

I-710 Task Force Pre-Investment Plan Opportunity Nominations

Nom #	Grant Program	Sponsoring Agency	Project/Program Name	Project/Program Description, Features	Project/Program Benefits	Agency/Organization
1	Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	U.S. Department of Transportation, SB-1 Local Partnership Program (LPP), California Traffic Commission	Lakewood Boulevard Regional Corridor Capacity Enhancement Project	Project will install a Class I Bike Path and pedestrian sidewalk in the parkway area and will construct minor roadway capacity enhancements on Lakewood Bl	1.5 miles of new bicycle and pedestrian facilities, utility undergrounding, traffic signal improvements, LED street lighting, ADA enhancements, and green street improvements such as landscaped median islands, parkway trees, and stormwater retention	City of Lakewood
2	Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	U.S. Department of Transportation, SB-1 Local Partnership Program (LPP), California Traffic Commission	Garfield Av Capacity Enhancement Project	Project will increase capacity along Garfield Av by widening the roadway to accommodate a third lane of travel in each direction and to install dual left-turn lanes on all approaches at the intersections of Rosecrans Av and Alondra Bl	2.0 miles of roadway widening to increase vehicle capacity, utility undergrounding, traffic signal improvements at 9 intersections, LED street lighting, ADA enhancements, and green street improvements such as landscaped median islands, parkway trees, and stormwater retention	City of Paramount
3	Call for Projects 2015	Metro	Cudahy Citywide Complete Streets Improvement Project, Atlantic Improvements	The Cudahy Citywide Complete Streets Improvement Project focuses on the Atlantic Avenue Corridor and Citywide Multimodal Transportation Improvements for the First/Last Mile. Construction of pedestrian improvements such as pedestrian scale lighting, landscaping, and bus stop improvements. Class II bike lanes	This is a complete streets project which focus on the City main corridor improvements for the first/last mile. The project includes green elements, and promotes active transportation (bike lanes and pedestrian improvements)	City of Cudahy
4	Active Transportation Cycle 6	Caltrans	Randolph St Bike and Facilities Improvement Project	The City of Maywood will construct bike and pedestrian facilities on Randolph St from District Bl, adjacent to the Los Angeles River Trail System	The project is designed to increase active transportation participation and education, and improve public health in a community suffering from exceedingly high pollution burden. The project, as designed, reflects the interest of the community and will increase the volume of pedestrian and bike activity on Randolph Street with facility and traffic safety improvements, and close mobility gaps to the LA River Trail system	City of Maywood
5	Build Back Better Regional Challenge	U.S. Economic Development Administration	Goods-Movement Resiliency & Enhanced Energy Now (GREEN) Project	Public Charging on Port of LA-controlled property; 900 Alameda St, Wilmington, CA 90744	Up to 10 chargers for medium/heavy-duty trucks immediately adjacent to the Ports and the I-710 South Corridor	The Port of Los Angeles (POLA) and the Los Angeles Cleantech Incubator (LACI)
6	Medium/Heavy Duty ZEV Infrastructure Blueprint	California Energy Commission	Investment Blueprint for Drayage Truck Charging Depots on the I-710 Corridor	To identify priority locations along the I-710 South Corridor for BEV truck charging infrastructure. 14 sites are under consideration to receive site assessments projecting design and cost of truck charging depots. Potential co-funding agencies for implementation of Blueprint include: MSRC (2021-24 Work Program), POLA & POLB (Clean Truck Fund), CEC (2022-2023 Clean Transportation Program)	At least 4 identified sites, (vetted for adequate traffic density, grid capacity, and community priority) with interest in deploying infrastructure; a design and cost estimate for each	LACI partnered with East Yards Communities for Environmental Justice, AMPLY Power, Harbor Trucking Association, LADWP and SCE
7	SB-1 Local Partnership Program (LPP), California Traffic Commission. Rebuilding American Infrastructure with Sustainability and Equity (RAISE), U.S. Department of Transportation	State of California, U.S. Department of Transportation	Atlantic Av Corridor Improvements Project	The project will help beautify the Atlantic Av corridor from Randolph St to Florence Av. Proposed improvements will include new pedestrian sidewalks, street lighting, street furniture, bus shelters, parkway and median landscaping, and drainage enhancements with the installation of curb drains and drywells in the project site	Pedestrian sidewalks, bus shelters, street furniture, wayfinding signage, bike racks, street lighting, bulbouts, trees and drought tolerant landscaping, and drainage improvements	City of Bell
8	SB-1 Local Partnership Program (LPP), California Traffic Commission. Rebuilding American Infrastructure with Sustainability and Equity (RAISE), U.S. Department of Transportation	State of California, U.S. Department of Transportation	Gage Av Corridor Improvement Project	The project will help beautify the Gage Av corridor from west city limits to east city limits. Proposed improvements will include new pedestrian sidewalks, street lighting, street furniture, bus shelters, parkway landscaping, monument entry signs, and drainage enhancements with the installation of curb drains and drywells in the project site	Pedestrian sidewalks, bus shelters, street furniture, wayfinding signage, bike racks, street lighting, bulbouts, monument entry signs, trees and drought tolerant landscaping, and drainage improvements	City of Bell

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9	USDOT: RAISE & Crossing Separation Program State:Trade Corridor Enhancement Program (TCEP) Applicant: RAISE: Port of LA (POLA) TCEP: Caltrans or POLA	Port of Los Angeles National Multimodal Freight Network (NMFN) Improvement Program: Maritime Support Facility Access/Terminal Island Rail System Grade Separation	Project part of the USDOT designated National Multimodal Freight Network (NMFN)	The project consists of constructing a four-lane, rail-roadway grade separation that eliminates a significant truck access impediment to an important container terminal support facility located on Terminal Island, at the centroid of the Ports of Los Angeles-Long Beach (POLA-POLB)	Eliminates 3,025 trucks/day blocked by trains 580 minutes/day, eliminating 2,445 truck-hours of delay. Reduces 1,200 truck-miles travelled (TMT) & 55 truck-hours travelled (THT) per day on the NMFN, all of which reduce accident potential as well. Helps mitigate supply chain crisis. Reduces 42,593 metric tons of emissions, including green-house gases (over 20-year analysis period) directly adjacent to Disadvantaged/Low Income Communities” that are two of the highest ranked communities in the California Communities Environmental Health Screening Tool (CalEnviroScreen)	Port of Los Angeles
10	USDOT: Port Infrastructure Development Program (PIDP) & MPDG State :Trade Corridor Enhancement Program (TCEP) Applicant: Multimodal Project Discretionary Grant (MPDG): Caltrans (on behalf of POLA) TCEP: Caltrans or POLA	US Department of Transportation, State of California	POLA Supply Chain Safety, Sustainability, and Efficiency Program - Maritime Support Facility (MSF) Access/ Terminal Island Rail System Grade Separation & Pier 300 Wharf Expansion/Vessel Emission Reduction Project	MSF Access/Terminal Island Rail System Grade Separation (See RAISE above for Grade Sep component). Pier 300 Wharf Expansion/Vessel Emission Reduction Project. This component consists of constructing 1,250 lineal feet of container terminal wharf and supporting backland for Pier 300, which is directly adjacent to the grade separation component. It also includes electrical infrastructure to operate ship-to-shore cranes and shore-side power to operate all necessary vessel systems, which will reduce about 80 percent of emissions while at berth	The MSF has been critical in mitigating the on-going supply chain crisis in the POLA-POLB and entire nation since mid-2020, by reducing current cargo dwell time (see Figure 1). Also, if the expanded wharf had been available, one hundred (100) out the total 166 vessels destined for Pier 300 throughout 2021 would not have had to anchor (an average of about 8 days). The PROJECT and MSF are also important for accommodating expected future cargo growth. Reduces 201,305 metric tons of emissions, including green-house gases (over 20-year analysis period) directly adjacent to Disadvantaged/Low Income Communities” that are two of the highest ranked communities in the California Communities Environmental Health Screening Tool (CalEnviroScreen)	Port of Los Angeles
11	State: Trade Corridor Enhancement Program (TCEP) Applicant: TCEP: Caltrans or POLA	State of California	National Highway Freight Network Improvement Program - State Route 47-Seaside Avenue & Navy Way Interchange Improvement Project	Augments existing partial interchange at SR 47 (NHFN route)/Seaside Av./Navy Way (NHFN-CUFC route) with removal of last traffic signal and at-grade intersection on Terminal Island/SR 47, between I-110 and I-710, which is at the apex of largest port complex in western hemisphere. Entails new westbound auxiliary lane on SR 47, between Pier S Avenue and Navy Way; entails EB on-ramp braid between Ferry St (Thomas Bridge approach) and Navy Way (via new frontage road) 2-lane EB frontage rd between aforementioned EB braid and Pier S Av, EN off-ramp gore point); SR 47/Seaside Avenue carries 10% of all US waterborne containers	Eliminates last traffic signal/provides grade separation of intersection between I-110 and I-710, at apex of largest port complex in western hemisphere; SR 47/Seaside Avenue carries 10% of all US waterborne containers. Reduces vehicle delay & travel time on NHFN. Reduces accident potential due to elimination of traffic signal & reduced travel time. Reduces emissions adjacent to “Disadvantaged/Low Income Communities” that are two of the highest ranked communities in the California Communities Environmental Health Screening Tool (CalEnviroScreen)	Port of Los Angeles
12	USDOT: Consolidated Rail Infrastructure and Safety Improvements (CRISI) State: Trade Corridor Enhancement Program (TCEP) Applicant: POLA	US Department of Transportation, State of California	Port of Los Angeles National Multimodal Freight Network Improvement Program: Rail System Improvement Projects	Additional rail tracks in POLA to improve overall rail operations, including supporting on-dock railyards	Directly improves cargo velocity of 4% all US waterborne containers, and access to Alameda Corridor, which itself carries about 10% of all waterborne containers entering/exiting the entire U.S. and is also part of the NMFN. Reduces rail congestion that also improves rail safety and emissions. Reduces rail cargo transit times which in turn improves reliability, and reduces transportation and inventory carrying costs. In conjunction with POLA on-dock railyards, reduces truck trips miles-traveled on Congressionally approved (via the FAST Act of 2015) National Highway Freight Network-Primary Highway Freight System routes, including I-710, I-110, SR 47, and several other National Highway System Intermodal Connector Routes, which in turn reduces travel times for port and domestic cargo movement, as well as all other motorists. Reduces emissions in “Disadvantaged/ Low Income Communities” that are two of the State’s highest ranked communities in California Communities Environmental Health Screening Tool (CalEnviroScreen)	Port of Los Angeles

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13		(HSIP and ATP)	Garfield Av Complete Streets Project	The Garfield Av Complete Streets project will transform the corridor to a more attractive and pedestrian and bike friendly environment that operates effectively and efficiently for all modes of transportation. The project consists of (a) implementing new bicycle facilities including bike racks, Class II Bike Lanes and Class III Bike Routes, (b) pedestrian improvements including flashing beacons, curb extensions and sidewalks, (c) raised, landscape center road medians, (d) enhancing the bus shelters, and (e) adding roadway signing and striping	The project provides improved circulation and safety by limiting mid-block turning movements, aims to reduce congestion by enhancing alternative modes of transportation by adding Class II bike lanes, converts Garfield to a complete streets design, promotes active transportation use amongst the surrounding disadvantaged community, mitigates greenhouse gas emissions along I-710 Freeway, and creates a healthier and livable	City of South Gate
14			Shoemaker Bridge Replacement Project	The Shoemaker Bridge project will replace the existing bridge with a new one; correct significant geometric traffic design deficiencies; realign the on and offramps and local roads; convert existing roadways into parkland, resulting in a larger and more functional park and double existing park space next to Cesar Chavez Elementary School; and provides connection to the LA River Bike Trail	Improve existing traffic safety and operations; Increase multi-modal connectivity within the project limits and surrounding area; Enhance Complete Streets elements by providing bicycle, pedestrian, and streetscape improvements on major thoroughfares; and, Address non-standard features and design deficiencies	City of Long Beach
15			Willow St Improvements	The project will widen the existing Willow Street Bridge; correct significant geometric traffic design deficiencies; realign the on and off-ramps and local roads; convert existing underutilized areas into parkland, land; and provides connection to the LA River Bike Trail	Improve existing traffic safety and operations; Increase multi-modal connectivity within the project limits and surrounding area. Enhance Complete Streets elements by providing bicycle, pedestrian, and streetscape improvements on major thoroughfares; and, Address non-standard features and design deficiencies.	City of Long Beach
16			Hill Street Pedestrian Bridge	The busy I-710 freeway and LA River divides the Long Beach community. The proposed pedestrian/bike bridge would provide connectivity, provide public with open, safe and easy access to either side of the freeway and river without the need for people to use their motorized vehicles	Connecting West-East Long Beach over I-710 and LA River. Improve existing traffic safety and operations; Increase active transportation connectivity within the project limits and surrounding area and green space improvements	City of Long Beach
17			Pacific Coast Highway (PCH)/ Anaheim St Interchange Improvements (Long Beach Option 2)	The project will improve geometric design deficiencies of the interchange and local roads and traffic operation; Incorporate Active Transportation improvements that enhance bicycle and pedestrian facilities; Convert underutilized areas into multi- purposed areas to improve water quality and increase nature-based solutions, and improve the green space as well as aesthetics	Connecting West-East Long Beach over I-710 and LA River. Improve existing traffic safety and operations; Increase multi-modal connectivity within the project limits and surrounding area. Enhance Complete Streets elements by providing bicycle, pedestrian, and streetscape improvements on major thoroughfares; and Address non-standard features and design deficiencies	City of Long Beach
18			Early Action Soundwalls (Package 3) along I-710	Combination of soundwall replacement, aesthetic treatment, and new soundwall projects along I-710 at selected locations between Pacific Coast Highway and SR-91	Noise Mitigation, Community Experience and Aesthetics	City of Long Beach
19			Spring St Pedestrian Bridge	The proposed pedestrian/bike bridge would provide connectivity, provide public with open, safe and easy access to either sides of the freeway and river without the need for people to use their motorized vehicles	Connecting West-East Long Beach over I-710 and LA River. Improve existing traffic safety and operations; Increase active transportation connectivity within the project limits and surrounding area and green space improvements	City of Long Beach
20		LA Metro	Zero Emissions Truck Program	To provide Zero Emissions trucks along and near the 710 South Corridor. Early focus is the infrastructure necessary to support thousands of ZE trucks traveling along this corridor, especially for short-haul truck trips	Transition to fully-ZE trucks will eliminate tailpipe emissions on a corridor where diesel emissions are a significant source of criteria pollutants	LA County Supervisor Janice Hahn

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21		Metro, in partnership with cities including Huntington Park, Bell, Cudahy, South Gate, Maywood, Bell Gardens, Downey, and LA County	Southeast LA Transit Signal Priority	To give transit signal priority for buses operating along Slauson Av, Florence Av, Firestone Bl, Pacific Bl, Atlantic Av, and Gage Av	Providing transit improvements in some of LA County's most transit-dependent communities. Would benefit tens of thousands of transit riders	LA County Supervisor Janice Hahn
22		Metro, in partnership with appropriate City and County agencies (TBD), including the Gateway Cities Council of Governments	Community Health Benefit Program	Program shape/scope TBD, but can include: (1) air quality improvement projects for schools/community facilities, such as air filtration; (2) health education and screening; and (3) greenhouse gas reduction projects for schools/communities facilities, such as solar installations	Targeted air quality improvements in highly-trafficked locations. Better linkage to care for impacted communities. Investment in green technology in historically underinvested areas	LA County Supervisor Janice Hahn

As of July 11, 2022