

**Fact Sheet:****State Route 91 (SR-91) Goods Movement Corridor Projects (Project)  
Caltrans and the Los Angeles County Metropolitan Transportation Authority (Metro)**

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**Project Location:**

Cities of Long Beach, Artesia, and Cerritos, Los Angeles County

**Project Scope:**

The Project is comprised of two of Metro's SR-91 Early Action Projects (EAPs) which are part of the I-605 "Hot Spots" Program. The EAPs included in this Trade Corridor Enhancement Program (TCEP) application are the I-605/SR-91 Interchange Improvements (EA 29811) and the Eastbound SR-91 Atlantic Avenue to Cherry Avenue (EA 35460) projects. The proposed Project provides operational and safety improvements that would reduce truck congestion and increase safety on these heavily used freight corridors. The I-605/SR-91 interchange connections would be modified to add capacity on the connector ramps and upgrade the corridor to current design standards. Additionally, an auxiliary lane on eastbound SR-91 would be provided from the southbound I-710/eastbound SR-91 connector ramp in the west to the Cherry Avenue undercrossing in the east.

**Project Cost:**

I-605/SR-91 Interchange Improvements

Total Project Cost:	\$114,300,000	Total TCEP Request:	\$69,670,000
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Eastbound SR-91 Atlantic Avenue to Cherry Avenue

Total Project Cost:	\$79,293,000	Total TCEP Request:	\$48,332,000
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**Project Schedule:**

I-605/SR-91 Interchange Improvements

End PA&ED:	Beg PS&E:	RTL:	Beg R/W:	Beg CON:	End CON:
01/18/2019	12/16/2019	12/31/2021	01/01/2020	12/01/2022	12/01/2025

Eastbound SR-91 Atlantic Avenue to Cherry Avenue

End PA&E:	Beg PS&E:	RTL:	Beg R/W:	Beg CON:	End CON:
02/02/2021	06/01/2019	08/03/2021	04/10/2020	02/01/2023	01/31/2026

**Project Benefits:**

The Project improves throughput while reducing travel times for freight and passenger travel utilizing the corridor. Specifically, the Project is expected to accommodate a total of 13,328,653 additional truck trips from 2026 to 2046, compared to the No-Build scenario. While additional truck throughput will be accommodated, the Project is expected to avoid 1,689,508 person-hours traveled related to truck trips over the 20-year period, which is the equivalent of \$56,331,850 in travel time savings. The reduction in truck delay will lead to more efficient travel into and around the San Pedro Bay Ports. The safety improvements to the corridor are expected to avoid one fatality, 366 injuries, and 646 crashes resulting in property-damage only over the 20-year period. These safety benefits are particularly significant for the corridor, which currently experiences accident rates that are higher than the state's average.