



TRAFFIC EFFECTS OF TOLLING TRUCKS IN THE I-710 CORRIDOR

Presented to :
Long Beach I-710 Oversight Committee

June 14, 2011



Current Studies of I-710 Corridor

- **I-710 Environmental Study (EIR/EIS) : planning improvements to I-710 from Long Beach to SR-60**
- **Metro Public-Private Partnership (PPP) program: evaluating potential for PPPs to help achieve earlier delivery of highway and transit projects : I-710 is one of six projects being evaluated**



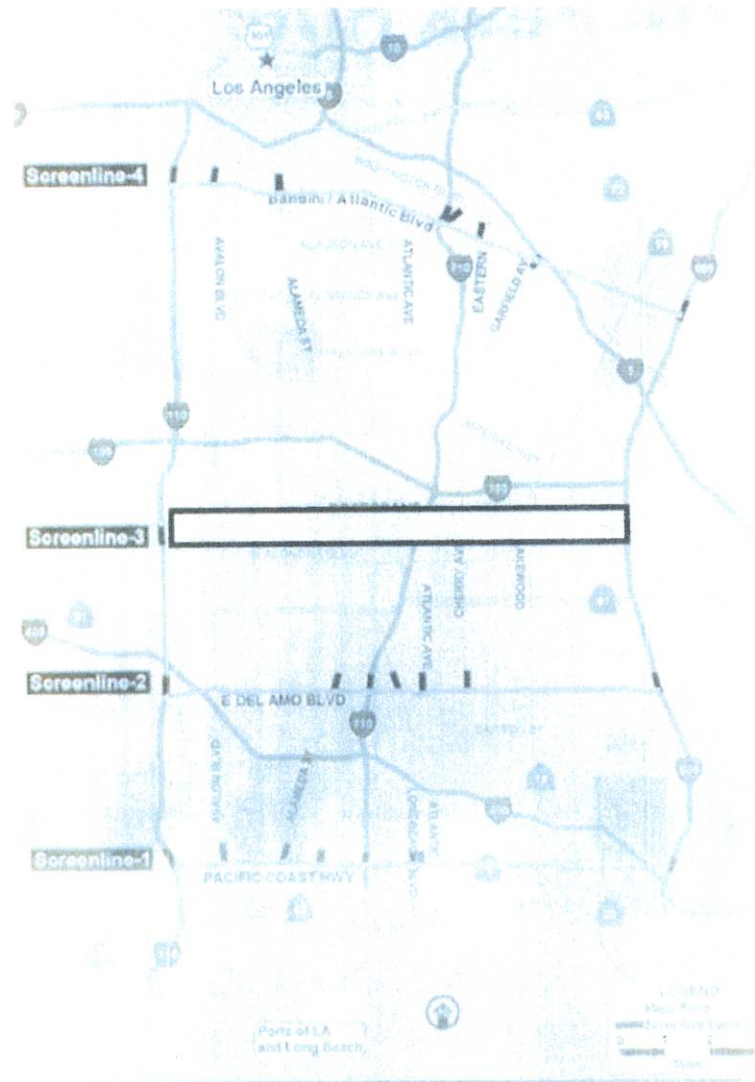
Background

- Total cost of I-710 South approx. \$7-8 billion
 - Measure R includes \$590 million for I-710 South
 - I-710 Major Corridor Study identified truck-way tolls as a potential revenue source
 - Metro Long-Range Transportation Plan identifies tolls as potential source for financing I-710
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- A PPP with toll financing could provide an opportunity for earlier project delivery with less public funding

Key Traffic Issues to be Evaluated

- Shifts of trucks between Freight Corridor (FC) and General Purpose (GP) lanes
 - How these diversions and shifts differ if truck tolls applied to both GP+FC vs. if tolls applied to FC only
 - Diversion of trucks from I-710 to other freeways and arterial streets
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- How would truck tolls affect achievement of important corridor objectives?

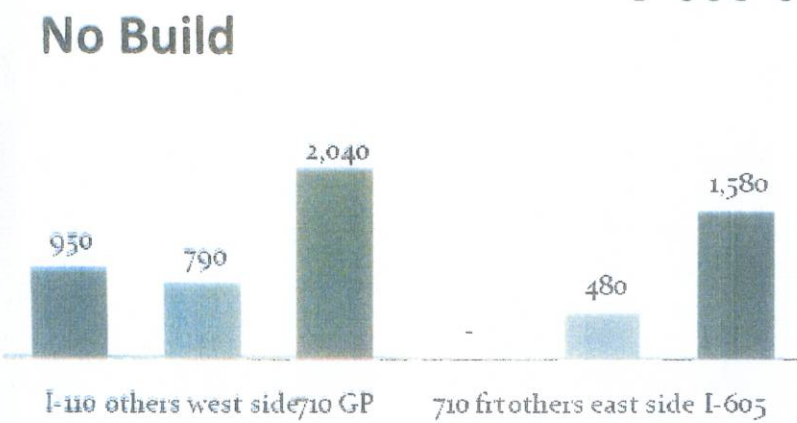
Screenline Location



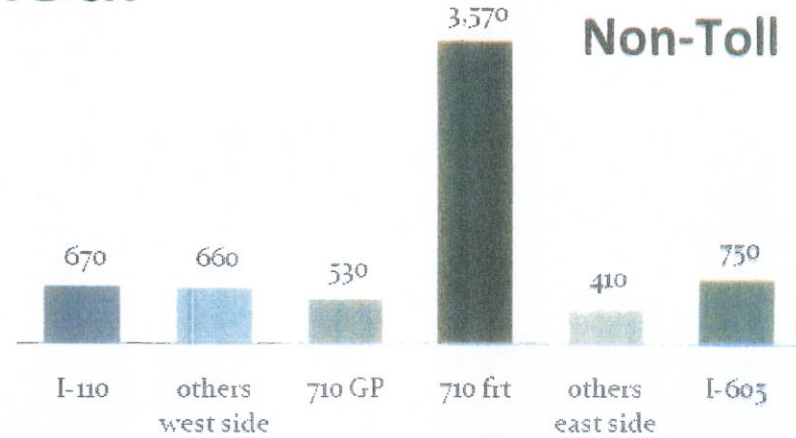
Screenline Truck Traffic Comparisons

PM Peak Hour

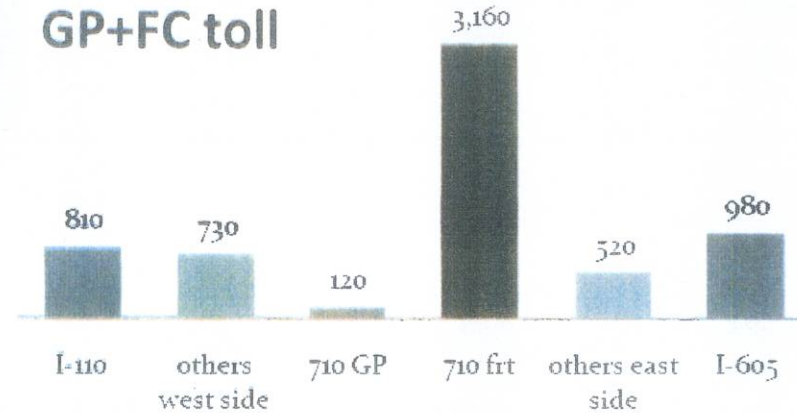
No Build



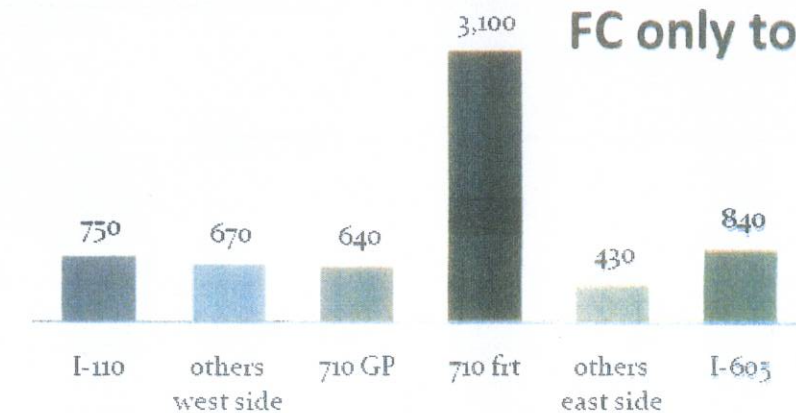
Non-Toll



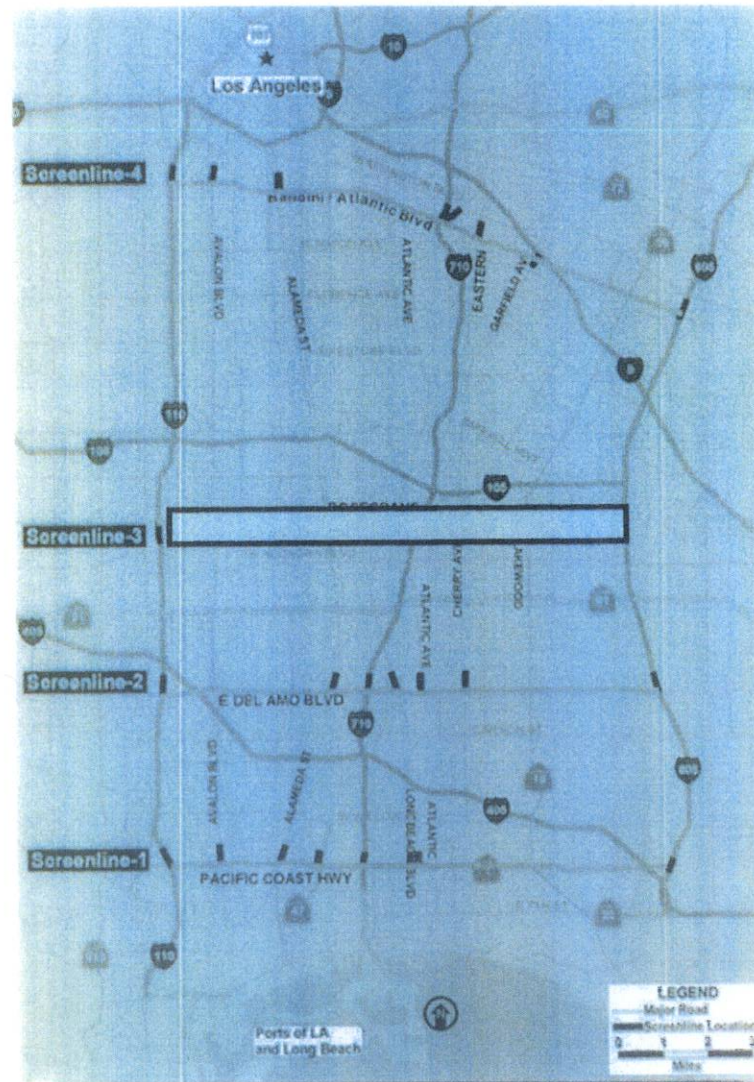
GP+FC toll



FC only toll



Screenline Location



Metro



Comparisons to No Build Alternative (Year 2035 total daily traffic)

	Change in trucks on 710	Shift of trucks from GP lanes to FC	Change in trucks on 110 and 605	Change in trucks on arterials
Non-Toll	+23,000	23,000	-12,000	-2,900
Both GP+FC Toll	+6,500	36,000	-2,600	-100
FC only Toll	+19,000	17,000	-10,000	-2,500



Key Findings and Conclusions

Traffic impacts of tolling the Freight Corridor only are similar to (though somewhat less than) Alternative 6 with no tolls:

- Attracts a high volume of trucks into FC
- Reduces truck traffic on the I-110 and I-605 freeways
- Reduces truck traffic on the parallel arterials

Key Findings and Conclusions

Traffic impacts of tolling both GP+FC are notably different than Alternative 6 with no tolls:

- Diverts most trucks out of the GP lanes
- Shifts more trucks into FC
- Provides little relief to I-110 and I-605 freeways
- Provides no relief to parallel arterial streets