PORT OF LONG BEACH/LOS ANGELES HIGH PRIORITY TRANSPORTATION PROJECTS
ATTACHMENT 2

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PROJECT	DESCRIPTION	BENEFITS/COMMENTS	COST ($MILLIONS)	STATUS
1. Gerald Desmond Bridge Replacement Project	A new bridge with expanded traffic capacity: • From existing four lanes (two-lanes without shoulder per direction) to six travel lanes (three lanes and shoulder per direction) • Reduced approach grades of five percent (5%)	• Will be relinquished to Caltrans and designated as SR 710 • Designated "Project of National & regional Significance" and "High-Priority Project" with following benefits: ▪ Reduces recurrent and non-recurrent (from accidents) delays and emissions; ▪ Improves Levels of service from unacceptable F to acceptable D; ▪ By 2025, Vehicle Hours Traveled (VHT) reduced by 5,115 (hours); ▪ By 2025, Vehicle Miles Traveled (VMT) reduced by 28,245 (miles); and ▪ Reduces accidents due to widened roadways and provision of shoulders.	$800.5M	• Awarded $319.8M in public funding • DEIR/EA to be released for public review: November 2006 • Proposed Construction begin/end: 2008/2013
2. Seaside Avenue/Ocean Boulevard (SR 47) & Navy Way Interchange	• Removal of last signal on Ocean Boulevard	• Reduces delays and emissions, and improves safety and access	$40M	• Currently in Planning Phase • Proposed construction begin/end: 2008/2009
3. Terminal Island Fwy (SR 47) including Schuler Heim Bridge Replacement	• Construct a four-lane elevated expressway between Ocean Boulevard and Alameda Street at Pacific Coast Highway including replacement of Schuyler Heim Bridge	• Designated "High-Priority Project" with following benefits: ▪ Creates an expressway between Terminal Island and the ports of Los Angeles and Long Beach that would enhance mobility on local freeways; ▪ Diverts trucks from local arterials (200 peak-hour truck trips) , commercial and residential areas; ▪ Eliminates five at-grade crossings and three traffic signals; and ▪ Facilitates future improvements to the I-710 Freeway ▪ By Year 2020 the following benefits in cost savings are anticipated: o Travel time savings: $11.9M o Fuel and Non-fuel cost savings: $1.3M o Emissions savings: 0.7M o Savings in accident costs of $1.3M	$557M	• Awarded $10M in SAFETEA-LU • $298M from Caltrans • Proposed construction begin/end: 2008/2011
4. I-110/SR 47 Connector Improvement Programs	• Fries Avenue Grade Separation • I-110/SR 47/Harbor Blvd. interchange improvements • C Street/I-110 access ramp intersection improvements • I-110 NB Ramp/John S. Gibson Intersection improvements • SR 47 On-&Off-Ramp at Front Street	• Reduces delays and emissions, and improves safety and access	$134M	• Fries Avenue: Currently in Design Phase; Cost $53M; Construction end: 03/2009 • I-110/SR 47/Harbor Boulevard interchange improvements: Currently in Planning Phase; Cost $13M, $4M in public funds awarded; Construction end: 01/2009 • C Street/I-110 Access Ramp intersection improvements: Currently in Planning Phase; Cost $30M; Construction end: 10/2010 • I-110 NB Ramp/John S. Gibson intersection improvements: Currently in Planning Phase; Cost $18M; Construction end: 10/2010 • SR 47 On-&Off-Ramp at Front Street: Currently in Planning Phase; Cost $20M; Construction end: 12/2012

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5. Ports Rail Systems (Excludes On-Dock Rail Improvements)	The following projects are being considered which are essential for efficient on-dock rail operations: • Pier B Street intermodal rail yard expansion • New Cerritos Channel rail bridge • Triple track s/o Thenard • Reeves grade separation • Other mainline improvements and additions • Computerized train control	▪ Provides for additional lift facility ▪ Critical for railcar staging and storage ▪ Facilitates additional rail shipments and reduce truck traffic on the I-710 corridor (reduction in 2.7m containers/year moved via truck on I-710) ▪ Reduces train delays and emissions ▪ Improves velocity and reliability for cargo ▪ Supported by MTA, SCAG and State	$619M	• Pier B Rail yard & mini-ICTF (supported by MTA) - $258M • New Cerritos Channel rail bridge (by 2015) - $91M • Triple track s/o of Thenard - $16.5M • Reeves grade separation - $61M • Other mainline within Harbor District - $172.7M • Computerized Train Control - $20M
6. Advanced Transportation Management Information and Security Systems	• Addition of up to 16 Closed Circuit TV Cameras and 9 Changeable Message Signs to improve traffic operations on the I-710, I-110, & SR 47/103 Freeways. • Part of the overall Intelligent Transportation Systems (ITS) program for the I-710 Corridor/Gerald Desmond Bridge Gateway Program (Designated “High-Priority Project”)	▪ Improves security & safety ▪ Improves incident response time ▪ Improves reliability and predictability of transportation system ▪ Improves multimodal mobility ▪ Enhances goods movement ▪ Reduces travel delay and emissions	$15M	• Awarded/Committed $8M in funding (POLB/POLA/ACTA-$3.15M; MTA-$4.24M; Federal-$0.41M) • Design Phase Commenced/Completion: 2009/2010
7. I-710 “Early Action Projects”: Ports Terminus	• PCH and Anaheim interchange reconfiguration • Expanded open/green space (Ceasar Chavez park)	• Designated “Project of National & Regional Significance” and “High-Priority Project” • Improves operating conditions & safety • Reduces delay & emissions	$300M	• Awarded $2.4M in SAFETEA-LU
8. I-710 “Early Action Projects”: Mid-Corridor - Interchange Reconfigurations	• Firestone Blvd. Interchange • Atlantic/Bandini Interchange	• Designated “Project of National & Regional Significance” and “High-Priority Project” • Improves operating conditions and safety • Reduces delay & emissions	$200M	• Firestone Blvd. Interchange ($100M) - partial design/contruction completed • Atlantic/Bandini Interchange ($100M) – partial design completed