

RESOLUTION NO. C-

1
2
3 A RESOLUTION OF THE CITY COUNCIL OF THE
4 CITY OF LONG BEACH ADOPTING THE CITY OF LONG
5 BEACH TRAFFIC MITIGATION PROGRAM (TMP)
6 THIRTEENTH ANNUAL REPORT; AMENDING THE TRAFFIC
7 MITIGATION PROGRAM TO ADD RECOMMENDED
8 CHANGES TO THE CITY'S TRANSPORTATION
9 IMPROVEMENT PLAN AND MAKING FINDINGS RELATIVE
10 THERETO IN ACCORDANCE WITH LONG BEACH
11 MUNICIPAL CODE SECTIONS 18.17.170, 18.19.180 AND
12 GOVERNMENT CODE SECTIONS 66001 AND 66006

13
14 WHEREAS, on November 20, 1990, the City Council adopted Ordinance
15 No. C-6824 (as amended by Ordinances C-6836 and C-6848), to establish and impose
16 a Transportation Improvement Fee (TIF) on certain new residential and nonresidential
17 development in the City for the purpose of assuring that the transportation Level of
18 Service (LOS) goals of the City as set forth in the City's Traffic Mitigation Program are
19 met with respect to the additional demands placed on the transportation system by
20 traffic generated by such development; and

21 WHEREAS, on December 11, 1990, the City Council adopted Resolution
22 No. C-24978, establishing a Transportation Improvement Fee by land use type and,
23 where relevant, by location, following consideration of the projected development in the
24 City of Long Beach from the year 1990 to the year 2010; and

25 WHEREAS, on March 30, 1993, the City Council adopted Resolution No.
26 C-25393, consisting of an amendment to the Transportation Improvement Fee to add
27 categories of residential use for senior citizen housing, secondary housing which is
28 accessory to a principal dwelling unit, and accessory residential units; and

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1 WHEREAS, Long Beach Municipal Code Section 18.17.170 requires that
2 at least once each year the Director of Public Works shall prepare a report to the City
3 Council in order to evaluate progress in the implementation of the Transportation
4 Improvement Plan and the Transportation Improvement Fee and in order to make any
5 recommended changes to said Plan or Fee; and

6 WHEREAS, on August 28, 1990, the City Council adopted Ordinance No.
7 C-6776, to establish a Long Beach Airport Study Area Traffic Fee for major intersection
8 improvements, which fee is imposed on new residential and nonresidential
9 development in the Long Beach Airport Traffic Study Area for the purpose of assuring
10 that the transportation Level of Service (LOS) standards established by the City for said
11 Area are and were met with respect to the additional demands on the transportation
12 system generated by such development; and

13 WHEREAS, on August 21, 1990, the City Council adopted Resolution No.
14 C-24921, establishing the Long Beach Airport Traffic Study Area Impact Fee Amounts;
15 and

16 WHEREAS, Long Beach Municipal Code Section 18.19.180 requires that
17 at least once each year the Director of Public Works shall prepare a report to the City
18 Council in order to evaluate progress in the implementation of the Long Beach Airport
19 Traffic Study Area Traffic Fee and mitigation requirements and to make any
20 recommended changes to said Study Area or Fee; and

21 WHEREAS, the Director of Public Works has prepared the report required
22 pursuant to Sections 18.17.170 and 18.19.180 of the Long Beach Municipal Code
23 which report incorporates, among other things, the following information:

- 24 1. The total amount of development granted development approval in
25 the City by type;
- 26 2. The estimated increase in P.M. peak hour trips generated by
27 approved development;
- 28 3. The transportation improvements completed relative to the

- 1 improvements listed in the Transportation Improvement Plan;
- 2 4. The amount of Transportation Improvement Fees and Airport Area
- 3 Traffic Fees in the fund or subfund; and
- 4 5. Recommended changes to the Transportation Improvement Fees,
- 5 including, but not necessarily limited to, changes in the
- 6 Transportation Improvement Plan and changes in the
- 7 Transportation Improvement Fees or Fee Setting Resolution as
- 8 well as recommended changes to the Airport Traffic Study Area
- 9 Traffic Fee and mitigation requirements, including but not
- 10 necessarily limited to, changes in the Long Beach Airport Traffic
- 11 Study Area Improvements, changes in the Airport Area Traffic Fee
- 12 ordinance or resolution, or changes in the Transportation Demand
- 13 Management Program or changes in the Traffic Fee; and

14 WHEREAS, Government Code Section 66001(d) requires the City to

15 make certain findings for the fifth fiscal year following the first deposit into the account

16 or fund, and every five years thereafter, with respect to that portion of the Traffic

17 Improvement Fee or Airport Study Area Traffic Fee account, fund, or sub-fund ("the

18 funds") remaining unexpended, whether committed or uncommitted.

19 NOW, THEREFORE, the City Council of the City of Long Beach does

20 hereby find, determine and declare:

21 Section 1. That the City Council does hereby adopt that certain City of

22 Long Beach Traffic Mitigation Program Thirteenth Annual Report (October 1, 2003-

23 September 30, 2004) ("the Report"), a copy of which is attached hereto and

24 incorporated herein by this reference as Exhibit "A".

25 Sec. 2. That the Report attached hereto as Exhibit "A" contains all of the

26 information required pursuant to Long Beach Municipal Code Sections 18.17.170 and

27 18.19.180 as well as the information required by California Government Code Sections

28 66001 and 66006.

1 Sec. 3. In reference to Government Code Section 66001(d)(1), and with
2 respect to only that portion of the Traffic Improvement Fee Fund and the Airport Study
3 Area Traffic Fee Fund remaining unexpended at the end of the 2003-2004 Fiscal Year
4 whether committed or uncommitted, the City Council finds that the purpose of the fees
5 is to assure that the transportation level of service goals of the City of Long Beach as
6 said goals are more fully set forth in the City's Traffic Mitigation Program, as well as in
7 Ordinance Nos. C-6824, C-6836, C-6848 and C-6776, are met with respect to the
8 additional demands placed on the City's transportation system by traffic generated from
9 new residential and nonresidential development.

10 Sec. 4. In reference to Government Code Section 66001(d)(2), and with
11 respect to only that portion of the Transportation Improvement Fees Fund and the
12 Airport Study Area Traffic Fee Fund remaining unexpended at the end of the 2003-
13 2004 Fiscal Year, whether committed or uncommitted, the City Council finds that the
14 findings and facts as set forth in the City's Traffic Mitigation Program and in Ordinance
15 Nos. C-6824, C-6836, C-6848 and C-6776 which findings and facts are incorporated by
16 reference herein, amply demonstrate that there is a reasonable relationship and nexus
17 between the fees imposed and the purpose for which said fees are charged.

18 Sec. 5. In reference to Government Code Section 66001(d)(3), and with
19 respect to only that portion of the Transportation Improvement Fees Fund and the
20 Airport Study Area Traffic Fee Fund remaining unexpended at the end of the 2003-
21 2004 Fiscal Year, whether committed or uncommitted, the City Council finds that all of
22 the sources and amounts of funding anticipated to complete financing for any
23 incomplete improvements are identified and described in Exhibit "A".

24 Sec. 6. In reference to Government Code Section 66001(d)(4), and with
25 respect to only that portion of the Transportation Improvement Fees Fund and the
26 Airport Study Area Traffic Fee Fund remaining unexpended at the end of the 2003-
27 2004 Fiscal Year, whether committed or uncommitted, the City Council finds that the
28 approximate date on which the funding referred to in Section 5 is expected to be

EXHIBIT A

**CITY OF LONG BEACH
TRAFFIC MITIGATION PROGRAM
THIRTEENTH ANNUAL REPORT
OCTOBER 1, 2003 - SEPTEMBER 30, 2004**

I. BACKGROUND

In December of 1990, after two years of technical analysis, financial evaluation, and public input, the City Council adopted the Traffic Mitigation Program (TMP). This created a comprehensive mechanism to implement the transportation improvements needed to meet the increased travel related to future growth. The TMP also established a practical and equitable way to fund these improvements, through public funds and impact fees on developments, based on the relationship between additional travel demands generated by development and the cost of improvements necessary to accommodate this growth.

Conceptually, the TMP is the second step in the City's ongoing three-step transportation planning process. The first step in this process, the policy component, is the Transportation Element of the General Plan. The Transportation Element establishes street right-of-way and other development-related policies, and identifies a long-term set of capital improvements intended to ensure mobility throughout the City as anticipated land use changes occur. The TMP is the second step, or financial component, and identifies the financial resources to implement the improvements identified in the Transportation Element, as well as an annual mechanism for reviewing progress and modifying the list of improvements (the "Transportation Improvement Plan") to be funded. The third step in this process, the project component, is the Capital Improvement Program (CIP). The CIP identifies priority projects and near-term implementation budgets, based on current resources and anticipated needs.

The TMP provides the financial resources to implement the Transportation Element. In addition to existing funding sources, two primary sources have been established to fund the TMP. These include development impact fees, commonly referred to as Transportation Improvement Fees (TIF) and the Airport Area Assessment District (AAAD). A citywide business license tax surcharge was initially a part of the TMP, but new revenues from this surcharge were eliminated in the FY 1998 TMP Report. Within the TIF fee component, special fee rates have been established for the airport and downtown areas, which are typically higher than other parts of the city to account for denser traffic in these areas. These funding sources complement public funds, such as City gasoline tax revenues and Federal, State, or County discretionary grants.

The TMP is the City's implementation of its basic access strategy to support economic growth while protecting its neighborhoods and maintaining mobility. To pursue this goal in a manner which is responsive to the actual pace and locations of growth, the TMP includes provisions for an annual review of the program and modification of the capital improvements list as may become appropriate. This report provides this annual review, pursuant to Long Beach Municipal Code Chapters 18.17 and 18.19, as well as California Government Code Section 66006. The reporting period for this report covers the fiscal year ending September 30, 2004.

Additionally, in 2003 the City initiated an update of the 1990 Transportation Element, renamed the Mobility Element, in conjunction with the update of the Land Use Element of the General Plan. This restarts the three-step process, updating the policy components of the General Plan to reflect the growth and development that has occurred in the City, while planning for specific areas of growth and stability throughout the community as land use changes occur. This will also result in

changes to the TMP, the second step, or financial component, which will again identify the financial resources to implement the improvements identified in the updated Mobility Element. The update of the Mobility Element is expected to be completed in 2006.

II. SUMMARY OF PROGRAM STATUS

The TMP anticipated reliance on several sources to fund needed but as-of-yet uncompleted transportation improvements based on a quantitative analysis of the traffic contributed by various generators.

Table 1 – 1990 TMP Financial Plan

Source	Revenue (\$millions)*	Share
Public (City) funds	\$ 96.9	47%
Transportation improvement (TIF) fees and assessments	101.2	49%
Business license tax surcharge (16%)**	9.0	4%
Total	\$ 207.1	100%

* Over 20 years

** New revenues from the business license tax surcharge were eliminated in FY 1998, and are no longer included as revenues in the TMP financial plan.

Capital Improvements Completed

During this period, several major capacity enhancements have been or are nearing completion, and operational improvements are underway citywide. Significant projects completed or underway during this reporting period, which ended September 30, 2004, include:

- Completion of design and initiation of construction of transit related street improvements and new signal construction on Anaheim Street from the I-710 Freeway to Pacific Coast Highway;
- Completion of the widening of Spring Street from Long Beach Boulevard to California Avenue;
- Completion of traffic improvements at Millikan High School and Cabrillo High School;
- Completion of landscape improvements associated with the widening of Alamos Street between Ocean and 7th Street;
- Intersection widening and new signal installed on Del Amo for North Long Beach Police Substation;
- Completion of additional traffic-related improvements along the Metro Blue Line route to mitigate the impacts of the three-car train operation, including a signalized pedestrian crossing at Long Beach Boulevard and 12th Street;
- Initiation of design to widen intersection at Cherry Avenue and Wardlow Road;
- Completion of design and initiation of construction by Caltrans to resurface, landscape and improve the I-710 Freeway from Pacific Coast Highway south to Ocean Boulevard utilizing funding awarded to the City through the MTA;
- Installation of enhanced landscaping on Lakewood Boulevard between Willow Street and Carson Street to complete the Lakewood Boulevard street improvements;
- Completion of extension of 4th and 5th Streets between Long Beach Boulevard and Pine Avenue;

Table 3

PROJECT CATEGORY Location	Original Estimate (\$million)	Total Cost to Date		TIF Contribution		Cost to Complete (\$million)	Completion Schedule		
		FY Report	Since incept.	\$\$	Share		0-5 yr	5-10 yr	10+ yrs
STREET WIDENINGS	\$ 18.0	1,595,198	27,600,325	8,800,819		0			
7th St. San Gabriel & Cerritos bridges(1)			1,800,000	0	0%		x		
Alamitos, Ocean to 7th		26,229	1,841,771	1,723,864	94%		Completed		
Alamitos/PCH/Orange Intersection		108,767	2,800,882	2,788,934	100%		Completed		
Atlantic, 10th to PCH		0	0	0	0%			x	
Lakewood, Willow to Carson		145,884	15,939,115	1,351,703	8%		Completed		
Spring, Long Beach to Cherry		1,309,743	4,785,231	2,779,316	42%		Completed		
Long Beach Fwy, PCH to Shoemaker Br		4,575	349,033	128,220	36%		x		
Other Costs		0	84,293	28,782	34%				
GRADE SEPARATIONS & INTERCHANGES	\$ 73.0	1,065	16,914,392	1,529,171		\$57.3			
Spring/Lakewood		0	91,492	0	0%		Removed from plan		
Traffic Circle		0	284,002	11,360	4%				X
Iron Triangle		0			0%				X
Near-term Operational improvements		0	116,586	116,586	100%		Completed		
Ocean/Alamitos		0	677,576	677,576	100%			x	
Carson/605 Freeway (In-lieu credit)		1,065	15,744,736	723,649	5%		Completed		
NEW DOWNTOWN RAMPS	\$ 15.0	0	8,245,864	382,769		8.8			
Shoreline - Ocean (Queensway Bay)		0	8,245,864	382,769	0%		Completed		
Shoreline - 6th and 7th		0	0	0	0%				x
Pedestrian Overcrossing near Aquarium Way		0	0	0	0%		Completed		
NEW/REALIGNED ROADWAY SEGMENTS	\$ 12.0	0	1,753,232	31,098		10.2			
Shoreline, Ocean to Shoemaker Bridge		0	0	0	0%		Completed		
Ocean access ramp to/from Shoreline		0	0	0	0%		x		
Deforest, Shoreline to Anaheim		0	0	0	0%			x	
9th, West City Limits to Santa Fe		0	1,488,376	0	0%		Completed		
Studebaker, PCH to Westminster		0	233,758	0	0%		x		
Broadway/3rd Street Conversion Study		0	31,098	31,098	100%		x		
TRAFFIC OPERATIONS/PARKING PROHIBITIONS	\$ 10.0	1,543,793	8,440,036	705,798		3.9			
Signal system expansion/upgrade		1,534,340	7,762,227	510,537	0%			x	
Restriping and Signing		9,453	391,422	29,854	0%			x	
Parking Prohibition					0%				
PCH, Traffic Circle to Golden**		0	140,135	19,619	0%		Completed		
Ocean Blvd. Peak Parking Study		0	40,812	40,812	0%		Completed		
Downtown Traffic Mgmt System		0	105,440	104,976	0%		x		
Traffic Corridor Improvements		0	0	0	0%		x	x	
AT GRADE INTERSECTION IMPROVEMENTS	\$ 24.0	792,368	6,460,672	703,283		18.7			
Citywide		650,703	1,352,052	426,886	31%		x	x	x
Westminster @ PCH Improvement Plan		140,105	160,856	160,856	100%			x	
Airport Area		0	4,152,451	5,412	0%		x		
Neighborhood Traffic Management		1,560	795,313	110,129	14%		x	x	
REPLACEMENT PARKING	\$ 7.1	0	721,989	721,989		6.4			
Citywide		0	721,989	721,989	100%			x	
TRANSIT IMPROVEMENTS	\$ 48.0	911,483	29,418,786	384,090		20.7			
cbd Shuttle			1,607,398	0	0%		Completed		
Fleet Expansion			20,829,602	0	0%		x	x	X
Aqua Link Dock Improvements		73,717	382,977	99,344	23%		x		
Citywide Improvements			2,673,491	0	0%		x	x	X
East-West Bus Speed Improvements		837,766	3,925,318	284,746	0%		x		
ADMINISTRATION		0	1,632,104	46,177	3%				
Total	\$ 207.1	4,843,907	101,187,400	13,305,194	11%	\$ 126.0			

- Completion of numerous operational improvements (minor widening, turning lanes, traffic signal modifications) at major intersections citywide;
- Completed design of a locally preferred strategy to improve the I-710 Freeway in Long Beach as part of the regional I-710 Major Corridor Study which will result in operational improvements to the I-710 Freeway from Ocean Boulevard to the 60 Freeway 18 miles north.

Alternative funding sources have also been pursued whenever possible, resulting in a higher than projected proportion of public funds. Table 2 on the following page provides a detailed breakdown of expenditures by project.

Anticipated Near-Term Expenditures

The following projects are expected to be completed within the next three years:

- Design and implementation of the Downtown ITS program to relieve traffic congestion and guide visitors throughout the downtown area via changeable message signs;
- Completion of transit-related street improvements on Anaheim Street between the I-710 Freeway and Pacific Coast Highway;
- Completion of landscape improvements associated with the widening of Spring Street from Long Beach Boulevard to California Avenue;
- Completion of traffic improvements at Poly High School and Wilson High School;
- Installation of the citywide technology-assisted traffic management system;
- Completion of citywide traffic operational, safety, and neighborhood traffic management improvements;
- Completion of widening of Pacific Coast Highway at 2nd Street to provide additional turn lanes;
- Completion of east-west bikeway connections and citywide bikeway signage enhancements.

More detailed information on development and capital improvement activities during the reporting period of October 1, 2003 to September 30, 2004 is provided in the following sections.

III. ACTIVITY DURING REPORTING PERIOD

Development Granted Approval

For the period of October 1, 2003 to September 30, 2004, Table 3 provides an estimate of the development approved citywide and within the airport area district. These figures are based on building permit records and zoning classifications.

Table 3 – 2003-2004 Building Permits Issued

Land Use	Citywide Approvals	Airport Area Approvals
Residential	221 dwelling units	1 dwelling unit
Industrial	360,310 gross square feet	11,699 gross square feet
Commercial	170,224 gross square feet	22,425 gross square feet

Based on typical traffic generation rates, the development listed above generates an estimated 2,174 P.M. peak hour vehicle trips on a typical weekday. While there is not sufficient data to confirm the reduction in trips due to required transportation demand management measures, the established goal of these measures is to achieve a 20 percent reduction in this traffic generation.

Major Transportation Improvements

The City accomplished numerous major transportation tasks listed according to the categories set forth in the Transportation Improvement Plan.

Street Widening

- Completed the widening of Spring Street between Long Beach Boulevard and California.
- Completed realignment of Alamitos Avenue at Pacific Coast Highway and Orange Avenue.

Traffic Operations/Parking Prohibitions

- Completed major traffic signal equipment upgrades at fifteen intersections, enhancing signal coordination, efficiency, and safety.

At-Grade Intersection Improvements

- Completed the intersection widening and installed a new traffic signal to serve the North Long Beach Police Substation at Atlantic/Del Amo and Del Amo/49th.
- Initiated design for widening at the intersection of Cherry Avenue and Wardlow Road.

Other Elements

- Completed design of a locally preferred strategy to improve the I-710 Freeway in Long Beach as part of the regional I-710 Major Corridor Study which will result in improvements to the I-710 Freeway from Ocean Boulevard to the 60 Freeway 18 miles north.

Fund Revenues and Expenditures

The following sections describe activity within each major TMP-related funding source.

Transportation Improvement Fees. Citywide, Transportation Improvement (TIF) fees are charged under the following rates:

Table 4 - TIF Fee Schedule

Land Use	Citywide (exc. Downtown and Airport)	Downtown
Non-Residential		
Office	\$2.00 per square foot (sq. ft.)	\$3.00 per sq. ft.
Retail	\$3.00 per sq. ft.	\$4.50 per sq. ft.
Hotel	\$750 per guest room	\$1,125 per guest room
Movie Theater	\$140 per seat	\$90 per seat
Industrial	\$1.10 per sq. ft.	\$1.10 per sq. ft.
Residential	\$1,125 per unit	
Senior Residential	\$663.75 per unit	
Airport Area	Fees for all land uses determined on individual site basis, per ordinance	

For the reporting period October 1, 2003 to September 30, 2004, Table 5 summarizes receipts and expenditures of Transportation Improvement Fees:

Table 5 - TIF Revenues and Expenditures, 10/1/2003 to 9/30/2004

Beginning Balance (10/1/2003)	\$14,736,358
TIF Fees Collected	762,001
Interest & other income	437,662
Expenditures & reimbursements	(2,623,803)
Ending Balance (9/30/2004)	\$13,312,218

Airport Area Assessment District. Table 6 summarizes Airport Area Assessment District (AAAD) fund activities during the reporting period:

Table 6 - AAAD Revenues and Expenditures, 10/1/2003 to 9/30/2004

Beginning Balance (10/1/2003)	\$2,375,776
Interest	29,923
Expenditures	(34,434)
Ending Balance (9/30/2004)	\$2,371,265

Expenditures were for the Lakewood Boulevard widening project between Carson Street and Willow Street. Anticipated expenditure of AAAD funds to complete the Cherry Avenue and Wardlow Road intersection is \$2.3 million.

Nineteen intersections have been identified for inclusion in the Airport Area Assessment District. Following is their status as of September 30, 2004

No.	Intersection	Status a/o 9/30/2004	Total AAAD Funds Spent	Total Cost	AAAD Funds To Complete
1	Cherry/Carson	Completed	\$ 34,000	\$ 262,000*	
2	Cherry/36 th Street	Completed	\$130,000	\$ 130,000	
3	Cherry/Wardlow	In construction	\$228,000	\$ 2,613,000	\$2,300,000
4	Cherry/Spring	Completed	\$ 36,000	\$ 36,000	
5	Temple/Spring	Completed	\$120,000	\$ 120,000	
6 & 6a	Redondo/Spring	Completed	\$ 46,000	\$ 46,000	
7 & 7a	Redondo/Willow	Completed	\$345,000	\$ 345,000	
8 -12	Lakewood Boulevard	In construction	\$5,370,000	\$16,610,000*	
13	Clark/Carson	Completed	\$ 44,000	\$ 748,000*	
14	Clark/Conant	Completed	\$ 26,000	\$ 26,000	
15	Clark/Wardlow	Completed	\$ 27,000	\$ 27,000	
16	Clark/Spring	Completed	\$116,000	\$ 516,000*	
17	Clark/Willow	Completed	\$ 41,000	\$ 357,000	
18	Paramount/Carson	Not initiated			
19	Cherry/Bixby	Completed	\$119,000	\$ 119,000	
TOTAL			\$6,682,000	\$21,955,000*	\$2,300,000

*Total Cost includes AAAD funds, Prop C funds and/or ISTEA funds

IV. PROGRAM RECOMMENDATIONS

As was anticipated within the original TMP, development has proceeded at a varied pace and geographic distribution. In addition, significant changes have occurred among existing employment centers, leading to new priorities for transportation improvements. As such, the City is in the process of updating the 1991 Transportation Element of the General Plan, renamed the Mobility Element, on which the current program is based. That update, expected to be completed in 2005/06, will identify new transportation improvements that will address the traffic needs of more recent developments and proposed land uses that are planned for the next twenty years.

For now, ongoing program implementation has indicated that modifications to the TMP could enhance its effectiveness. The following is a recommended program modification for next year.

Programs to be Added:

1. I-710 Corridor Improvements:

With the completion of the I-710 Major Corridor Study, the next steps include moving the project through environmental clearance, as well as the initiation of physical improvements to adjacent surface streets and other short-term operational improvements. This project incorporates eligible projects in Long Beach that have been identified within the adopted locally preferred strategy, and provides a local match to state and federal funding that may be secured to initiate those projects.

2. I-405 Freeway/Orange Avenue Improvements:

Improvements to the Orange Avenue interchange at the I-405 Freeway will be required due to developments in the area, including Home Depot in Signal Hill, which has already contributed \$232,500 toward the cost of the improvement. The improvements include the installation of a traffic signal and the widening of the existing off-ramp in order to realign the free right-turn portion of the off-ramp into a standard perpendicular intersection with Orange Avenue.

3. SR-91/I-605 Freeway Corridor:

The Gateway Cities COG has initiated a preliminary study with impacted cities to determine whether physical improvements will be needed in the SR-91/I-605 Corridor to accommodate future growth. This project incorporates eligible projects in Long Beach that may be identified through this study, and provides a local match to state and federal funding that maybe secured to initiate those projects.