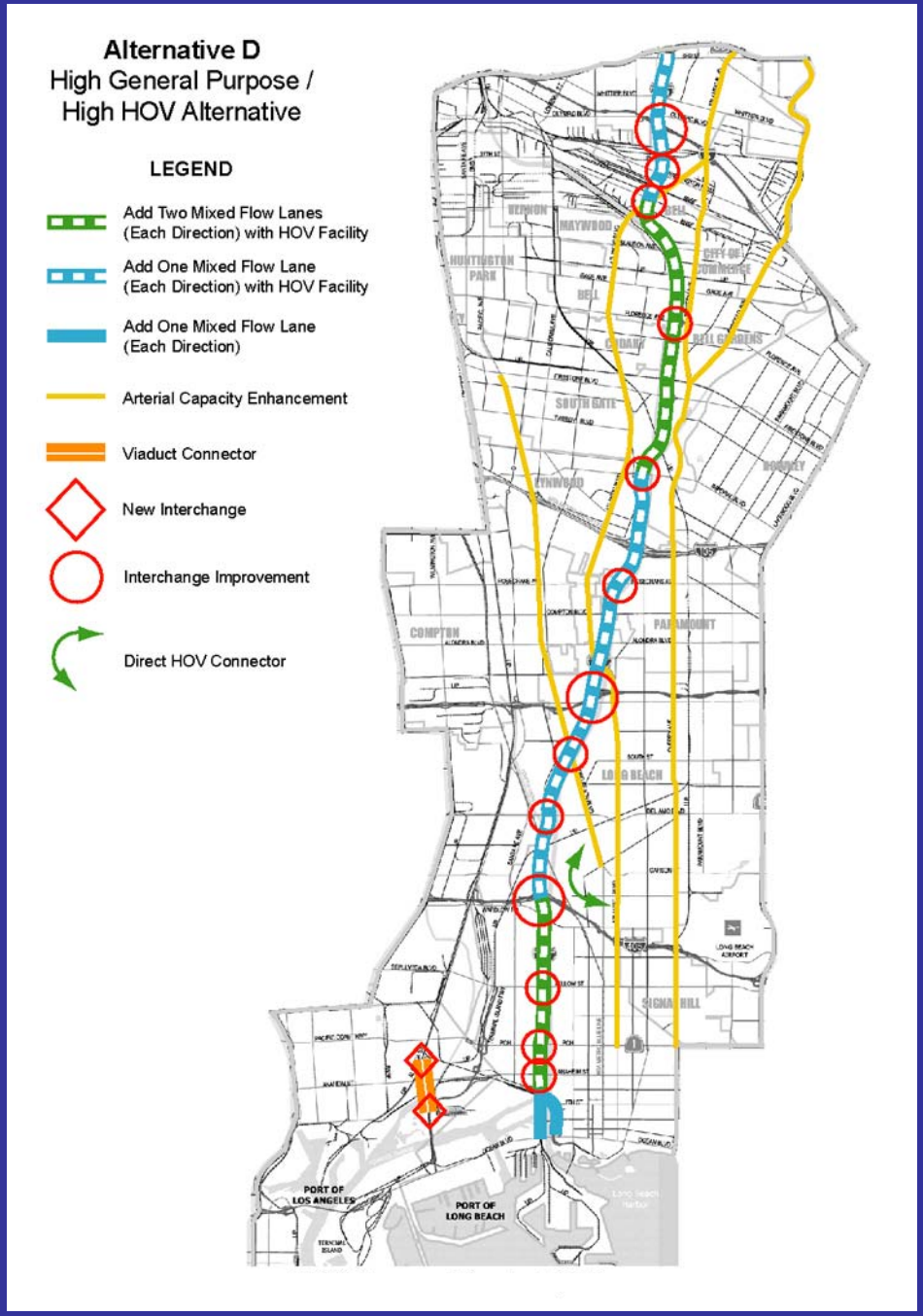
Alternative D
High General Purpose / High HOV Alternative

- Purpose
  - Improve safety and add capacity to address high traffic volumes along all of I-710
  - Improve travel time and attractiveness of carpools to increase the person-carrying capacity of the regional transportation system



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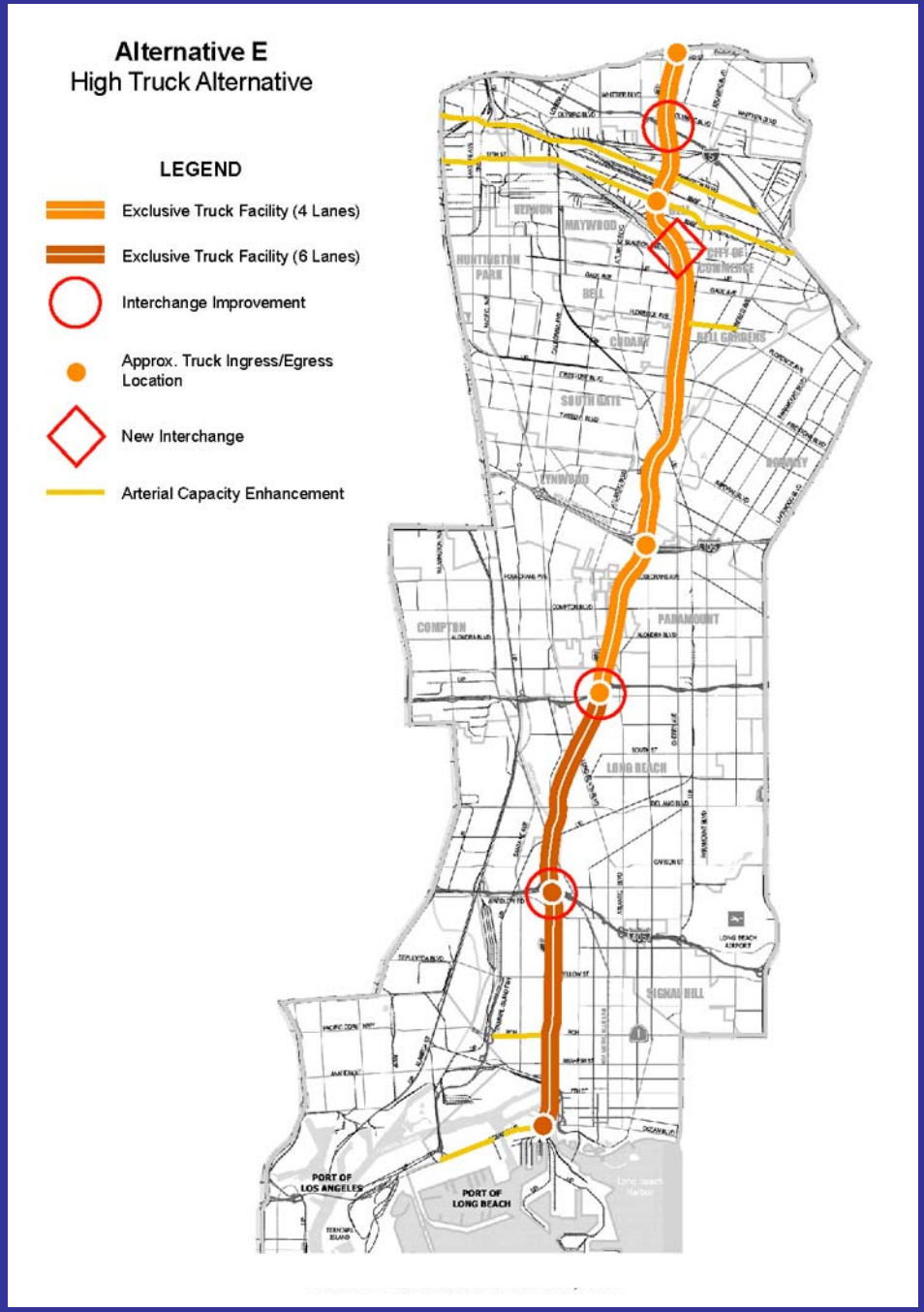
Alternative E
High Truck Alternative

- **Purpose**
  - Increase capacity for growing heavy duty truck demand, improve reliability, and reduce points of conflict between cars and trucks



Alternatives Evaluation

- Conceptual Engineering
- Travel Demand Forecasting
- Environmental Analysis
- Cost Estimates
- Travel Benefits
- Financing Options
- Purpose: Compare Benefits, Costs, Impacts of the Final Set of Alternatives

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The *Locally Preferred Strategy (LPS)* Can Be One Alternative or a Combination of the Best Elements from the Final Set of Alternatives