



State Route 71 Gap Closure Phase 2 Project

The California Department of Transportation (Caltrans) and the Los Angeles County Metropolitan Transportation Authority (Metro) are requesting \$80 million in Trade Corridor Enhancement Program (TCEP) funds (State TCEP \$32 million, Regional TCEP \$48 million) to complete a project that will improve access and connections for trucks and automobiles in the Four Corners area of Southern California. Phase 2 of the State Route 71 (SR-71) Gap Closure Project will complete a series of decades-long corridor improvements on SR-71, a critical goods movement link between I-10, SR-60 and SR-91, which will serve a large and growing industry and logistics area faster to destinations, improve freight network reliability and efficiency, and implement a multimodal approach to relieving congestion.

Nominating Agencies

California Department of Transportation and Los Angeles County Metropolitan Transportation Authority

Project Location

In the City of Pomona in Los Angeles County on SR-71 between Interstate 10 (I-10) and Mission Boulevard

Project Costs

Total project cost: **\$309,400,000**
 Total construction cost: **\$259,000,000**
 TCEP request: **\$80,000,000** for construction

Project Milestone	Milestone Date
End Environmental Phase	May 2013
End Design Phase	September 2026
End Right of Way Phase	September 2026
Ready to List/Advertise	September 2026
Start Construction	March 2027
End Construction	March 2030

Project Background & Scope

SR-71 serves as an important freight and commuter route that traverses through an area regionally known as the "Four Corners", where the Counties of Los Angeles, Orange, San Bernardino and Riverside meet. SR-71

provides easy access to Los Angeles and San Bernardino County's major freight distribution centers as well as the industrial and manufacturing districts across the region.

The Project will close the gap by converting the final two-mile segment of SR-71 to an 8-lane freeway. The Project will provide full access control with one mixed flow lane and one HOV lane in each direction between I-10 and Mission Boulevard. The new HOV lanes will connect with the existing HOV lanes located to the south of this Project and extend them northward through San Bernardino County via the I-10 freeway in Pomona. The additional lanes provide a seamless multimodal connection for HOV traffic, mixed-flow vehicle traffic, and the heavy truck traffic on the SR-71 addressing the impacts of general traffic congestion on freight operations

To safeguard the local communities from noise pollution, sound walls will be constructed in appropriate locations along the corridor. Additionally, landscaping and trees will be installed. These measures are aimed at mitigating noise impacts and elevating the aesthetic appeal of the corridor.

The Project will also replace two railroad overhead bridges with new structures that will be built to current standards. These new bridges will enable rail cargo containers from the Ports of Los Angeles and Long Beach to pass safely and securely underneath SR-71.

The Project will also construct an ADA-compliant pedestrian overcrossing (POC) at 9th Street for safe and accessible travel across SR-71 for cyclists and pedestrians. The new bridge will replace the seismically deficient, non-ADA compliant POC at Grier Street.

Project Benefits

The Project will alleviate freight system bottlenecks, vehicular queuing, and auto and truck congestion that is due to non-standard roadway geometrics and existing operational deficiencies. In addition, the Project will improve truck access and maneuverability to accommodate oversized trucks and to facilitate efficient goods/freight movement. The Project will correct inadequate truck turn paths and ramp lane storage, and nonstandard lane and shoulder widths along ramps and other roadway constraints. Overall, the Project will improve mobility, upgrade non-ADA-compliant facilities, and provide safer and better access.

The Project will improve travel times for goods movement, saving over 1.6 million hours of truck travel annually, and reduce vehicle collisions. The Project will also improve the connections to SR-71 from the I-10 to SR-60 to SR-91, supporting three of the State's proposed high priority clean freight corridors. The Project will reduce circuitous trips that occur today through the neighborhoods and adjacent communities due to the bottleneck along this segment of the SR-71, which is among the busiest freight and travel corridors in the State. The Project will reduce vehicle idling times and decrease pollutant and greenhouse gas (GHG) emissions (carbon monoxide, PM10, PM2.5, NOx, VOC, and CO2) along the corridor. Overall, the Project is anticipated to generate approximately **\$2.1 billion** in monetized benefits and yield a **7.0 to 1** benefit to cost ratio.



SR-71 Gap Closure Phase 2 Benefits

- \$1.4 billion travel time savings from reduced freeway bottlenecks
- \$493.3 million time savings from reduced delay due to crashes
- \$139.4 million in benefits from reducing fatal and injury collisions, as well as property damage
- \$14.2 million in other benefits
- **\$2.1 billion in overall benefits**
- **Benefit-Cost Ratio: 7.0 to 1**