

# I-710 Task Force Pre-Investment Plan Opportunity Nominations

#	Nominating Agency/Organization	Project/Program Name	Grant Program	Grant Agency	Project/Program Description, Features	Project/Program Benefits
Complete Streets & Roadway Design						
1	City of Bell	Atlantic Avenue Corridor Improvements Project	SB-1 Local Partnership Program (LPP), California Traffic Commission. Rebuilding American Infrastructure with Sustainability and Equity (RAISE), U.S. Department of Transportation	California Transportation Commission (CTC)  US Department of Transportation	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
2	City of Commerce	Slauson Avenue Corridor & Citywide Pedestrian, Bike, Transit Improvements	Active Transportation Program by the State of California Department of Transportation	California Transportation Commission (CTC)	Project focuses on pedestrian, bike, & transit safety improvements along the Slauson Av corridor and 10 other unsignalized intersections or midblock crossings citywide. The project location includes the 2.6-mile Slauson Av corridor between I-710 and I-5 freeways and 10 unsignalized intersections or midblock crossings citywide	Install 2.6-mile Class III route, 60 pedestrian signal lights, seven Rectangular Rapid Flashing Beacons (RRFB) signal lights and 10 crossing improvements at unsignalized intersections and midblock crossings, 4 speed feedback signs, 18 benches and trash receptacles at bus shelters; enhance 30 existing crosswalks
3	City of Cudahy	Cudahy Citywide Complete Streets Improvement Project, Atlantic Improvements	Safe Streets and Roads for All (SS4A). 2022 US Department of Transportation Grant	U.S. Department of Transportation	The Cudahy Citywide Complete Streets Improvement Project focuses on the Atlantic Av 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. Project Limits: Atlantic Av from Florence Av to Salt Lake Av/Patata St	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)
4	City of Lakewood	Lakewood Boulevard Regional Corridor Capacity Enhancement Project	Rebuilding American Infrastructure with Sustainability and Equity (RAISE)  CTC Local Partnership Program (LPP)	U.S. Department of Transportation  California Transportation Commission (CTC)	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
5	City of Long Beach	Shoreline Drive Realignment (Shoemaker Bridge Project)	Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	U.S. Department of Transportation	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
6	City of Maywood	Randolph Street Bike and Facilities Improvement Project	Active Transportation Program Cycle 6	California Transportation Commission (CTC)	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

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7	City of Paramount	Garfield Avenue Capacity Enhancement Project	Rebuilding American Infrastructure with Sustainability and Equity (RAISE) CTC Local Partnership Program (LPP) CTC Trade Corridor Enhancement Program (TCEP)	U.S. Department of Transportation  California Transportation Commission (CTC)	Project will increase capacity along Garfield Ave 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
8	City of South Gate	Garfield Ave Complete Streets Project	Local Highway Safety Improvement Program (HSIP) Cycle 11  CTC ATP Program (Cycle 5)  HSIP Program Cycle 10	Caltrans  California Transportation Commission (CTC)	The Garfield Avenue 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
15	City of Bell	Gage Avenue Corridor Improvement Project	SB-1 Local Partnership Program (LPP), California Transportation Commission. Rebuilding American Infrastructure with Sustainability and Equity (RAISE), U.S. Department of Transportation	California Transportation Commission (CTC)  US Department of Transportation	The project will help beautify the Gage Avenue 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
16	GCCOG	Atlantic Complete Street Corridor Nexus with I-710 - Study Area No. 4	Considering potential grant programs including: CTC LPP, CTC SCCP, and/or CTC TCEP		Improvements where Complete Streets Arterial Corridors interface with I-710 [Atlantic Bl from Slauson Av to Washington Bl]  Improvements include items such as: Green street and safety features; Landscaped median; Atlantic Av Bridge widening with bike lanes over LA River Channel; Atlantic Av Bridge replacements over Pennington Way/RR yard and over LA River; Channel at selected locations; Intersection improvements, roundabouts; Traffic calming features for areas of concern; Bicycle lanes and pedestrian safety treatments; Exclusive Bicycle and pedestrian connections over I-710 and the LA River Channel	Multimodal bicycle, pedestrian, and transit stop features and amenities; Safety and traffic calming features; Landscaping, hardscaping (aesthetic treatments), public green spaces, trees; Water quality features (bioswales, tree wells)

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17	GCCOG	Florence Complete Street Corridor Nexus with I-710 - Study Area No. 3	Considering potential grant programs including: CTC LPP, CTC SCCP, CTC TCEP, and/or HSIP Cycle 11		Improvements where Complete Streets Arterial Corridors interface with I-710 [Florence Ave. from Atlantic Blvd. to Eastern Ave]  Improvements include items such as: Green street and safety features. Landscaped traffic islands; Traffic calming features for areas of concern; Interchange improvement, bridge replacement over I-710 and the LA River Channel; Exclusive Bicycle and pedestrian connections over I-710 and the LA River Channel; Connections to West Santa Branch Florence/Salt Lake station	Multimodal bicycle, pedestrian, and transit stop features and amenities; Safety and traffic calming features; Landscaping, hardscaping (aesthetic treatments), public green spaces, trees; Water quality features (bioswales, tree wells)
<b>Transit Systems</b>						
9	Long Beach Transit	Long Beach Transit (LBT) Solar Charging Electrification Project	FTA 5339(b) Buses and Bus Facilities Program  FTA 5229(c) Low of No Emission Vehicle Program  Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	US Department of Transportation	LBT plans to replace its entire fleet of operations out of LBT <sub>1</sub> (the agency's primary bus division) with battery electric buses (BEBs) and convert its current bus parking area into a facility for charging its BEBs through the erection of solar-powered parking canopies, to enable the transition to 100% emission bus fleet by 2030.	The proposed project would enable the transition of LBT <sub>1</sub> , the agency's main operating and maintenance facility, into a zero-emission bus hub
19	LA County Supervisor Janice Hahn	Southeast LA Transit Signal Priority	Considering CTC LPP and CTC SCCP Programs		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
<b>Clean Air &amp; Energy</b>						
14	Los Angeles Cleantech Incubator (LACI)	Goods-Movement Resiliency & Enhanced Energy Now (GREEN) Project	USEDA Build Back Better Regional Program	US Economic Development Administration	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
18	LA County Supervisor Janice Hahn	Community Health Benefit Program	Considering CARB Supplemental Environmental Program		Program shape/scope to be determined, 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
20	LA County Supervisor Janice Hahn	Zero Emissions Truck Program	Considering CTC TCEP		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

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21	LACI partnered with East Yards Communities for Environmental Justice, AMPLY Power, Harbor Trucking Association, LADWP, and SCE	Medium/Heavy Duty ZEV Infrastructure Blueprint (Drayage Truck Charging Depots on the I-710 Corridor)		California Energy Commission	To identify priority locations along the I-710 South Corridor for Battery-Electric Vehicle (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
<b>Goods Movement</b>						
10	Port of Los Angeles	National Highway Freight Network Improvement Program - State Route 47-Seaside Avenue & Navy Way Interchange Improvement Project	State: Trade Corridor Enhancement Program (TCEP)  Applicant: TCEP: Caltrans or POLA	California Transportation Commission (CTC)	Augments existing partial interchange at SR 47 (National Highway Freight Network 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 Av 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 National Highway Freight Network  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)
11	Port of Los Angeles	Port of Los Angeles National Multimodal Freight Network (NMFN) Improvement Program: Maritime Support Facility Access/Terminal Island Rail System Grade Separation	USDOT: RAISE & Crossing Separation Program State: Trade Corridor Enhancement Program (TCEP)  Applicant: RAISE: Port of LA (POLA) TCEP: Caltrans or POLA	U.S. Department of Transportation  California Transportation Commission (CTC)	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 National Highway Freight Network, 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)

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12	Port of Los Angeles	Port of Los Angeles National Multimodal Freight Network Improvement Program: Rail System Improvement Projects	USDOT: Consolidated Rail Infrastructure and Safety Improvements (CRISI)  State: Trade Corridor Enhancement Program (TCEP)  Applicant: POLA	US Department of Transportation  California Transportation Commission (CTC)	Additional rail tracks in POLA to improve overall rail operations, including supporting on-dock railyards	<p>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 National Highway Freight Network</p> <p>Reduces rail congestion that also improves rail safety and emissions</p> <p>Reduces rail cargo transit times which in turn improves reliability, and reduces transportation and inventory carrying costs</p> <p>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</p> <p>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)</p>
13	Port of Los Angeles	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	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	<p>MSF Access/Terminal Island Rail System Grade Separation (See RAISE above for Grade Sep component)</p> <p>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</p>	<p>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</p> <p>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)</p>
22	Port of Long Beach	America’s Green Gateway: Pier B Rail Program Buildout	Roadway realignment and improvements; construction of 5 new 10,000’ long receiving and departure tracks and 34 new railroad tracks	Caltrans	Roadway realignment and improvements; construction of 5 new 10,000’ long receiving and departure tracks and 34 new railroad tracks	Increased speed and efficiency of cargo throughput; increased use of on-dock rail; reduction in both rail and truck congestion; reduced emissions.

As of August 5, 2022