

OVERSIGHT BOARD RESOLUTION NO. 15- 07

A RESOLUTION OF THE OVERSIGHT BOARD TO THE SUCCESSOR AGENCY TO THE COMMUNITY DEVELOPMENT COMMISSION OF THE CITY OF SOUTH GATE APPROVING THE REVISED LONG RANGE PROPERTY MANAGEMENT PLAN; AUTHORIZING THE TRANSMITTAL OF THE REVISED LRPMP TO THE STATE DEPARTMENT OF FINANCE PURSUANT TO SECTIONS 34181, 34191.4 AND 34191.5 OF THE DISSOLUTION LAW

WHEREAS, the Community Development Commission of the City of South Gate (“Former Agency”) was a public body, corporate and politic formed, organized, existing and exercising its powers pursuant to Section 34100, *et seq.* of the California Health and Safety Code, and exercised the powers, authority, functions, jurisdiction of a community redevelopment agency formed, organized, existing and exercising its powers pursuant to the California Community Redevelopment Law, Health and Safety Code, Section 33000, *et seq.*, and specifically formed by the City Council (“City Council”) of the City of South Gate (“City”); and

WHEREAS, Assembly Bill x1 26 added Parts 1.8 and 1.85 to Division 24 of the California Health & Safety Code, which caused the dissolution of all redevelopment agencies and winding down of the affairs of former agencies, including as such laws were amended by Assembly Bill 1484 and other subsequent legislation including Senate Bill 107 (together, the “Dissolution Law”), and

WHEREAS, as of February 1, 2012, the Former Agency was dissolved pursuant to the Dissolution Law, and as a separate public entity, corporate and politic, the Successor Agency to the Community Development Commission of the City of South Gate (“Successor Agency”) administers the enforceable obligations of the Former Agency and otherwise unwinds the Former Agency’s affairs, all subject to the review and approval by a seven-member oversight board (“Oversight Board”), and

WHEREAS, Section 34179 provides that the Oversight Board has fiduciary responsibilities to holders of enforceable obligations and the taxing entities that benefit from distributions of property tax and other revenues pursuant to Section 34188 of Part 1.85 of the Dissolution Law; and

WHEREAS, Section 34181, as amended by Senate Bill 107, provides, in part, that the Oversight Board “shall direct the [S]uccessor [A]gency to do all of the following

(a)(1) Dispose of all assets and properties of the former redevelopment agency, provided, however, that the oversight board may instead direct the successor agency to *transfer ownership of those assets that were constructed and used for a governmental purpose, such as roads, school buildings, parks, police and fire stations, libraries, parking facilities and lots dedicated solely to public parking, and local agency administrative buildings, to the appropriate public jurisdiction pursuant to any existing agreements relating to the construction or use of such an asset. ...*”

WHEREAS, Sections 34181, 34191.4 and 34191.5 provide that the Successor Agency is authorized to prepare a Long Range Property Management Plan (“LRPMP”) that addresses the disposition and use of the former redevelopment agency’s real property, which LRPMP is then submitted to the Oversight Board for review and approval, and then to the DOF for review and approval; and

WHEREAS, the Successor Agency caused to be prepared an original initial version of the LRPMP (“Original LRPMP”) that was approved by the Oversight Board and then submitted to the DOF for review in November 2013; and

WHEREAS, the DOF rejected the Original LRPMP and requested the Successor Agency revise and resubmit the LRPMP; and

WHEREAS, the Successor Agency has caused to be prepared the “Revised LRPMP,” Exhibit 1 hereto and fully incorporated by this reference, that provides an inventory of all of the former Agency’s properties and, based on the criteria in Section 34191.5(c)(2), the Revised LRPMP directs how the various properties should be transferred or otherwise disposed, including the transfer by the Successor Agency to the City of the public parking lots and facilities for continued governmental use; and

WHEREAS, the Successor Agency approved, and authorized submittal of, the Revised LRPMP by resolution adopted on December 8, 2015; and

WHEREAS, the options given in Section 34191.5(c)(2) for the future disposition and use of the properties include transfer to the City or other agency for governmental use, transfer to the City for future development, sale/liquidation of the property for the benefit of the affected taxing agencies, or the use of the property to fulfill an enforceable obligation; and

WHEREAS, an LRPMP is a material step of the dissolution process under the Dissolution Law, and as of dissolution on February 1, 2012, by operation of law the Successor Agency became the fee owner of 13 properties (comprised of 19 parcels) in the City for which the owner of record on title is the Former Agency (now vested in the Successor Agency); and

WHEREAS, under this Revised LRPMP eight (8) properties are existing public parking lots that qualify as governmental use properties, which are proposed to be transferred to the City to continue their continued governmental use, including:

1. City Hall parking lot (“Property 2” in Revised LRPMP)
2. Main and Garfield parking lot (“Property 3” in Revised LRPMP)
3. 5821 Firestone Blvd (“Property 4” in Revised LRPMP)
4. 9926 Mallison (“Property 6” in Revised LRPMP)
5. San Juan Avenue parking lots/properties (“Property 7” in Revised LRPMP)
6. Alexander and Bryson Road parking lot (“Property 8” in Revised LRPMP)
7. 9836 San Miguel Avenue parking lot (“Property 9” in Revised LRPMP); and
8. San Antonio Avenue parking lots (“Property 10” in Revised LRPMP); and

WHEREAS, two (2) additional properties are proposed to be transferred to the City for governmental use as these parcels have been and remain the subject of planned governmental use in connection with: 1) the CalTrans’ long range improvement plans for the extension/expansion

of the I-710 Corridor and the I-710 Livability Initiative, and 2) the continued provision of public programs and human services to the general public

1. 9475 Frontage Road APN 6222-001-916 ("Property 5" in Revised LRPMP); and
2. 9200 State Street APN 6209-001-900 ("Property 1" in Revised LRPMP); and

WHEREAS, two (2) properties that are now used as public parking lots are not recommended to be transferred to the City for continued public parking use, but are proposed to be offered for sale and sold to third party(ies) with the proceeds of the sales to be distributed by the Los Angeles County Auditor-Controller in accordance with the Dissolution Law because these two parcels have known environmental contamination issues, including

1. 3500 Tweedy Boulevard APN 6223-001-907 parking lot adjacent to South Gate Senior Villas ("Property 12" in the Revised LRPMP); and
2. APN 6232-003-907 commonly referred to as the "Donut Hole" parcel and located within the El Paseo Shopping Center ("Property 11" in the Revised LRPMP); and

WHEREAS, one (1) property is proposed to be offered for sale and sold by the Successor Agency at market rate, with the proceeds of the sale to be distributed by the Los Angeles County Auditor-Controller in accordance with the Dissolution Law:

1. 7916 Long Beach Boulevard APN 6202-010-900 and 901 ("Property 13" in Revised LRPMP)

WHEREAS, the Successor Agency staff will cause to be posted this Resolution, including the Revised LRPMP, on the City's website (section relating to the Successor Agency) (<http://www.cityofsouthgate.org/247/Successor-Agency>)

WHEREAS, the Successor Agency has submitted the Revised LRPMP to the Oversight Board for review and approval, and when approved will be submitted to the DOF for its review and approval; and

WHEREAS, pursuant to Section 34179(h) written notice and information about certain actions taken by the Oversight Board shall be provided to the DOF by electronic means and in a manner of DOF's choosing pursuant thereto; and, an Oversight Board's action shall become effective five (5) business days after notice in the manner specified by the DOF unless the DOF requests a review; and

NOW, THEREFORE, BE IT RESOLVED BY THE OVERSIGHT BOARD OF THE SUCCESSOR AGENCY TO THE COMMUNITY DEVELOPMENT COMMISSION OF THE CITY OF SOUTH GATE:

1. The foregoing recitals are incorporated into this Resolution by this reference, and constitute a material part of this Resolution.
2. Pursuant to the Dissolution Law, the Oversight Board approves the Revised LRPMP submitted herewith as Exhibit 1.
3. The Revised LRPMP directs the sale and liquidation of three properties as described in the above recitals and the proceeds from the sales shall be remitted to the Los Angeles County

Auditor-Controller for distribution as property tax to the affected taxing entities pursuant to the Dissolution Law.

4. The Revised LRPMP directs the transfer of certain parcels to the City for governmental purposes, such as roads, school buildings, parks, police and fire stations, libraries, parking facilities and lots dedicated solely to public parking, and local agency administrative buildings, including the eight (8) public parking lots listed in the recitals above and the 9475 Frontage Road property planned for public improvements to be constructed for the I-710 Corridor and the I-710 Livability Initiative and the 9200 State Street property planned for continued governmental use as a public facility.

5. The Oversight Board authorizes and directs transmittal of the Revised LRPMP to the State Department of Finance.

6. The Director of Administrative Services, or her authorized designee, is directed to post this Resolution on the City's website pursuant to the Dissolution Law.

7. Pursuant to Section 34179(h) written notice and information about certain actions taken by the Oversight Board shall be provided to the DOF by electronic means and in a manner of DOF's choosing; and, an Oversight Board's action shall become effective five (5) business days after notice in the manner specified by the DOF unless the DOF requests a review.

8. The Secretary of the Oversight Board shall certify to the adoption of this Resolution.

APPROVED AND ADOPTED this 14th day of December 2015.



W. H. (Bill) De Witt, Chair
Oversight Board of the Successor Agency to the
Community Development Commission of the
City of South Gate

(SEAL)

ATTEST:



Carmen Avalos, Secretary
Oversight Board of the Successor Agency
to the Community Development Commission of the City of South Gate

LONG-RANGE PROPERTY MANAGEMENT PLAN

Successor Agency to the Community Development Commission of the City of South Gate

Revised November 12, 2015

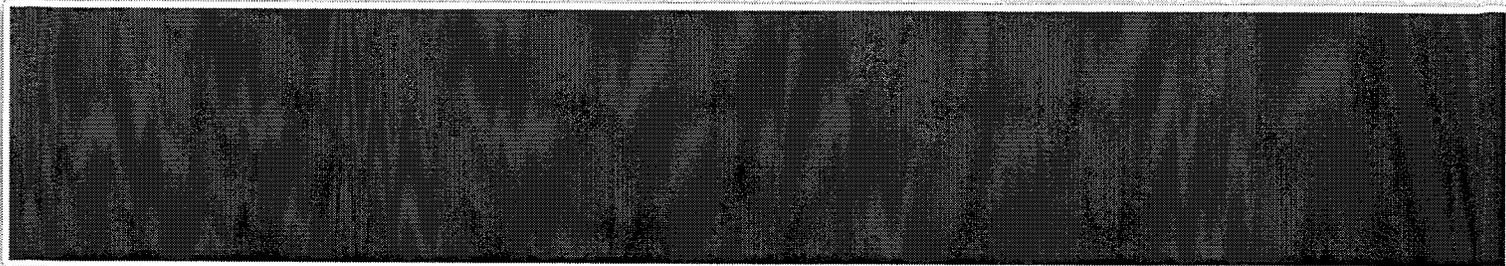


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INTRODUCTION

Assembly Bill 1484 ("AB 1484") enacted in June of 2012, as amended by Senate Bill 107 ("SB 107"; effective September 22, 2015) requires all successor agencies for former redevelopment agencies that owned property as of the time of redevelopment dissolution to prepare a Long Range Property Management Plan ("LRPMP" or "LRPMP"). The LRPMP governs the disposition and use of property held by the former redevelopment agency pursuant to legal requirements of the Health and Safety Code, Division 24, Parts 1.8 and 1.85 ("Dissolution Act") as detailed in the next section.¹

The Successor Agency to the South Gate Community Development Commission ("Successor Agency") prepared the first iteration of the LRPMP in October 2013. After receiving Oversight Board approval, the Successor Agency submitted the LRPMP to the California Department of Finance ("DOF") for review. DOF rejected the LRPMP because DOF decided that under Section 34191.5 there was insufficient evidence to justify retaining certain properties for governmental use, including (1) the Vehicle Parking District Facilities and (2) the Frontage Road property (as those properties are further described in the LRPMP), albeit the Successor Agency disagreed and provided background and other supporting materials to show these properties have been, and are, intended for governmental use.

SB 107 makes many changes both procedurally and substantively to the Dissolution Law, including substantive amendments to the requirements for a successor agency's LRPMP. SB 107 expressly authorizes a successor agency to transfer to its host city property(ies) that are currently parking facilities and lots dedicated solely to public parking and which do not generate revenues in excess of reasonable maintenance costs of the properties.

The Successor Agency desires to avail the new authority in SB 107 and has revised, amended and restated the LRPMP by this revised plan; therefore, this document presents an amended and restated long range property management plan ("Revised Plan" or "LRPMP").

EXECUTIVE SUMMARY

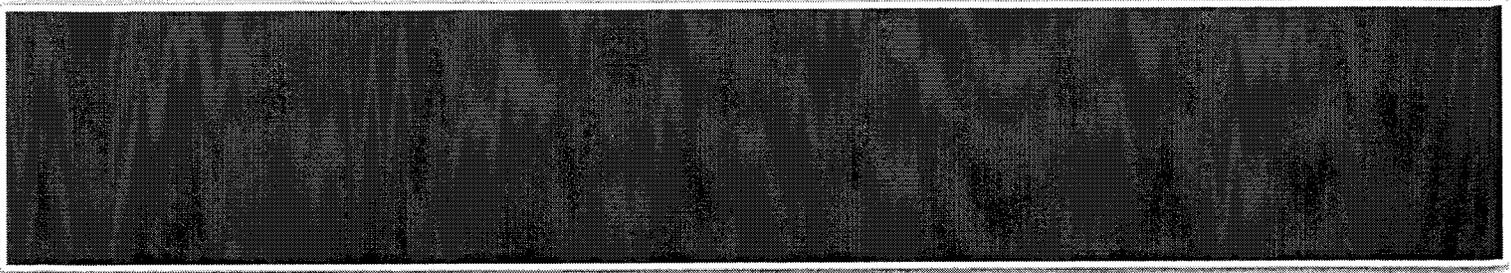
The former South Gate Community Development Commission ("Former CDC") is the owner of record on the title for 13 properties (comprised of 19 parcels) in the City of South Gate ("City").

- Ten (10) properties are existing governmental use properties that are proposed to be transferred to the City to continue their exclusive and continued governmental use.
- The remaining three (3) properties are to be sold by the Successor Agency at market rate, with the proceeds of the sales to be remitted to and distributed by the Los Angeles County Auditor-Controller in accordance with the Dissolution Act.

STATEMENT OF LEGAL REQUIREMENTS

Pursuant to Section 34191.5 (added by AB 1484), each successor agency that holds property from a former redevelopment agency is required to prepare and submit an LRPMP to its oversight board and then to the State Department of Finance ("DOF") within six months after receiving a "Finding of

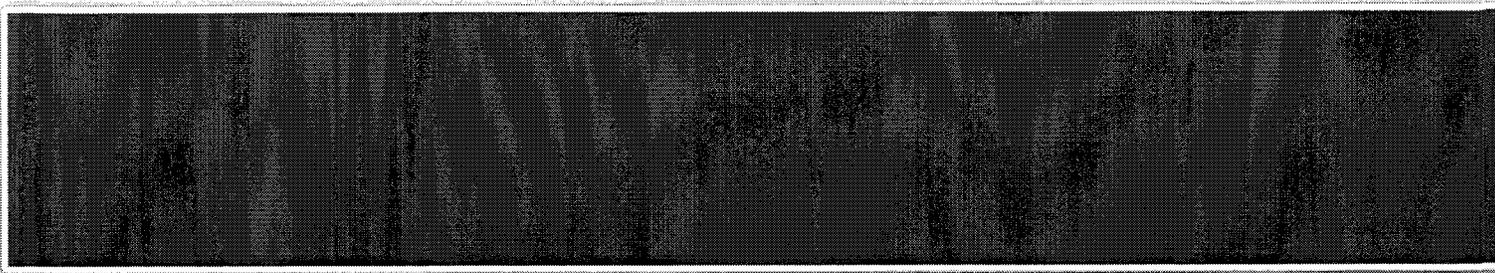
¹ All statutory references are to the Dissolution Act, unless otherwise stated.



Completion” from DOF. This did previously occur here, but the DOF rejected the original plan, so the Successor Agency has prepared this Revised Plan for consideration and action by the Oversight Board and then review and approval by the DOF, and then subsequent implementation.

In general, this Revised LRPMP addresses the disposition and use of the real properties of the Former CDC. The Dissolution Act requires that an LRPMP include all of the following components:

1. Inventory of all properties in the Community Redevelopment Property Trust Fund (“Trust Fund”), established to serve as the repository of the former redevelopment agency’s real properties. This inventory shall consist of all of the following information:
 - a. **Date of acquisition** of the property and the value of the property at that time, and an estimate of the current value of the property.
 - b. **Purpose** for which the property was acquired.
 - c. **Parcel data**, including address, lot size, and current zoning in the former redevelopment agency redevelopment plan or specific, community, or general plan.
 - d. **Estimate of the current value** of the parcel including, if available, any appraisal information.
 - e. **Estimate of any lease, rental, or any other revenues** generated by the property, and a description of the contractual requirements for the disposition of those funds.
 - f. **History of environmental contamination**, including designation as a brownfield site, and related environmental studies, and history of any remediation efforts.
 - g. Description of the **property’s potential for transit-oriented development and the advancement of the planning objectives** of the successor agency
 - h. Brief history of **previous development proposals** and activity, including the rental or lease of property.
2. Address the use or disposition of all the properties in the Trust Fund. Permissible uses include:
 - a. **Retention for governmental use** pursuant to subdivision (a) of Section 34181;
 - b. **Retention for future development;**
 - c. **Sale** of the property; or
 - d. **Use of property to fulfill an enforceable obligation.**
3. Separately identify and list properties in the Trust Fund dedicated to governmental use purposes and properties retained for purposes of fulfilling an enforceable obligation. With respect to the use or disposition of all other properties, all the following shall apply:

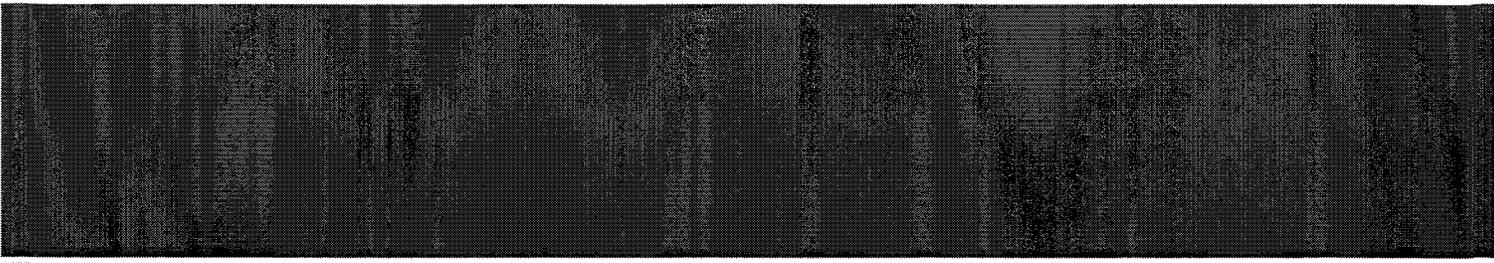
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- a. If the plan directs the use or liquidation of the property for a project identified in an approved redevelopment plan, the property shall transfer to the city, county, or city and county.
 - b. If the plan directs the liquidation of the property or the use of revenues generated from the property, such as lease or parking revenues, for any purpose other than to fulfill an enforceable obligation or other than that specified in subsection 3(a) above, the proceeds from the sale shall be distributed as property tax to the affected taxing entities.
 - c. Property shall not be transferred to a successor agency, city, county, or city and county, unless the LRPMP has been approved by the oversight board and DOF.

PROPERTY VALUATION ESTIMATES AND LIMITATIONS

The Dissolution Act requires that an LRPMP include an estimate of the value of each property, as well as recent appraisal information, to provide the Oversight Board, DOF and other interested parties information on the properties involved. DOF has stated officially they do not expect successor agencies to obtain appraisals on properties if none currently exist, so no such appraisals have been prepared for this LRPMP.

Instead, an estimate of property value was prepared by the Successor Agency's independent consultant, RSG, based on a limited amount of analysis, well short of what would normally be conducted for a formal appraisal – but at least useful for providing some information on what are often difficult to assess properties and valuations given the unique deficiencies (size, contamination, location, etc.) of former redevelopment properties. Coming out of a serious real estate recession, it still can be difficult to identify comparable properties in the area because sales volumes of small, infill parcels can be very limited.

The limitations of this methodology aside, the value estimates themselves (or even appraisal values) are not necessarily representative of what the properties could be worth when offered for sale on the open market by the Successor Agency. For example, one property to be sold (APN 6223-001-907 at 3500 Tweedy Boulevard, a parking lot adjacent to the South Gate Senior Villas development) has a significant history of hazardous materials contamination that may affect not only value, but the number of potential buyers and reuse potential, the potential high costs of remediation and monitoring, thus the choice by South Gate to not transfer the parking lot to the City due to the real potential for liability and responsibility arising from the physical and environmental condition of the parcel. Even if and after further studies were to be conducted, as has occurred previously for this parcel, the scope of the contamination could be more serious than what is known currently and there will be uncertainty related to investment based on unknown cleanup and ongoing monitoring costs. Not just in South Gate, but elsewhere, many redevelopment agencies have a number of blighted properties in their inventory that were not yet restored to a marketable condition at the time of dissolution.



The Successor Agency will be developing a marketing plan to solicit viable purchase offers on properties designated for sale following DOF approval of this LRPMP. Once these offers are provided, these may ultimately be a much more precise determination of value than what is included in this LRPMP. As such, the reader is encouraged to understand this context when reviewing the LRPMP estimated values contained herein.

PROPERTY INVENTORY – FORMER CDC PROPERTIES

The Former CDC owned 13 properties (consisting of 19 parcels) at dissolution. The properties are grouped into property sites with specific property numbers shown in the Property Inventory Data table attached. The property sites are organized by “Permissible Uses” under the Dissolution Act and a detailed description of the properties is provided below.

The Property Inventory Data table (Attachment 1) utilizes the DOF-created database that provides a matrix of all of the information required pursuant to Section 34191.5(c).

It is important to note the following in reviewing the LRPMP:

- Estimates of current values of properties were provided by RSG based on the individual methodologies described under each property profiled in this LRPMP. As the DOF has provided to RSG in written communication, the DOF does not require a new appraisal report to be prepared for the purposes of an LRPMP, even if a recent appraisal does not exist. The ultimate value of the properties sold will be determined based on what the market bears and not what an appraisal estimates. For the properties to be retained for governmental use, the value estimate is based on the value of each property at the current land use and zoning; which yields a \$0 market value because the properties in question are existing, operating public uses. As such, they hold no value to anyone other than the City for the continued governmental use. More details for each value estimate are provided in the individual property profiles.
- Data contained in the “Value at Time of Purchase” column in the Property Inventory Data table includes all available information obtained resulting from comprehensive title research and Successor Agency staff’s reasonable efforts to locate the information. In many cases, this information was not available and is noted accordingly.

Retention of Properties for Governmental Use

The properties listed below are proposed to be transferred to the City of South Gate pursuant to Section 34181(a), as amended by SB 107, that allows properties of a former redevelopment agency to be transferred to a public jurisdiction. A description of the properties, including the legally required information, aerial map, and photograph of the properties, are presented in this section.

9200 STATE STREET (PROPERTY 1)

Address: 9200 State Street.

APN: 6209 001 900.

Lot Size: 0.69 Acres.

Acquisition Date: December 23, 1992.

Value at Time of Purchase:
Purchased for \$280,000.

Purpose of Acquisition: To develop and maintain the City of South Gate Westside Community Resource Center that provides public programs and human services.



Property Type (DOF Category): Public Building.

Property Type (City Proposed): Transfer to City for Public Purpose (governmental use per Sections 34181(a), 34191.3, 34191.5).

Current Zoning: Main Street.

Estimated Current Value: \$0 - Based on market value estimate as an existing public use and governmental use.

Estimate of Income Revenue: There is no income generated from the property.

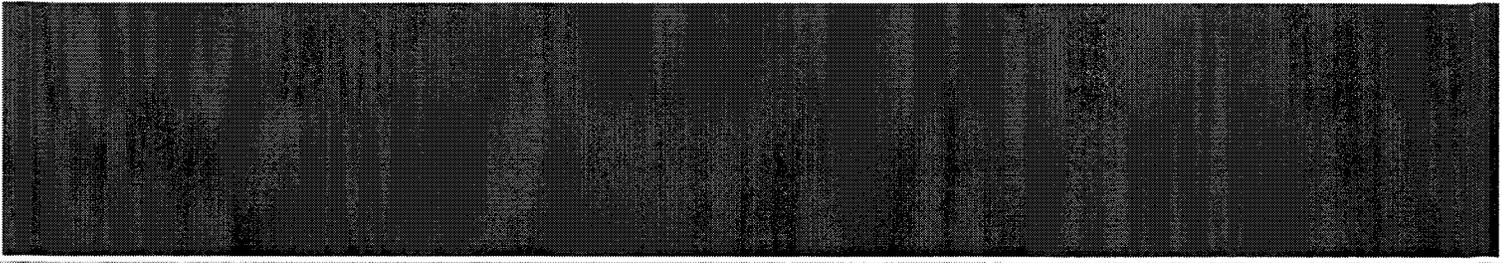
Contractual Requirements for Use of Income/Revenue: None/not applicable.

History of Environmental Contamination, Studies, and/or Remediation, and Designation as a Brownfield Site: None known at this date and not applicable.

Description of Property's Potential for Transit Oriented Development: None/not applicable.

Advancement of Planning Objectives: Provide public facilities for persons availing public programs and resources at the Westside Community Resource Center, including without limitation, the California State Preschool Program and the Los Angeles Universal Preschool (LAUP) that is a Proposition 98 Children & Families Commission program.

History of Previous Development Proposals: None.



Summary: This property, surrounded by other public uses, was originally purchased by the Former CDC for the purposes of developing and maintaining a Community Resource Center known as the Westside Community Resource Center, which currently provides human resource services to the community, including public programs such as the California State Preschool Program and the Los Angeles Universal Preschool (LAUP) that is a Proposition 98-funded Los Angeles Children & Families Commission program. In 2007, it was determined that the Former CDC did not have the resources to continue operation of this public facility; thus, the Former CDC entered into an Operating Agreement with the Human Services Association (“HSA”), a non-profit organization (see Attachment 2 for original agreement and extension) that provides human services funded through federal, state and local programs. HSA agreed to operate the Westside Resource Center by funding programming and custodial services, and utilities and maintenance costs, while still maintaining the building’s public purpose and providing resources and services to the community. In consideration, the Former CDC allowed HSA use of the building with no additional rental costs. The Operating Agreement is binding until at least March 31, 2016.

CITY HALL PARKING LOT (PROPERTY 2)

Address: 8681, 8677, and 8673
San Antonio Avenue.

APNs: 6210-017-905, 6210-017-906, and
6210-017-907.

Lot Size: 0.41 acres combined.

Acquisition Dates: April 5, 1990 for
8681 and 8677 San Antonio Ave. and
September 27, 1991 for 8673 San Antonio
Ave.

Value at Time of Purchase: Purchase for
\$98,000 (total purchase price).

Purpose of Acquisition: To provide public
parking for City Hall, in particular permit-only parking for City employees and limited public parking,
as to time and number of spaces, solely for members of the public doing or with business at City
Hall.



Property Type (DOF Category): Public Parking Lot.

Property Type (City Proposed): Transfer to City for Public Purpose, Continued Public Use.

Current Zoning: Civic Center Zone

Estimated Current Value: \$0 - Based on market value estimate as an existing public use.

Estimate of Income Revenue: There is no income generated from the property.

Contractual Requirements for Use of Income/Revenue: None/not applicable.

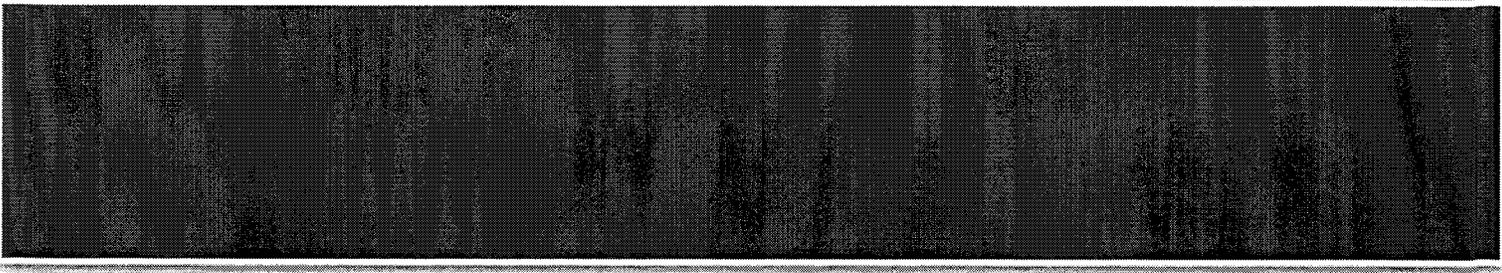
History of Environmental Contamination, Studies, and/or Remediation, and Designation as a Brownfield Site: None known at this date and not applicable.

Description of Property's Potential for Transit Oriented Development: None/not applicable.

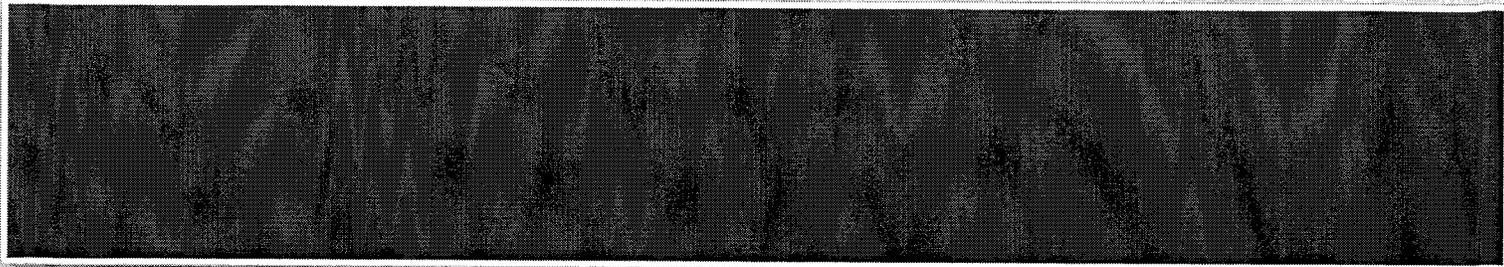
Advancement of Planning Objectives: Provide permit-only parking spaces for City employees and a limited number of short-term public parking spaces for the public only for those doing or with business at City Hall. There are no other open lots at City Hall for parking by City employees or available to the public with business at City Hall.

History of Previous Development Proposals: None.

Summary: This site provides permit-only parking to City employees working at City Hall, and a limited number of short-term parking spaces for the public doing or with business at City Hall. There are multiple signs posted within the lot "parking by permit-only for staff" and a few spaces with signage stating the spaces are only for the public with business at City Hall; this signage is



enforced by the City pursuant to the Vehicle Code. There are no other open lots for permit-only parking for City employees working at City Hall or short-term parking for persons conducting business at City Hall. The surrounding uses are not authorized to park in this parking lot, and the parking restrictions are enforced by the City. Further, on top of the parking canopy in the lot, the City has installed photovoltaic panels to capture solar energy and offset the City's electric costs.



MAIN AND GARFIELD PARKING LOT (PROPERTY 3)

Address: No Situs.

APN: 6243 009 901.

Lot Size: 0.15 Acres.

Acquisition Date: September 23, 1977.

Value at Time of Purchase: According to public record research, the purchase price was \$0.

Purpose of Acquisition: Provide public parking facilities to nearby commercial uses.



Property Type (DOF Category): Public Parking Lot.

Property Type (City Proposed): Transfer to City for Public Purpose, Continued Public Use.

Current Zoning: Multiple Residential

Estimated Current Value: \$0 - Based on market value estimate as an existing public use.

Estimate of Income Revenue: There is no income generated from the property.

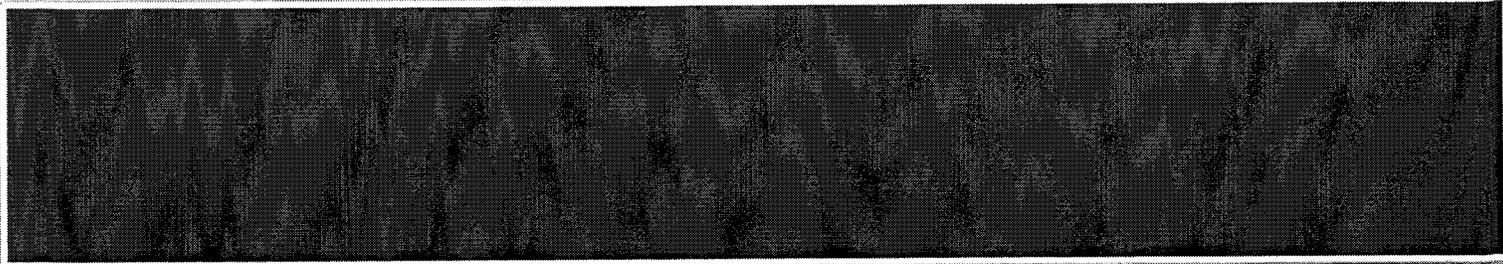
Contractual Requirements for Use of Income/Revenue: None/not applicable.

History of Environmental Contamination, Studies, and/or Remediation, and Designation as a Brownfield Site: None known at this date and not applicable.

Advancement of Planning Objectives: Provide public parking to nearby commercial uses.

History of Previous Development Proposals: None.

Summary: The subject property is currently used as public parking for surrounding commercial uses.



5821 FIRESTONE BLVD (PROPERTY 4)

Address: 5821 Firestone Blvd.

APN: 6232 004 907.

Lot Size: 0.46 Acres.

Acquisition Date: May 18, 1994.

Value at Time of Purchase: According to public record research, the purchase price was \$0.

Purpose of Acquisition: The subject property was purchased to provide public parking for nearby restaurant uses.



Property Type (DOF Category): Public Parking Lot.

Property Type (City Proposed): Transfer to City for Public Purpose, Continued Public Use.

Current Zoning: Regional Commercial with residential/mixed use overlay.

Estimated Current Value: \$0 - Based on market value estimate as an existing public use.

Estimate of Income Revenue: There is no income generated from the property.

Contractual Requirements for Use of Income/Revenue: None/not applicable.

History of Environmental Contamination, Studies, and/or Remediation, and Designation as a Brownfield Site: None known at this date.

Advancement of Planning Objectives: This site is part of a larger shopping center. It provides public parking to surrounding businesses.

History of Previous Development Proposals: This site is part of a larger retail development. There have not been any specific proposals for development of the site.

Summary: As mentioned, this public parking lot is part of a larger retail center. Currently, the lot provides public parking to surrounding businesses.

9475 FRONTAGE ROAD (PROPERTY 5)

Address: 9475 Frontage Rd.

APN: 6222 001 916.

Lot Size: 6.9 Acres.

Acquisition Date: March 2, 2009.

Value at Time of Purchase: According to public record research, the purchase price was \$0.

Purpose of Acquisition: To develop property for public or private reuse.



Property Type (DOF Category): Vacant Land.

Property Type (City Proposed): Transfer to City for use as public street/local connector roadway in connection with the expansion and extension of the I-710 Corridor and the I-710 Livability Initiative (together, "I-710 Project") as this parcel is included and planned for local connector road improvements for the I-710 Project by the State Department of Transportation (CalTrans), regional and joint powers planning entities (including Los Angeles County Metropolitan Transportation Authority ("Metro"), the Gateway Cities Council of Governments ("GCCOG") (of which South Gate is a member), the Southern California Association of Governments ("SCAG"), the Ports of Los Angeles ("POLA") and Long Beach ("POLB"), and the Interstate 5 Joint Powers Authority ("I-5 JPA"); all of these state, regional and local agencies are all working together cooperatively to improve the I-710 in Los Angeles County between Ocean Blvd. and State Route 60 in the I-710 Project and planned implementation.

Current Zoning: Light Manufacturing.

Estimated Current Value: \$0 – Based on market value estimate as an existing public use.

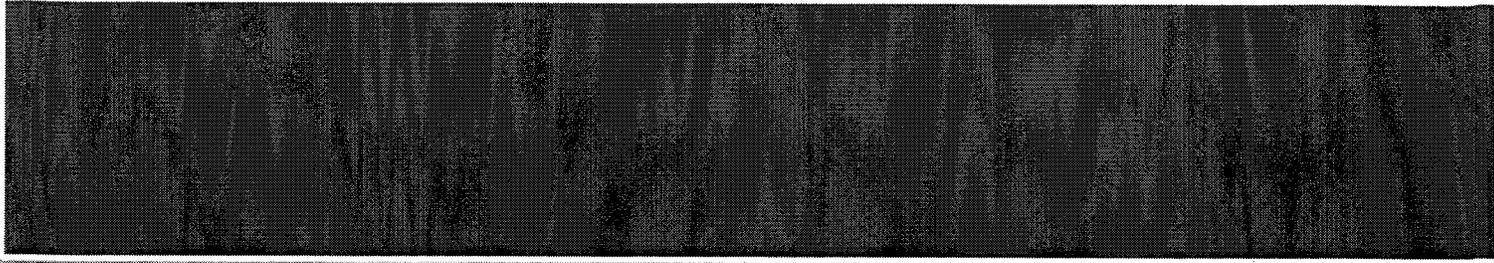
Estimate of Income Revenue: There is no income generated from the property.

Contractual Requirements for Use of Income/Revenue: None/not applicable.

History of Environmental Contamination, Studies, and/or Remediation, and Designation as a Brownfield Site: None known at this date.

Description of Property's Potential for Transit Oriented Development: None/not applicable.

Advancement of Planning Objectives: The site will be utilized as part of the CalTrans, Metro, other regional agencies, and the Gateway cities relating to the planning and implementation of the I-710 Project because the City is directly impacted and affected by the I-710 Project. The I-710 Project will improve circulation and transportation within the entire area of the I-710 Corridor. The infrastructure improvements that make up I-710 Project are wide-ranging, and span beyond just the



actual freeway improvements. The I-710 Corridor follows the freeway alignment, but is approximately *six (6) miles wide*. Public improvements for the I-710 Project include the actual freeway expansion/extension, along the necessary arterials, connector roads, intersections, bikeways, complete streets improvements, etc. This parcel is part of the local connector road improvements required to mitigate the impacts of the freeway expansion and extension on the City, South Gate, as one of the many "Gateway" cities and public agencies involved in the planning and implementation of the I-710 Project.

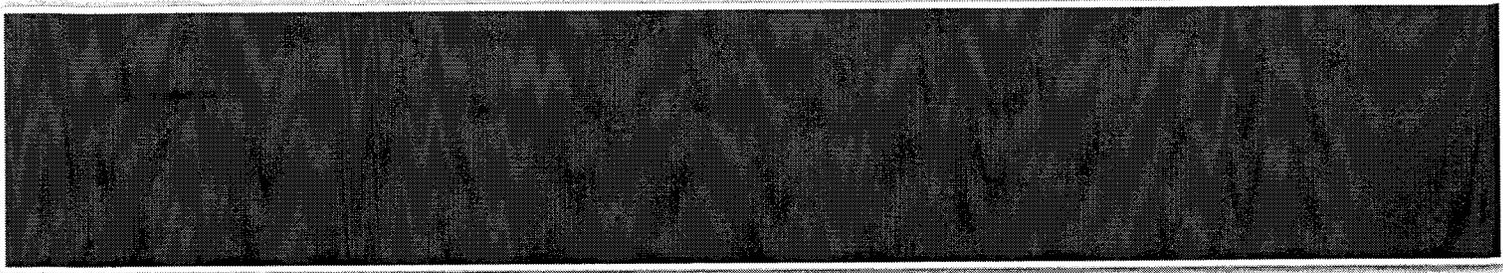
History of Previous Development Proposals: In the 1980s, the City approved a proposal by Lewis Homes for a 140 unit condominium project, which proposed project was never developed. In 2002, the City solicited proposals to redevelop the property with 250 senior apartment homes and 27 single family residences, which project too was never built. Then in 2002, GWS Nursery & Supplies, Inc. bought the property as part of a larger site to develop it as a wholesale nursery business, a recycling facility for green and solid waste, automobile storage, and parking facilities and landscaping. Due to alleged breach, the property was reconveyed to the Former CDC in 2009 as part of a legal settlement with GWS Nursery and Supplies.

Summary: In the original version of the LRPMP, the Successor Agency proposed transferring the subject property to the City to serve as the new well and water tank site and to be preserved as open land. The Successor Agency could not locate adequate supporting documentation (from DOF's perspective) to carry out this long-standing plan. The City is not aware if this is the case or not, but DOF should be made aware that due to seizure of certain records by the federal government in the early 2000s from the City, there have been other instances when the City could not locate one or more City records because not all of the documents provided to the federal government were returned in full to the City. The Successor Agency informs DOF too that there was a water tank located on the parcel adjacent to this one, but that water facility failed and cannot be rebuilt, so this adjacent parcel was the right location to construct and operate the necessary new water facility needed in the community.

During the LRPMP revision process, the Successor Agency consultants through new staff became aware of plans dedicating this Frontage Road property for the local connector road improvements that are part of the I-710 Project. Due to various changes in staffing at the City, while preparing the original LRPMP, the consultants to the Successor Agency were not informed by prior staff about the long-time planning and inclusion of this parcel relating directly to the I-710 Project; in particular, this parcel is part of an local arterial connector road necessary for this vital State transportation project, which will link the ports of Long Beach and Los Angeles to major Southern California distribution centers and intermodal rail facilities.

CalTrans, in cooperation with Metro, GCCOG, SCAG, POLA, POLB, and the I-5 JPA have been working for years, well prior to dissolution of the Former CDC, together to improve the I-710 Corridor in Los Angeles County between Ocean Blvd. and State Route 60. The I-710 Project includes, among other improvements, expansion of the I-710 and local infrastructure improvements spanning up to six-miles on either side of the I-710. The subject property has been dedicated to one such local infrastructure improvement, to be part of the local connector road for the I-710 Project.

In March 2005 (almost seven years before dissolution), following an extensive technical and community participation process, Metro completed the I-710 Freeway Major Corridor Study



("MCS"). As part of the public outreach component of the MCS, South Gate formed a Tier 1 Community Advisory Committee ("CAC") along with all of the other communities bordering the freeway/I-710. The South Gate Tier 1 CAC primarily focused on key issues and areas that affected the community including health, environmental and quality of life issues, safety and mobility issues as well as economic development and land use issues. In addition, South Gate was asked to appoint one member to a Tier 2 CAC. The roles and origination of the CAC's are explained in more detail in the MCS Executive Summary, included as Attachment 3.

After many meetings and public outreach, the South Gate Tier 1 CAC submitted recommendations to the Tier 2 CAC, who in turn submitted a report to the I-710 Oversight Policy Committee in 2004 titled, *Major Opportunity/Strategy Recommendations and Conditions* ("Tier 2 CAC Report"). The Tier 1 and Tier 2 CAC's also reviewed technical drawings and design proposals based on their recommendations. The Tier 1 and Tier 2 CAC recommendations ultimately defined the Locally Preferred Strategy identified in the MCS.

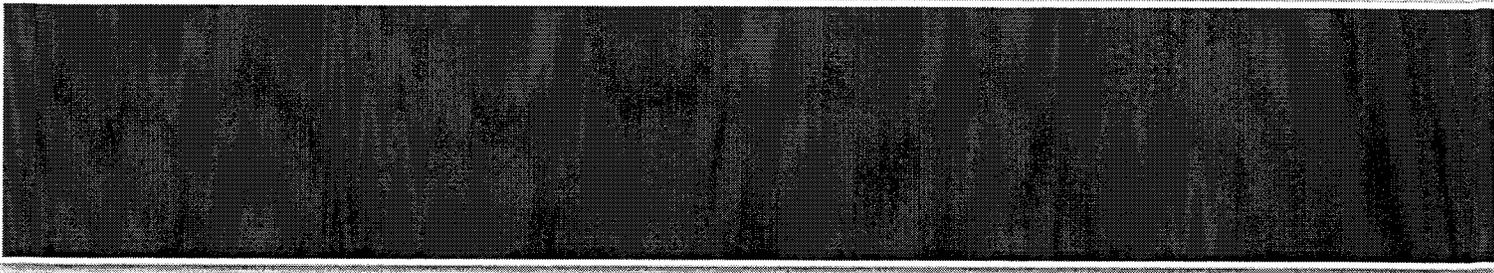
As representative bodies empowered with making recommendations on behalf of various communities and stakeholders, the Tier 1 and Tier 2 CAC recommendations were expected to be incorporated into the ultimate design and redevelopment of the I-710 Corridor. It is stated in the "Conclusion and Next Steps" section of the Tier 2 CAC Report:

The Committee expects that its recommendations will be carried forward by the OPC, the Gateway Cities COG, the Los Angeles County Metropolitan Transportation Authority (Metro), the Southern California Association of Governments (SCAG) and the California State Department of Transportation (Caltrans). Further, we expect our recommendations to be used as required guidance in the planning and development of future corridor improvements.

One of the recommendations made to the OPC and other bodies by the Tier 1 CAC, which the Tier 2 CAC endorsed, was to *widen and extend Southern Ave over or under the I-710 Freeway*. The concept drawing included in Appendix P of the MCS detailed how this would occur and included, and continues to include, use of the Subject Property (please see Attachment 4 for description of the improvement from Appendix S and the concept drawing from Appendix P).

After a multi-year process, Caltrans and Metro circulated a Draft Environmental Impact Report/Environmental Impact Statement ("EIR/EIS") for the I-710 Corridor Project in June 2012. Plans to develop the Subject Property as a public roadway were included in this 2012 EIR/EIS. Excerpts from Chapter 2.0 and Appendix O specifically addressing the Subject Property and showing its use as a new public roadway are included as Attachment 5.

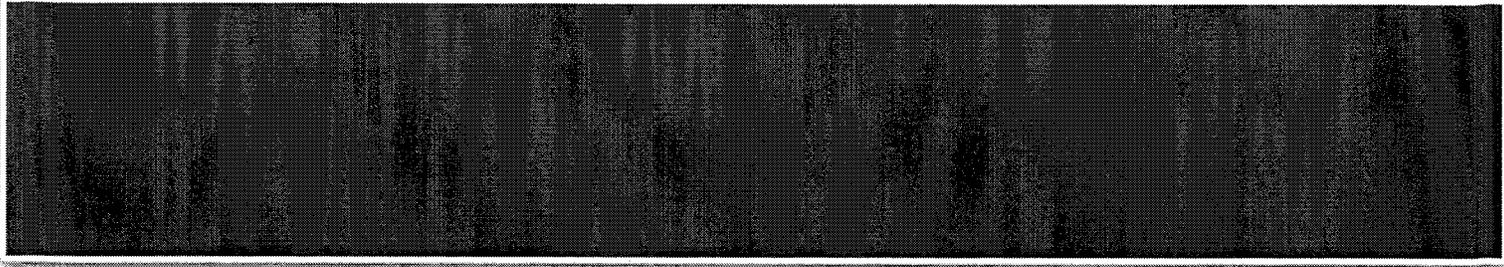
Currently, the I-710 Corridor Project is still very active, and will be implemented by CalTrans and Metro. Caltrans and Metro are planning to recirculate the Draft EIR/EIS in Fall 2016. However, recent *Geometric Review Drawings* (included as Attachment 6) show the continued commitment to use the Subject Property for public roadway/local connector road improvements. The Successor Agency proposes to transfer the Subject Property to the City to fulfill the long-standing plans utilize the property as a public roadway in connection with the I-710 Project.



Vehicle Parking District Properties

In 1965, the City of South Gate adopted Resolution No. 2663 (Attachment 7) pursuant to the 1913 Improvement Act, which authorized the City to acquire parcels, construct parking facilities, and assess properties within certain boundaries of the City. Then on August 7, 1970, the City adopted Resolution No. 3049 (Attachment 8) that established various Vehicle Parking Districts throughout the City pursuant to State law, including the Parking and Business Improvement Area Law of 1965, California Streets and Highways Code Section 36000, *et seq.* In order to further implement the Parking and Business Improvement Area Law of 1965, on November 2, 1970 the City adopted Ordinance No. 1129 that amended the South Gate Municipal Code (Attachment 9) to carry out the public parking district laws. Pursuant to the Streets and Highways Code, the formation of the Vehicle Parking District was initiated in response to a petition submitted by the Tweedy Mile Downtown Merchants Association per the statutory authority vested in property owners. The proposed purpose, among others, was to acquire, construct and maintain parking facilities for the benefit of the "Tweedy Mile" commercial area pursuant to the Streets and Highways Code and the City's implementing ordinances and amended parking standards.

Section 11.52 of the South Gate Municipal Code establishes that off-street parking must be provided to businesses or residences within given Parking Districts; so in order to facilitate this code requirement, the Former CDC acquired multiple vacant lots throughout the City as they became available, improved the lots to become part of the Vehicle Parking District public parking lots available for public parking, and these lots have been maintained and operated as public parking pursuant to the Streets and Highways Code. Once these public parking lots were established, nearby commercial businesses were not required to provide their own on-site parking because the public parking lots satisfied the parking standards. Six of these lots are now held by the Successor Agency. The City intends and must maintain these properties as parking lots in order to continue to maintain the Vehicle Parking District public parking facilities pursuant to the Streets and Highways Code and as required by the City's zoning code. Maintaining the lots will help the City avoid the potential liability to businesses and property owners if forced disposition to a private owner of these parcels would create non-conforming uses or allegations of taking or diminution of value of private property. With two exceptions relating to contaminated parking lots as explained later (in the section relating to properties to be sold), the Successor Agency plans under this LRPMP, when approved, to transfer all of the following public parking lots to the City for continued governmental use as authorized by SB 107 and the Dissolution Act.



9926 MALLISON (PROPERTY 6)

Address: 9926 Mallison Avenue.

APN: 6218 016 900.

Lot Size: 0.15 acres.

Acquisition Date: June 30, 1992.

Value at Time of Purchase: According to public record research, the purchase price was \$0.

Purpose of Acquisition: Provide public parking facilities pursuant to the Streets & Highways Code, South Gate Municipal Code, and Vehicle Parking District requirements.



Property Type (DOF Category): Public Parking Lot.

Property Type (City Proposed): Transfer to City for Continued Vehicle Parking District Public Purpose.

Current Zoning: Multiple Residential.

Estimated Current Value: \$0 - Based on market value estimate as an existing public use.

Estimate of Income Revenue: There is no income generated from the property.

Contractual Requirements for Use of Income/Revenue: None/not applicable.

History of Environmental Contamination, Studies, and/or Remediation, and Designation as a Brownfield Site: None.

Description of Property's Potential for Transit Oriented Development: None/not applicable.

Advancement of Planning Objectives: Provide public parking pursuant to the Parking and Business Improvement District Law of 1965 and continue operation of the Vehicle Parking District.

History of Previous Development Proposals: None.

Summary: The property provides public parking to surrounding uses.

SAN JUAN AVENUE PROPERTIES (PROPERTY 7)

Address: 9830 San Juan Ave and 9824 San Juan Ave.

APNs: 6203 019 915 and 6203 019 916.

Lot Size: 0.22 Acres.

Acquisition Dates: March 23, 2011 and May 20, 1992 respectively.

Value at Time of Purchase: According to public record research, the purchase price was \$0.

Purpose of Acquisition: Provide public parking facilities pursuant to the Streets & Highways Code, South Gate Municipal Code, and Vehicle Parking District requirements.



Property Type (DOF Category): Public Parking Lot.

Property Type (City Proposed): Transfer to City for Continued Vehicle Parking District Public Purpose.

Current Zoning: Multiple Residential.

Estimated Current Value: \$0 - Based on market value estimate as an existing public use.

Estimate of Income Revenue: There is no income generated from the property.

Contractual Requirements for Use of Income/Revenue: None/not applicable.

History of Environmental Contamination, Studies, and/or Remediation, and Designation as a Brownfield Site: None known at this date and not applicable.

Description of Property's Potential for Transit Oriented Development: None/not applicable.

Advancement of Planning Objectives: Provide public parking pursuant to the Parking and Business Improvement District Law of 1965 and continue operation of Vehicle Parking District.

History of Previous Development Proposals: None.

Summary: The property provides public parking to surrounding uses.

**ALEXANDER AND BRYSON ROAD
(PROPERTY 8)**

Address: 9836 Alexander Ave and
9837 Bryson Ave.

APNs: 6217 016 900 and 6217 016 901.

Lot Size: 0.22 Acres.

Acquisition Date: November 18, 1982 and April 1,
1985 respectively.

Value at Time of Purchase: According to public
record research, the purchase price was \$0.

Purpose of Acquisition: Provide public parking
facilities pursuant to the Streets & Highways Code,
South Gate Municipal Code, and Vehicle Parking
District requirements.



Property Type (DOF Category): Public Parking Lot.

Property Type (City Proposed): Transfer to City for Continued Vehicle Parking District Public
Purpose.

Current Zoning: Multiple Residential.

Estimated Current Value: \$0 - Based on market value estimate as an existing public use.

Estimate of Income Revenue: There is no income generated from the property.

Contractual Requirements for Use of Income/Revenue: None/not applicable.

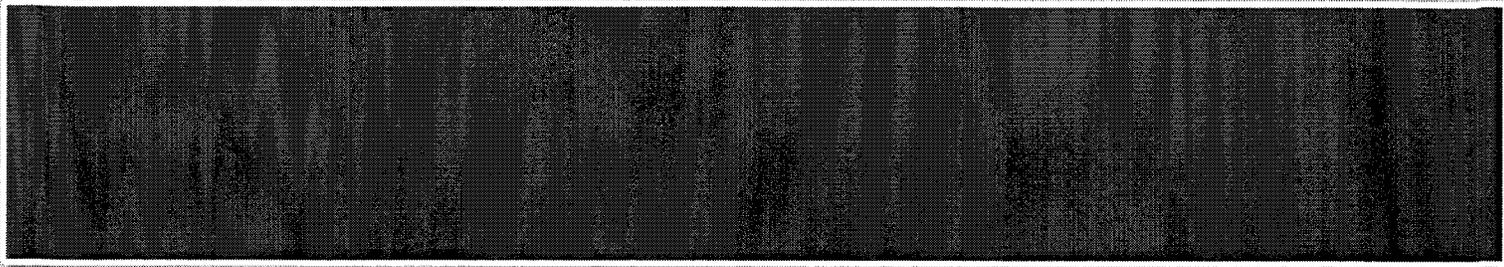
**History of Environmental Contamination, Studies, and/or Remediation, and Designation as a
Brownfield Site:** None known at this date and not applicable.

Description of Property's Potential for Transit Oriented Development: None/not applicable.

Advancement of Planning Objectives: Provide public parking pursuant to the Parking and
Business Improvement District Law of 1965 and continue operation of Vehicle Parking District.

History of Previous Development Proposals: None.

Summary: The property provides public parking to surrounding uses.



9836 SAN MIGUEL AVE (PROPERTY 9)

Address: 9836 San Miguel Ave.

APN: 6203 021 900.

Lot Size: 0.12 Acres.

Acquisition Date: February 15, 1991.

Value at Time of Purchase: According to public record research, the purchase price was \$0.

Purpose of Acquisition: Provide public parking facilities pursuant to the Streets & Highways Code, South Gate Municipal Code, and Vehicle Parking District requirements.



Property Type (DOF Category): Public Parking Lot.

Property Type (City Proposed): Transfer to City for Continued Vehicle Parking District Public Purpose.

Current Zoning: Multiple Residential.

Estimated Current Value: \$0 - Based on market value estimate as an existing public use.

Estimate of Income Revenue: There is no income generated from the property.

Contractual Requirements for Use of Income/Revenue: None/not applicable.

History of Environmental Contamination, Studies, and/or Remediation, and Designation as a Brownfield Site: None known at this date and not applicable.

Description of Property's Potential for Transit Oriented Development: None/not applicable.

Advancement of Planning Objectives: Provide public parking pursuant to the Parking and Business Improvement District Law of 1965 and continue operation of Vehicle Parking District.

History of Previous Development Proposals: None.

Summary: The property provides public parking to surrounding uses.

SAN ANTONIO AVENUE LOTS (PROPERTY 10)

Address: 10009 and 10013 San Antonio Avenue.

APN: 6223 001 904 and 6223 001 909.

Lot Size: 0.2 Acres.

Acquisition Date: June 7, 1990 and February 18, 1999.

Value at Time of Purchase: According to public record research, the purchase price was \$0.

Purpose of Acquisition: Provide public parking facilities pursuant to the Streets & Highways Code, South Gate Municipal Code, and Vehicle Parking District requirements.

Property Type (DOF Category): Public Parking Lot.

Property Type (City Proposed): Transfer to City for Continued Vehicle Parking District Public Purpose.

Current Zoning: Multiple Residential.

Estimated Current Value: \$0 - Based on market value estimate as an existing public use.

Estimate of Income Revenue: There is no income generated from the property.

Contractual Requirements for Use of Income/Revenue: None/not applicable.

History of Environmental Contamination, Studies, and/or Remediation, and Designation as a Brownfield Site: None known at this date and not applicable.

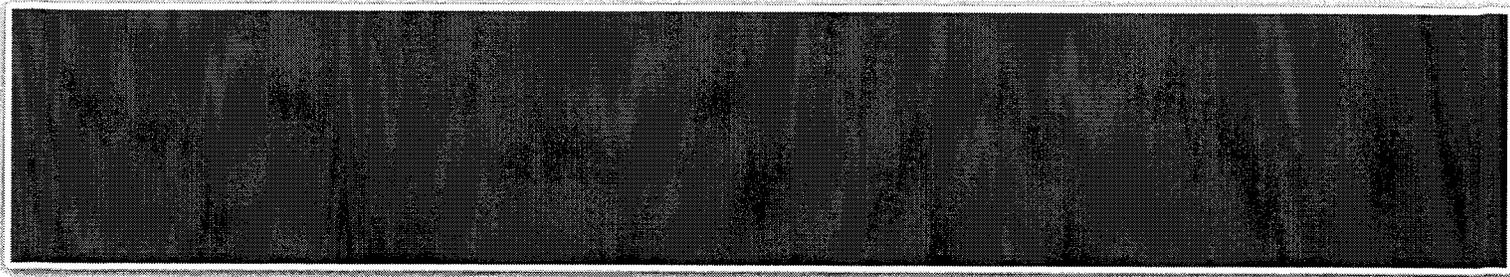
Description of Property's Potential for Transit Oriented Development: None/not applicable.

Advancement of Planning Objectives: Provide public parking pursuant to the Parking and Business Improvement District Law of 1965 and continue operation of Vehicle Parking District.

History of Previous Development Proposals: None.

Summary: The property provides public parking to surrounding uses.





Retention of Properties for Future Development

There are no properties to be retained for future development purposes by the Successor Agency in this LRPMP.

Properties to be Sold by Successor Agency

Three properties listed below are proposed to be offered for sale. A description of the properties, including the legally required information and aerial maps, are presented in this section.

EL PASEO PARKING LOT (PROPERTY 11)

Address: Within the El Paseo Shopping Center Parking Lot.

APNs: 6232 003 907.

Lot Size: 0.7 acres.

Acquisition Date: August 23, 1999.

Value at Time of Purchase: According to public record research, the purchase price was \$0.

Purpose of Acquisition: To provide an on-site contaminated soil repository for the El Paseo shopping center.

Property Type (DOF Category): Other.

Property Type (City Proposed): Following the approval of the LRPMP. Sales price to be determined by market.

Current Zoning: Heavy Manufacturing.

Estimated Current Value: \$0 due to contamination.

Date of Estimated Current Value: August 11, 2015

Proposed Sale Date: Following the approval of the LRPMP.

Estimate of Income Revenue: There is no income generated from the property.

Contractual Requirements for Use of Income/Revenue: None/not applicable.

History of Environmental Contamination, Studies, and/or Remediation, and Designation as a Brownfield Site: The subject property has been utilized as a contaminated soils repository. It is being remediated by a contamination cap, but there are open issues about the extent of contamination that directly impact the value and potential reuse, if any, of the subject parcel.

Description of Property's Potential for Transit Oriented Development: None.

Advancement of Planning Objectives: None.

Summary: This parcel makes up a portion of the El Paseo Shopping Center Parking Lot. It was once utilized as a contaminated soils repository for the El Paseo Shopping Center. The hazardous waste on the site is currently being remediated by a clay cap. This existing remediation devise restricts the site's use and renders the site inappropriate for development.

In order to estimate the value of the subject property, a comparable sales analysis is included below:

Comparable Sales Analysis - Parking Lot

Property Address	Property Type	Proposed Use	Zoning	Sale Date	Acres	Sale Price	Price/Acre	Property Discount	Discounted Price	Discounted Price/Acre
3615 Brenton Ave Lynwood	Land	Commercial	LYR3*	8/15/2014	0.18	\$ 110,009	\$ 611,161	\$ (11,001)	\$ 99,008	\$ 550,045
13400 Paramount Blvd South Gate	Land	Commercial	C-3	11/12/2013	0.28	157,000	556,935	-	157,000	556,935
3046 E Florence Ave Huntington Park	Land	Commercial	HPCG*	8/15/2013	0.38	124,470	327,036	(12,447)	112,023	294,333
703 S Santa Fe Ave Compton	Land	Commercial	COML*	2/11/2013	0.60	174,600	292,512	(17,460)	157,140	263,260
								Average	\$	364,854
Subject El Paseo Lot South Gate	Land	Parking	M3	Not Listed	0.70	Not Listed	\$ 364,854	\$ (500,000)	\$ -	

The four properties included in the analysis all sold recently in areas in relatively close proximity to South Gate. They are all vacant land zoned for commercial use. Taking the average price per acre of the three properties, you get a price per acre of \$364,854; however, none of the four comparable properties shown are known to be contaminated like the subject site. Remediation costs vary widely, but can often run anywhere between \$500,000 and \$1,000,000 or more. Taking the lowest estimate and subtracting that from the estimated sales price, the property has no value on the open real estate market. The Successor Agency will seek to sell the property for a minimal amount of money or grant it to an interested party willing to remediate the site.

This "Donut Hole" parcel is located in the parking area of the El Paseo Shopping Center, the former CDC by contract promised to grant to the owner (referred to as "TCP") certain easements and other rights of access and use, including rights of ingress and egress and for the installation and maintenance of utilities and landscaping, so that TCP could use the Donut Hole parcel as an integral part of the parking lot for the shopping center development. Further, in that contract between the former CDC and TCP, the former CDC agreed to indemnify, protect and hold harmless TCP, its successor and assigns, against all liabilities, orders, decrees, actions (including Environmental Response Actions), losses and damages arising from or connection with any migration and/or release of Hazardous Materials from the Donut Hole parcel, excluding acts, errors or omissions of TCP. The contract between the former CDC and TCP does not expressly provide for a right of first refusal, but these other contractual obligations will run with the land and must be disclosed to potential third party buyers, which may materially impact the valuation of the parcel.

3500 TWEEDY (PROPERTY 12)

Address: 3500 Tweedy Boulevard.

APN: 6223 001 907.

Lot Size: 0.15 acres.

Acquisition Date: May 14, 1996.

Value at Time of Purchase: According to public record research, the purchase price was \$0.

Purpose of Acquisition: Provide public parking facilities pursuant to the Streets & Highways Code, South Gate Municipal Code, and Vehicle Parking District requirements.



Property Type (DOF Category): Parking Lot.

Property Type (City Proposed): Sell on the open real estate market.

Current Zoning: Restricted Commercial.

Estimated Current Value: \$0 based on contamination.

Date of Estimated Current Value: August 11, 2015.

Proposed Sale Date: Following the approval of the LRPMP.

Estimate of Income Revenue: Parking is provided free of charge to the public.

Contractual Requirements for Use of Income/Revenue: None/not applicable.

History of Environmental Contamination, Studies, and/or Remediation, and Designation:

This site has a Leaking Underground Fuel Tank (LUFT) of gasoline contaminating aquifers used for drinking water supply. The Successor Agency is responsible for monitoring three wells and submitting reports to the Regional Water Quality Control Board on a semi-annual basis. The environmental remediation case was opened shortly after the Former CDC purchased the property and remains an open ongoing case.

Description of Property's Potential for Transit Oriented Development: None/not applicable.

Advancement of Planning Objectives: Provide public parking pursuant to the Parking and Business Improvement District Law of 1965 and continue operation of Vehicle Parking District.

History of Previous Development Proposals: None.

Summary: A comparable sales analysis based on the subject property's continued use as a public parking lot is included below:

Comparable Sales Analysis - Parking Lot

Property Address	Property Type	Proposed Use	Zoning	Sale Date	Acres	Sale Price	Price/Acre	Property Discount	Discounted Price	Discounted Price/Acre
3615 Brenton Ave Lynwood	Land	Commercial	LYR3*	8/15/2014	0.18	\$ 110,009	\$ 611,161	\$ (11,001)	\$ 99,008	\$ 550,045
13400 Paramount Blvd South Gate	Land	Commercial	C-3	11/12/2013	0.28	157,000	556,935	-	157,000	556,935
3046 E Florence Ave Huntington Park	Land	Commercial	HPCG*	8/15/2013	0.38	124,470	327,036	(12,447)	112,023	294,333
703 S Santa Fe Ave Compton	Land	Commercial	COML*	2/11/2013	0.60	174,600	292,512	(17,460)	157,140	263,260
Average									\$	364,854
Subject 3500 Tweedy Blvd South Gate	Land	Parking	C2	Not Listed	0.15	Not Listed	\$ 364,854	\$ (1,100,000)	\$	

As mentioned, the subject property is contaminated. The Successor Agency received an estimate for the cost to remediate the property of \$1,100,000 (included as Attachment 10). This high cost of remediation renders the property without value. The Successor Agency will seek to sell the property for a minimal amount of money or grant it to an interested party willing to remediate the site.

Further, an agreement between the Former CDC and the developer/owner (referred to as "SGSV") grants to SGSV and its successors an option to purchase certain Easement Parcels, including this parking lot, for a price of \$100,000 on an "as is" basis which is exercisable by SGSV only after site remediation by the Agency and clearance from the regulatory agencies. These rights and contractual obligations, as well as the physical and environmental condition of the subject parcel, must be disclosed to SGSV and to potential third party buyers, and these obligations most likely materially impact the fair market value of the parcel. The City does not intend to accept transfer of this parcel and its associated potential material liabilities and legal obligations.

GDS INSTITUTE (PROPERTY 13)

Address: 7916 Long Beach Boulevard.

APN: 6202 010 900 and 6202 010 901.

Lot Size: 0.41 acres (combined).

Acquisition Date: July 31, 1979.

Value at Time of Purchase: According to public record research, the purchase price was \$0.



Purpose of Acquisition: To develop additional commercial uses to provide jobs.

Property Type (DOF Category): Commercial.

Property Type (City Proposed): Properties for Sale.

Current Zoning: Urban Neighborhood

Proposed Sale/Estimated Current Value: Between \$0 and \$276,134.

Date of Estimated Current Value: August 11, 2015.

Proposed Sale Date: Following the approval of the LRPMP. Sales price to be determined by market; parcel will be offered for sale on open market.

Estimate of Income Revenue: Property is being leased for \$1,873 per month to the Helping Hand Center which runs a trade school in the building called the GDS Institute.

Contractual Requirements for Use of Income/Revenue: None

History of Environmental Contamination, Studies, and/or Remediation, and Designation as a Brownfield Site: This is the site of a former auto body shop (Freedom Ford) and is known to have a Leaking Underground Fuel Tank (LUFT). Potential contaminants include benzene, tetrachloroethylene (PCE), toluene, and trichloroethylene (TCE). On July 1, 2015, the Los Angeles Region of the California Regional Water Quality Control Board (“RWQCB”) issued an annual estimate to the South Gate Successor Agency for costs associated with site cleanup for fiscal year 2015-16 (see Attachment 11). The RWQCB intends to recover any costs it incurs while overseeing the investigation and cleanup of the subject property.

Description of Property’s Potential for Transit Oriented Development: None/not applicable

Advancement of Planning Objectives: Commercial development to provide jobs

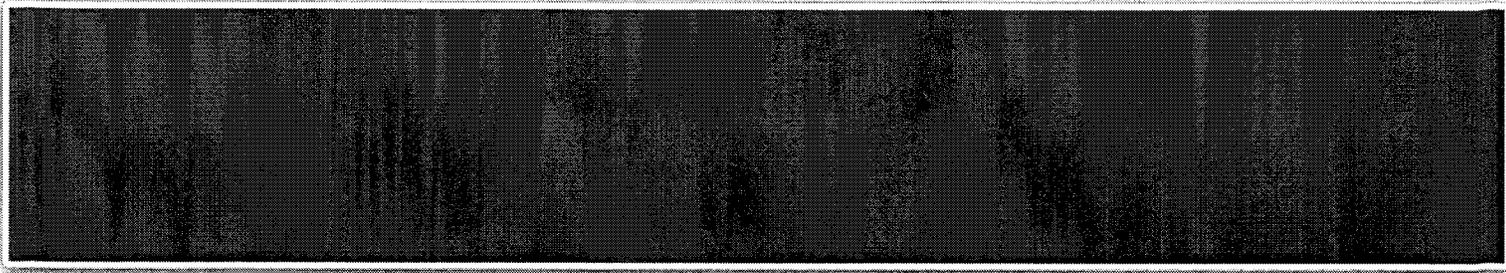
History of Previous Development Proposals: None

Summary: The subject property is currently occupied by the GDS institute. The tenant is paying \$1,873 a month to lease the space and pays for maintenance and its insurance of the property. An appraisal of the property was conducted in 2007 that estimated the fair market value at about \$1,080,000. The appraisal stated the conditions and affirmative presumption that there was no known contamination on the property or other encumbrances that affect valuation. However, it was discovered at a later date that the site has a Leaking Underground Fuel Tank (LUFT). This significantly, materially and negatively affects the value of the property. A rental income analysis has been included below using the current lease rate of the property.

Rental Income Analysis		
Income:		
Rent	\$1,873 per month	\$22,476
Vacancy & Collection	5.00%	(1,124)
Gross Effective Income		21,352
Operating Expenses:		
Management	5.00%	(1,124)
Reserves	2.00%	(450)
Non-reimbursables	2.00%	(450)
Subtotal - Operating Expenses		(2,023)
Net Operating Income		19,329
Capitalization Rate		7.00%
Value		\$276,134

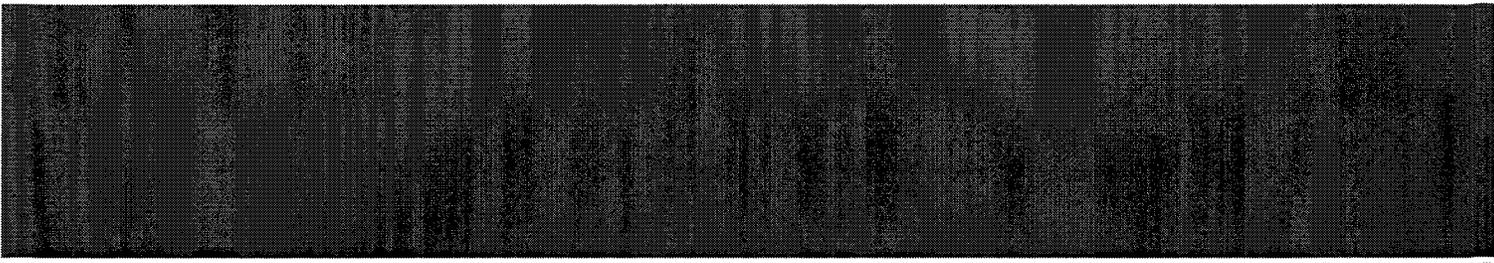
Source: CoStar Group, RSG

Using the current lease rate of \$1,873 per month, the value of the property could be estimated at \$276,134. However, this does not take into account the costs of environmental testing/assessment and remediation, and potential long-term monitoring of the land or the physical and environmental condition of the on-site improvements. In connection with offering the site for sale, the Successor Agency under the law must, and intends to disclose and include provisions in the purchase/sale agreement that affirmatively informs the buyer of the known physical and environmental conditions at the subject property and for the buyer to assume all responsibility for the physical and environmental conditions at the subject property, which are known to exist, and still exist. Upon purchase, the buyer must assume all financial responsibility for the clean-up costs, however, it is difficult to know what the exact cost of remediation will be. The costs could easily exceed the prior estimated value of \$276,134, rendering the property with a negative value. For the purpose of the LRPMP, the estimated value of the property is between \$0 and \$276,134.



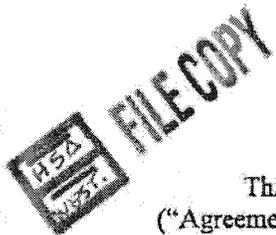
Properties Retained for Purposes of Fulfilling an Enforceable Obligation

There are no properties to be retained for the purpose of fulfilling an Enforceable Obligation, as defined in the Dissolution Act.



ATTACHMENTS

- 1 – Property Inventory Data (DOF Form)**
- 2 – Operating agreement with the Human Services Association**
- 3 – 2005 Major Corridor Study Executive Summary**
- 4 – 2005 Major Corridor Study Appendix S**
- 5 – 2012 EIR/EIS Excerpts from Chapter 2 and Appendix O**
- 6 – 2015 Geometric Review Drawings**
- 7 – Resolution No. 2663**
- 8 – Resolution No. 3049**
- 9 – Ordinance No. 1129**
- 10 – Trust for Public Land Letter of Intent**
- 11 – Letter from Regional Water Quality Control Board dated July 1, 2015**



OPERATING AGREEMENT FOR WESTSIDE RESOURCE CENTER

This **OPERATING AGREEMENT FOR WESTSIDE RESOURCE CENTER** ("Agreement") is made and entered into as of April 1, 2007, by and between the **CITY OF SOUTH GATE**, a California municipal corporation (hereinafter referred to as the "City"), and the **HUMAN SERVICES ASSOCIATION**, a California non-profit corporation (hereinafter referred to as the "Operator").

RECITALS

A. The City currently owns property commonly known as the Westside Community Resource Center at 9200 State Street in South Gate, California ("Resource Center"); and

B. The City does not, at this time, have adequate resources to continue operation of this Center or for provision of services from the Center; and

C. The City recognizes the value of public/private partnerships between local government and community based non-profit organizations, and in furtherance thereof desires to create such a partnership to ensure the continued operation of the Resource Center and the services provided at this community facility; and

D. The Operator represents and warrants that it is a California non-profit corporation, duly organized and operating under the laws of the State of California and that it has the qualifications, experience, and fiscal resources to operate the Resource Center and to provide the services properly and timely as stipulated within this Agreement; and

E. The Operator agrees to operate the Resource Center, to make available and provide the Services to all residents, and to abide by the City's non-discrimination policies and applicable laws and regulations as may apply to the performance and provision thereof.

NOW, THEREFORE, the City and the Operator agree as follows:

1. **SCOPE OF THE OPERATOR'S SERVICES.** The Operator agrees to provide programs, services, referrals and to perform the tasks necessary for operation of the Resource Center as more fully set forth and described in this Agreement, in particular the Scope of Work, Section 10 (referred to as "Services" or "Scope of Work"). The Scope of Work may be amended from time to time by way of a written directive from the City.

2. **CITY AGENT.** The City's Director of Parks & Recreation, or his/her designee ("Director"), for the purposes of this Agreement, is the agent for the City; whenever approval or authorization is required, Operator understands that the Director has the authority to provide that approval or authorization. The Director retains full discretion to consult with the City Manager, City Attorney, other City personnel and consultants, and the City Council, as necessary, during the term of this Agreement relating to such approvals or authorizations related to City's performance hereunder.

3. **COMPENSATION FOR SERVICES.** During the Term of this Agreement and at no cost to the City, the Operator shall provide programming and custodial Services necessary for proper and complete operation of the Resource Center as further described in the Scope of Work.

3.1 Third Party Funding. The Operator is allowed and encouraged to seek grant funding, donations and sponsorships for the purposes of supporting operations and programs. Such funding may include funding from the Los Angeles Universal Preschool ("LAUP") and other funding provided pursuant to or from sources related to California Children and Families Act of 1998, Health and Safety Code Section 130100, *et seq.* implementing the Children and Families First Initiative passed by the California electorate in November, 1998 and establishing the state California Children and Families Commission and providing for establishment in each county of Children and Families Commissions, which facilitate creation and implementation of an integrated, comprehensive, and collaborative system of information and services to enhance optimal early childhood development.

3.2 Reasonable Fees to Participants for Services. In connection with provision of the Services, the Operator may, at its discretion, charge reasonable fees for the programs and to the participants for Services offered and received.

3.3 City Participation. In connection with the operation of the Resource Center, the City will provide certain services as outlined within the Scope of Work at no cost to the Operator.

3.4 No Additional Compensation or Funding Committed by City. Except as provided in this Agreement, nothing in this Agreement requires or shall be construed to require city to pay or provide any other or additional compensation for any other expenses incurred or services or programs offered at or through the Resource Center, unless first approved by the Director.

4. MONTHLY LICENSE FEE FOR UTILITIES AND MAINTENANCE. The following financial responsibilities shall exist between the parties which are subject to the annual review and adjustment as further described herein:

4.1 Operator Payment of License Fee for Utilities and Maintenance. The Operator shall pay to City a monthly license fee of One Thousand Dollars (\$1000) ("License Fee"), which License Fee funds will be expended by the City each month during the Term toward provision of and payment for utilities and maintenance costs for the Resource Center facility (together, "Monthly Utilities/Maintenance Costs").

4.2 Annual Review of Monthly Utilities/Maintenance Costs and Adjustment of License Fee. Annually, as part of the required review of this Agreement, the Monthly Utilities/Maintenance Costs described in Section 4.1 and paid for through the License Fee shall be reviewed and a reasonable and justified adjustment made to the monthly License Fee, as warranted to ensure that the Monthly Utilities/Maintenance Costs are covered for payment and/or reimbursement by Operator's payment of the License Fee. In the event that the City and the Operator agree to transfer responsibility for one or more of the Monthly Utilities/Maintenance Costs to the Operator, then commensurately an appropriate, reasonable, and warranted adjustment to the License Fee shall be made, so as to avoid any double payment for eligible Monthly Utilities/Maintenance Costs.

4.3 Conservation re Monthly Utilities Costs; Reasonable Use, Wear/Tear from Use of Resource Center Facility. Both the Operator and the City recognize that conservation of Monthly Utilities/Maintenance Costs, including water and electricity conservation and reasonable use and wear/tear of the Resource Center, are responsible behaviors, both socially and financially, and that appropriate conservation efforts and good operational practices by the Operator are in the best interest of both the City and Operator. The Operator shall work with the Director to ensure that

best efforts are made to conserve utilities, to preserve vital resources, and that Operator will use best management practices to keep reasonable, with an objective to reduce, the Monthly Utilities/Maintenance Costs. In this regard, Operator will use best management practices related to the day to day operation of the Resource Center facility.

5. GENERAL TERMS AND CONDITIONS.

5.1 Term. This Agreement shall have an initial term of eight (8) years subject to annual reviews as further described in subsection 5.1, with up to two additional one-year extensions/renewals each for a one (1) year period, with each renewal also subject to annual review as further described in subsection 5.1, for a cumulative term of this Agreement up to ten (10) years ("Term").

5.1.1 Annual Review. Notwithstanding the initial eight-year term of this Agreement, the performance and terms of this agreement, in particular the License Fee and Monthly Utilities/Maintenance Costs shall be reviewed annually by the parties. Representatives from the City and Operator shall meet for each annual review within sixty (60) days prior to the end of each year of operation of the Resource Center during the Term for an annual review of operations, costs, and all matters related to this Agreement. Therefore, within sixty (60) days prior to the end of each one-year period under the up to ten-year Term, the parties shall meet and confer to evaluate the provision of Services, the operation of the Resource Center, the financial status of the operations, the success of performance under this Agreement, and the terms of this Agreement to evaluate operations and to determine if the financial provisions relating to the amount of the License Fee and the Monthly Utilities/Maintenance Costs are appropriate, and to determine if other changes, modifications, or amendments are indicated as a part of the renewal, or if this Agreement should be mutually terminated. If no such action is taken, the Agreement shall expire and terminate by the terms of this Section 5 under this Agreement at the end of the initial eight-year term. During the sixty (60) day period prior to the expiration of each year during the Term, the parties acknowledge and agree that either party may elect to terminate and not renew this Agreement. During the applicable period of the Term, the Director and Operator may from time to time, approve amendments and addendums to this Agreement to meet changing needs within the overall intent of this Agreement.

6. RIGHTS AND OBLIGATIONS WITH RESPECT TO LOS ANGELES UNIVERSAL PRESCHOOL. City acknowledges that Operator is the recipient of a grant from Los Angeles Universal Preschool ("LAUP"), which grant has been offered to assist Operator's establishment of a preschool for children 0-5 years of age as a part of this Agreement and within a limited portion of the Resource Center facility, specifically in classrooms A and B ("LAUP Preschool"). The parties acknowledge that LAUP is an intended third party beneficiary of this Agreement during the Term of this Agreement for which LAUP provides funding to the Operator for the LAUP Preschool at the Resource Center. City further acknowledges that LAUP has a vested interest in the establishment and continuance of the LAUP Preschool at the Resource Center. As a condition to the making of the grant by LAUP to the Operator and as conditions subsequent under this Agreement related to Operator's operation of the Resource Center, the parties agree to the following related to the ongoing operation of the LAUP Preschool in part of the Resource Center:

5.1 Notice to LAUP. During the Term of this Agreement that LAUP is providing funding to the Operator for the LAUP Preschool at the Resource Center, City and Operator each agree that in the event one party provides a notice of default to the other party under this Agreement, the non-defaulting party shall also send a copy of the notice of default to LAUP by

certified or registered mail, return receipt requested. If the notice is a notice of default by City to Operator, it shall be marked: "Notice to LAUP of Tenant Default", and be transmitted concurrently with the notice of default by City to Operator. The copy of the notice of default shall be addressed to: LAUP, 750 N. Alameda Street, Suite 200, Los Angeles, CA 90012 or such other address last furnished in writing by LAUP to City and Operator. No notice of default by City or Operator to the other party shall be deemed to have been given unless and until a copy thereof shall have been transmitted to LAUP pursuant to this Section 6.1.

6.2 No Acceptance of Notice of Abandonment. Subject to Section 6.1 above, City shall not accept Operator's abandonment of the Resource Center or operation of the LAUP Preschool unless and until it gives LAUP thirty (30) days written notice of the same.

6.3 LAUP's Assumption Rights of Operator for Operation of LAUP Preschool at Resource Center. If, for any reason, (a) Operator defaults under this Agreement and fails to cure such default within the cure period provided under this Agreement, or (b) this Agreement is deemed invalid, terminated or unenforceable by operation of law, declaration of rights or judgment of a court of competent jurisdiction, then, in each instance, LAUP (but not any assignee of LAUP) shall have the right, but not the obligation, to assume all responsibilities of the Operator under this Agreement in writing (each instance, "LAUP's Assumption Right"). LAUP's right to assume this Agreement is subject to the terms and conditions set forth below in this Section 6.3. In the event of LAUP's exercise of its LAUP's Assumption Right, LAUP shall enter into an assumption agreement in a form approved by the Director and the City Attorney pursuant to Section 6.3.4 below.

6.3.1 Offer Notice. Within five (5) business days after the occurrence of either 6.3 (a) or (b) above, the City shall give written notice to LAUP that extends an offer to LAUP to exercise within ten (10) business days of the date of such notice LAUP's Assumption Right ("Offer Notice"). During the 10-business day period of the Offer Notice, City agrees it shall not lease, transfer, encumber, use or otherwise disturb the LAUP Preschool.

6.3.2 LAUP Exercise Right. Within the ten (10) business-day Offer Notice period, LAUP shall elect whether to exercise the LAUP Assumption Right and shall notify City in writing if LAUP so elects to assume this Agreement ("Acceptance of Offer Notice"). The Acceptance of Offer Notice shall include an assumption date, which date shall be no later than thirty (30) days of the date of the Offer Notice. The Acceptance of Offer Notice shall be delivered timely by LAUP to the City, and from and after the assumption date identified in such notice LAUP shall be deemed to have assumed this Agreement, subject to entering into the assumption agreement described in Section 6.3 above.

6.3.3 Non-Election. If LAUP does not elect or provide its Acceptance of Offer Notice within the 10-business day period, then City may exercise any rights and remedies it may have under this Agreement against the Operator and LAUP's Assumption Right with respect to such event that triggered LAUP's Assumption Right shall terminate (provided that such termination shall not effect future LAUP Assumption Rights, if any.)

6.3.4 Assumption and Amendment Agreement(s). If LAUP exercises LAUP's Assumption Right and provides a timely Acceptance of Offer Notice, then within five (5) business days after the giving of such notice LAUP and City shall negotiate the terms of and enter into an assumption agreement and amendment of this Agreement (which may be one contract or two

contracts) wherein LAUP shall assume Operator's rights and obligations under this Agreement from and after the assumption date with terms and provisions substantially the same as this Agreement, including the following: (a) the Term and the renewal rights thereof shall be at least as long as the remaining Term under this Agreement (the remaining one-year terms of the Term), (b) the License Fee and other monies payable by the City to LAUP, as successor Operator, shall not be more than the compensation under this Agreement, and (c) all other material terms, including the economic provisions hereof, under the new agreement shall not be materially different than under this Agreement.

6.4 Termination of Operator's Rights Subject to Right of Cure and Performance by LAUP. City shall not terminate the rights of Operator under this Agreement or otherwise end the operation of the LAUP Preschool without first also giving written notice to LAUP ("Notice to Terminate"). The Notice to Terminate shall contain a list of all current conditions and reasons for such termination. LAUP shall have ten (10) business days after receipt of the Notice to Terminate to remedy any and all defaults that can be remedied with the payment of money and thirty (30) business days to remedy all other non-monetary defaults (provided that such period shall be extended by a reasonable time if it can not be remedied within 30 business days and LAUP commences and diligently pursues such remedy to completion) listed in the Notice to Terminate. LAUP is not obligated in any way to remedy any of the defaults not identified in the Notice to Terminate, however, LAUP can, in its sole discretion, act on behalf of the Operator to maintain this Agreement by remedying the identified defects. City agrees to allow LAUP the opportunity to remedy this Agreement within the stated time period and agrees not to withhold its consent unreasonably.

7. RIGHTS OF TERMINATION; DEFAULT.

7.1 Termination Without Cause. Except as limited by and subject to the rights of LAUP under Section 6 above, both and either the City and the Operator may terminate this Agreement, without cause, by giving the other party ninety (90) days written notice of such termination and the effective date thereof (with copy of the notice of termination also provided to LAUP).

7.1.1 Removal of Operator Improvements and FF&E. In the event of termination without cause, the Resource Center facility, including all improvements, furnishings, fixtures, and equipment (FF&E), shall be returned to their original condition (normal wear and tear excepted). Further, all of the Operator's moveable FF&E and materials shall be removed at the Operator's sole cost and expense within the 90-day termination period, unless otherwise agreed to by the City.

7.1.2 Scheduled Compensation for Approved Improvements. In the event the City terminates this Agreement without cause, the Operator may be entitled to receive compensation for improvements made to the Resource Center on a prorated and depreciated basis; provided that prior to Operator having installing any improvements to the Resource Center the Operator shall have obtained from the City consent to make such improvements. In connection with consideration and approval of any improvements to the Resource Center, the City and Operator shall establish an approved cost and pro-rata schedule as a condition precedent to installation of such improvements and for such improvements to be eligible for scheduled compensation and reimbursement. In the event the Operator terminates this Agreement without cause, Operator is not

eligible for any scheduled compensation or reimbursement for improvements (including any approved improvements):

7.2 Termination for Cause; Default. A default under this Agreement exists if either the Operator or the City fails to fulfill in a timely and proper manner its obligations under this Agreement, or if the Operator or the City violates any of the covenants, provisions, or stipulations of this Agreement. In the event of default, the non-defaulting party shall provide notice of default to the defaulting party, which notice shall identify the nature of the default. The non-defaulting party shall have the right to include in the notice of default notice of its intention to terminate the Agreement. The defaulting party shall have ten (10) days to cure the default, and if the default is not cured within the ten-day period, then the non-defaulting party may pursue any and all remedies available at law or equity for such default. If the notice of default also included a notice of termination, then this Agreement shall be deemed terminated ten (10) days after the cure date, unless otherwise agreed in writing by the parties. Either party terminating the Agreement for cause must show reasonable efforts to resolve said violations or failures prior to submittal of notice of termination.

8. GENERAL PROVISIONS.

8.1 Non-Assignability. The Operator shall not assign or transfer any interest in this Agreement without the express prior written consent of the City, which consent may be provided in City's sole, reasonable discretion.

8.2 Non-Discrimination. The Operator shall not discriminate as to race, creed, gender, color, national origin, or sexual orientation in the provision of Services or otherwise in its performance under this Agreement.

8.3 Compliance with Laws. The Operator shall comply with all applicable laws, ordinances and codes of the Federal, State, County, and City governments.

8.4 Insurance. The Operator shall submit to the City certificates indicating compliance with the following minimum insurance requirements along with evidence that the City is named as an additional insured for each policy and type of coverage. The Operator shall provide certificates of insurance and endorsements no less than one (1) day prior to its beginning of performance under this Agreement:

(a) Workers Compensation Insurance as required by law. The Operator shall require all contractors and subcontractors similarly to provide such compensation insurance for their respective workers.

(b) Comprehensive general and automobile liability insurance protecting the Operator in amounts not less than \$1,000,000 for personal injury to any one person, \$1,000,000 for injuries arising out of one occurrence, and \$500,000 for property damages or a combined single limit of \$1,000,000.

(c) Each such policy of insurance shall:

(i) Be issued by a financially responsible insurance company or companies admitted and authorized to do business in the State of California or which is approved in writing by City, and name the City as an additional insured.

(ii) Name and list as additional insured the "City of South Gate, a California municipal corporation, and its elected and appointed officials, employees, agents, and affiliates."

(iii) Specify its acts as primary insurance.

(iv) Contain a clause substantially in the following words: "It is hereby understood and agreed that this policy shall not be canceled nor materially changed except upon thirty (30) days prior written notice to the City of such cancellation or material change."

(v) Cover the operations of the Operator pursuant to the terms of this Agreement.

8.5 Indemnification. Operator agrees to defend (with counsel approved by the City), hold harmless, pay for, and indemnify the City and its elected and appointed officials, employees, agents, and affiliates, for any and all loss or liability of any nature whatsoever arising out of or in any way connected with Operator's performance (including inaction) of this Agreement, including loss or liability caused by the City's negligence, except loss or liability caused by the City's sole willful conduct or active negligence.

8.6 Compliance with Applicable Law. The Operator and the City shall comply with all applicable laws, ordinances and codes of the Federal, State, County and City governments.

8.7 Independent Contractor. This Agreement is by and between the City and the Operator and is not intended, and shall not be construed, to create the relationship of agency, servant, employee, partnership, joint venture or association, as between the City and the Operator. Operator warrants that all of Operator's staff shall be cleared for criminal background checks and that none of the staff shall have been convicted of any felony, or convicted of any offense involving a minor.

8.7.1 The Operator shall be an independent contractor, and shall have no power to incur any debt or obligation for or on behalf of the City. Neither the City nor any of its officials, officers, or employees shall have any control over the conduct of the Operator, or any of the Operator's employees, except as herein set forth, and the Operator expressly warrants not to, at any time or in any manner, represent that it, or any of its agents, servants or employees are in any manner employees of the City, it being distinctly understood that the Operator is and shall at all times remain to the City a wholly independent contractor and the Operator's obligations to the City are solely such as are prescribed by this Agreement.

3.8 Legal Construction.

(a) *This Agreement is made and entered into in the State of California* and shall in all respects be interpreted, enforced and governed under the laws of the State of California.

(b) This Agreement shall be construed without regard to the identity of the persons who drafted its various provisions. Each and every provision of this Agreement shall be construed as though each of the parties participated equally in the drafting of same, and any rule of

construction that a document is to be construed against the drafting party shall not be applicable to this Agreement.

(c) The article and section, captions and headings herein have been inserted for convenience only, and shall not be considered or referred to in resolving questions of interpretation or construction.

(d) Whenever in this Agreement the context may so require, the masculine gender shall be deemed to refer to and include the feminine and neuter, and the singular shall refer to and include the plural.

8.9 Counterparts. This Agreement may be executed in counterparts and as so executed shall constitute an Agreement which shall be binding upon all parties hereto.

8.10 Corrections. In addition to the above indemnification obligations, the Operator shall correct, at its expense, all errors in the work which may be disclosed during the City's review of the Operator's report or plans. Should the Operator fail to make such correction in a reasonably timely manner, such correction shall be made by the City, and the cost thereof shall be charged to the Operator.

8.11 Waiver; Remedies Cumulative. Failure by a party to insist upon the performance of any of the provisions of this Agreement by the other party, irrespective of the length of time for which such failure continues, shall not constitute a waiver of such party's right to demand compliance by such other party in the future. No waiver by a party of a default or breach of the other party shall be effective or binding upon such party unless made in writing by such party and no such waiver shall be implied from any omissions by a party to take any action with respect to such default or breach. No express written waiver of a specified default or breach shall affect any other default or breach, or cover any other period of time, other than any default or breach and/or period of time specified. All of the remedies permitted or available to a party under this Agreement, or at law or in equity, shall be cumulative and alternative, and invocation of any such right or remedy shall not constitute a waiver or election of remedies with respect to any other permitted or available right of remedy.

8.12 Mitigation of Damages. In all such situations arising out of this Agreement, the parties shall attempt to avoid and minimize the damages resulting from the conduct of the other party.

8.13 Partial Validity. If any provision in this Agreement is held by a court of competent jurisdiction to be invalid, void or unenforceable, the remaining provisions will nevertheless continue in full force without being impaired or invalidated in any way.

8.14 Attorneys' Fees. The parties hereto acknowledge and agree that each will bear his or its own costs, expenses and attorneys' fees arising out of and/or connected with the negotiation, drafting and execution of the Agreement, or with all matters arising out of or connected therewith, including fees spent in connection with any action brought by any party hereto to enforce this Agreement.

8.15 Entire Agreement. This Agreement constitutes the whole agreement between the City and the Operator, and neither party has made any representations to the other except

as expressly contained herein. Neither party, in executing or performing this Agreement, is relying upon any statement or information not contained in this Agreement. Any changes or modifications to this Agreement must be made in writing appropriately executed by both the City and the Operator.

8.16 Notices. Any notice required to be given hereunder shall be deemed to have been given by depositing said notice in the United States mail, postage prepaid, and addressed as follows:

TO CITY: Paul L. Adams, Director of Parks & Recreation
City of South Gate
4900 Southern Avenue
South Gate, CA 90280
TEL (323) 563-5478

TO OPERATOR: Susanne Sundberg, Executive Director
Human Services Association
6800 Florence Avenue
Bell Gardens, CA 90201-4958

8.17 Warranty of Authorized Signatories. Each of the signatories hereto warrants and represents that he or she is competent and authorized to enter into this Agreement on behalf of the party for whom he or she purports to sign.

8.18 Binding Nature. This Lease shall be binding on all the parties' respective successors and assigns.

9. CITY RESPONSIBILITIES.

9.1 Resource Center Facility. The City shall provide license and exclusive use of the Resource Center to the Operator for the purpose of providing community recreation and youth and family assistance programs and services targeted primarily for residents of the City of South Gate. With the exception of certain planned improvements already identified for the Resource Center by the City, the building and all appurtenant facilities are provided under this Agreement in their current, "as is" condition and the City shall not be responsible to construct, pay for, or otherwise provide any other or additional improvements to the Resource Center whether requested or required by the Operator.

9.2 Repairs to Resource Center. The City shall provide repairs to the existing structures and facility amenities as required by normal use and from causes not resulting from misuse by the Operator or their clients. If a repair is considered minor (under \$200), or, in the event that the Operator may more cost effectively complete a repair, the City may elect to allow the Operator to complete such repair.

9.3 Preventative Maintenance. The City will, on its own schedule, provide such preventative maintenance to the Resource Center as required to prevent breakdowns of equipment and reduce overall maintenance costs to the City. The City and its designated staff shall at all times, have access to the Resource Center facilities for the purpose of inspection, repair, and maintenance.

9.4 Elective Additional Maintenance and Repairs. The City may, at its sole discretion, provide elective maintenance or repairs to correct damage to the facilities caused by the Operator's (or its clients') negligence or misuse. In such cases, the City may elect to charge the Operator only the direct cost of such repairs.

9.5 Facilities Alarms. The City shall provide keys and alarm codes to the Operator to allow the Operator's employees adequate access to the Resource Center. The City shall maintain the existing alarm service for both facilities, with such expense eligible as and a part of the Monthly Utilities/Maintenance Costs and payable with the License Fee pursuant to Section 4 above. All City key and security policies will be provided to, and shall be complied with by, the Operator.

9.6 City Access. The City reserves the right to enter the facilities at any time for the purpose of inspection or for the purpose of fulfilling its responsibilities under this Agreement.

9.7 No Other City Responsibilities. No other services will be provided by the City unless otherwise agreed to by the Director.

10. SCOPE OF WORK; OPERATOR SERVICES.

10.1 Operator Responsibilities. The Operator shall be responsible for all aspects of maintenance and operation of the Resource Center. The Operator shall provide all Services and shall operate all programs at the Resource Center, except those responsibilities specifically designated above in Section 9.

10.2 Programs to be Offered. The Operator will provide, either through their own resources or through partnerships with other agencies or subcontracts, the following programs at both Resource Center:

10.2.1 LAUP Preschool Program. The Operator shall provide and operate the LAUP preschool from and at the Resource Center in Classrooms A and B.

10.2.2 Other Preschool Programs. The Operator shall provide and operate from and at the Resource Center preschool programs. This service can be provided either in the form of the LAUP Preschool, if funded by LAUP, or if not funded by LAUP, a licensed preschool operation or as development classes for preschool aged children with a goal of developing school preparation and life skills. The cost of the program should be subsidized to maintain an affordable fee structure comparable to other similar programs in the community. Financial assistance programs are encouraged.

10.2.3 Exclusivity of LAUP Preschool. Consistent with the Operator's grant agreement for the LAUP Preschool, Classrooms A & B, designated as the LAUP Preschool, shall be designed and maintained to meet all licensing requirements as determined by Department of Social Services (DSS) and be used exclusively for LAUP Preschool activities during the hours of 8:00 a.m. to 5:00 p.m. every Monday through Friday, with the exception of legal holidays.

10.2.4 After School Homework Assistance. This service is to be provided at the Resource Center every day that local LAUSD schools are in session. The programs shall be open to all interested children, grades K-8 at no cost to the participants. The Operator may require that participants sign in or register for record keeping purposes. A reasonable limit may be set for the

total number of participants to be served on a given day. Standards for staffing ratios and staff qualifications shall be approved by the City.

10.2.5 Family Services and Assistance Programs. The Operator shall make available a variety of family services and assistance programs through the Resource Centers. These programs shall be low cost or free and the nature of which shall be determined by the operator through needs assessment and from recommendation of the Neighborhood Advisory Committee. These programs should address specific social or educational needs or provide professional services that address quality of life issues for residents in the surrounding community.

10.2.6 Additional Services. After meeting the Services requirements stipulated above, the Operator is allowed and encouraged to provide a variety of additional recreational and community service programs through the Resource Centers. These Services and programs may be fee based to assist with operating cost recovery and should reflect the needs and desires of the surrounding community.

10.3 Conflict of Services. In the event that the City, for reasons of its own determination, may find a program, service or use to be in conflict with the purposes, policies, rules or regulations or that a service may be limited by statute or law due to the City's participation in this agreement, the City may exercise a final right of refusal on any and all activities and uses of the facilities by the operator, its partners, sub-lessees or participants.

10.4 Partnerships and Sub-Leases. In order to provide for the most efficient use of the Resource Center in providing Services to the community, the Operator is allowed and encouraged to involve other agencies, organizations and individuals, through a variety of means, to participate in providing services through the center. In this effort, the City shall allow the Operator the greatest latitude reasonably practicable in arranging such agreements. Any such agreement, sub-lease or contract shall be subject to approval by the Director as to meeting the terms and intent of this Agreement. At no time, shall the Operator be allowed to enter into any agreement or partnership that shall exceed the rights and privileges granted in this Agreement.

10.4.1 Partnerships. Partnership agreements may be established with other non-profit organizations for the purpose of providing the Services as stipulated in this Agreement. Such partnerships may include provisions for the partner organization to provide all or part of the Services or cash payments to the Operator to assist with the overall operation and maintenance of the Resource Center facility based upon actual costs and the partner's use of the facility. Any such partnership with the City shall be negotiated as an agreement separate from this Agreement.

10.4.2 Sub-Leases. Sub-leases to other non-profit or private businesses may be established with the approval of the Director. Such sub-leases must meet existing zoning requirements and may not exceed or violate the terms of this Agreement. In the event that the Operator desires to establish a sub-lease that does not contribute to the Operator's specified mission or to the program goals of the Resource Center under this Agreement, the Operator must show that such a use will not detract from or interfere with the Operator's primary programs and provision of the Services and that the establishment of such a sub-lease shall provide significant and necessary contributions to the Resource Center's overall operation. Sub-leases for community service programs within the scope identified in this Agreement shall be limited to a reasonable contribution to the actual operating costs of the portion of the Resource Center being so sub-leased.

10.5 Resource Center Facility Use Rentals. The Operator may, on a space available basis, offer a part of the Resource Center facilities for rental to other community organizations or individuals, subject to Classrooms A and B being operated for the LAUP Preschool, provided however, prior to offering such rentals, the Director must approve the Operator's rules and regulations related to each such rental. A schedule of fees shall be established that reflects a reasonable portion of the operating costs associated with such use and rental. The Operator shall be fully responsible for any damage done to the facilities through such uses and rentals.

10.6 Neighborhood Advisory Committee. In order to assure that the Resource Center continues to be programmed on a basis of the needs of the surrounding community, the Operator shall establish a Neighborhood Advisory Committee of not less than five (5) South Gate residents that participate in the Resource Center and planning for provision of Services and other programs. This Committee shall be appointed by the Operator's Board of Directors and shall meet at least six (6) times annually to evaluate and provide recommendations regarding the Services provided and programs offered at the Center. If desired, operating by-laws for this Neighborhood Advisory Committee may be established by the Operator's Board of Directors with approval by the Director. This Committee shall be a function of the Operator and shall not be subject to the Brown Act requirements of governmental bodies. Dates and times of regular meetings of the Committee shall be publicized at the Center and all regular meetings shall be open to the public. The Director or his representative shall be notified of all Committee meetings and shall be allowed to attend all meetings as an observer and resource, but will not be considered a member of the committee.

10.7 Reporting Requirements. The Operator shall be responsible for providing documentation to the City of its Services and all other activities at the Resource Center as follows:

10.7.1 Annual Report. The Neighborhood Advisory Committee shall prepare and present an annual report to the Operator's Board of Directors or stipulated committee of the Board and to the City's Parks & Recreation Commission regarding the accomplishments of the Resource Center over the past year and recommendations for additional programs prior to the annual review meeting and renewal of this Agreement pursuant to Section 4.2.

10.7.2 Attendance and Participation. A quarterly report indicating total attendance and participation in the Services offered and conducted at the Resource Center separated by program shall be provided to the Director. This report shall be presented to the City's Parks & Recreation Commission at their next available meeting after receipt of each quarterly report.

10.7.3 Additional Reporting. The Director may request any such additional information or documentation as he feels necessary to properly evaluate the performance of the Operator under the terms of his Agreement or of the public benefits and appropriateness or effectiveness of the Services provided and programs offered.

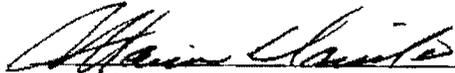
10.3 Screening of Workers. All employees, subcontractors and employees of subcontractors, and volunteers shall be screened by the Operator prior to start of work or provision of any of the services at the Resource Center, including live scan fingerprint check through the Department of Justice. Live scan services may be provided to the Operator through various third party providers.

10.9 City Use of Facilities. The City may, subject to availability, utilize space in the Resource Center to hold public meetings, events and activities in the performance of its

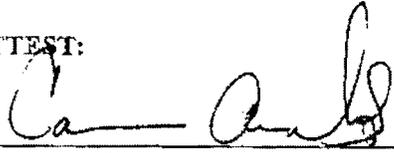
governmental duties at no cost to the City. In this case, the City shall work with the Operator in scheduling these meetings as to not interfere with the Operator's provision of Services. If such meeting is held, the City shall provide all staffing and resources required for setup, supervision and clean up of the event. If the City so chooses and with the consent of the Operator, the City may elect to have the Operator provide such staffing at the City function for a fee that reflects the true cost incurred and staffing provided. In the case of a declared emergency, the City may, without notice or authorization, assume control of the Resource Center for the purpose of providing disaster service or emergency operations through or at the Resource Center (inclusive of Classrooms A and B). In the event of such an emergency, disaster or act of God circumstances, the City shall be responsible for all emergency services and for returning the Center to its proper condition in a timely manner after the end of such situation.

10.10 Polling Location. A portion of the facility, at the request of the City, will be made available as a polling location for all regularly scheduled and special elections federal, state, and local elections. This access and use of the Resource Center shall be provided by Operator at no cost to the City.

CITY OF SOUTH GATE, a California municipal corporation:

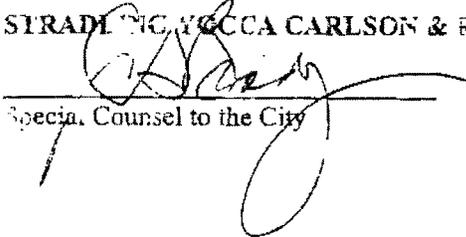

Maria Davila, Mayor

ATTEST:

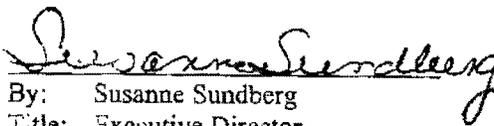

Carmen Avalos, City Clerk
(Seal)

APPROVED AS TO FORM:

STRADING, YUCCA CARLSON & RAUTH


Special Counsel to the City

HUMAN SERVICES ASSOCIATION, a California non-profit corporation


By: Susanne Sundberg
Title: Executive Director

S.0 EXECUTIVE SUMMARY

S.1 Study Overview

The I-710 Major Corridor Study was initiated in January 2001 to analyze the traffic congestion, safety, and mobility problems along the I-710 travel corridor and to develop transportation solutions to address these problems as well as some of the quality of life concerns experienced in the I-710 Corridor.

Study Organization

Daily project management and oversight of the study was provided by the Los Angeles County Metropolitan Transportation Authority in partnership with three other principal agencies: Caltrans, Gateway Cities COG, and SCAG. In addition, a policy oversight committee was established for the I-710 Study. The I-710 Oversight Policy Committee is comprised of elected officials from 14 participating cities and the County of Los Angeles; executive managers or senior staff from three of the principal partners (MTA, Caltrans, and SCAG); and a Commissioner from each of the Ports of Long Beach and Los Angeles.

Study History

During the first 24 months of the study, existing and future conditions in the I-710 Corridor were assessed, a Purpose and Need Statement was developed, and several different transportation alternatives were analyzed. By April of 2003, five alternatives had been evaluated in detail and information on their benefits, costs, and impacts were made available to the public:

- Alternative A: No Build Alternative (also called the "No Project" Alternative)
- Alternative B: Transportation Systems Management / Travel Demand Management Alternative
- Alternative C: Medium General Purpose / Medium Truck Alternative
- Alternative D: High General Purpose / High HOV Alternative
- Alternative E: High Truck Alternative

Three of the five alternatives were build alternatives that would either involve significant expansion of the I-710 freeway or would require the construction of new travel lanes next to I-710. The public did not support any of the build alternatives due to concerns about the large amount of property acquisitions and relocation impacts, environment and health issues, environmental justice, and perceived shortcomings in the public outreach for the I-710 Study.

Revised Study Direction

In response to the community concerns and opposition to the build alternatives, the MTA Board passed a motion on May 22, 2003 to revise the direction of the I-710 Study. Through this motion, the MTA Board directed staff to continue to work with the affected communities and other stakeholders to develop a Hybrid Strategy that would be acceptable to them, while meeting the purpose and need for transportation improvements in the I-710 Study Area. This Hybrid Strategy would have both operational and policy elements, as well as selected physical infrastructure improvements. The MTA Board also directed staff to "...form advisory groups in key areas along the Corridor where current design alternatives require the acquisition of large

amounts of private property.” As a result, the scope of the I-710 Study was substantially reconfigured to drop or reduce several technical tasks in deference to a greatly expanded public outreach effort to develop consensus for a preferred package of transportation improvements and strategies for the I-710 Corridor.

At its May 28, 2003 meeting, the I-710 Oversight Policy Committee (OPC), also cognizant of community concerns regarding the Final Set of Alternatives, adopted a set of Guiding Principles that further elaborated on the MTA motion and provided guidance to the development of a Hybrid Strategy for the I-710 Corridor. At this same meeting, the I-710 OPC created two tiers of Community Advisory Committees to advise them on the development of the Hybrid Strategy: Tier 1 and Tier 2 Community Advisory Committees.

Tier 1 – Community Level Committee Structure

Tier 1 Community Advisory Committees (CACs) were formed for each of the cities that border the I-710 Freeway. These CACs primarily focused on key issues that affected their communities including: health, environment and quality of life issues, safety and mobility issues, as well as economic development and land use issues.

To assist with the formation and coordination of these Tier 1 CACs, MTA retained a consultant, Moore, Iacofano, Goltsman, Inc. (MIG), to facilitate meetings of these committees. The Gateway Cities COG also retained an engineer (Jerry Wood, Consultant) to assist the Tier 1 CACs in the development of their recommendations for improvements to the I-710 Freeway and the transportation system in the surrounding study area.

Tier 1 Community Advisory Committees were established for the following communities: Carson, Compton, Lynwood, Bell Gardens, Commerce, East Los Angeles, and South Gate.

Rather than form a Tier 1 CAC, the City of Long Beach formed an I-710 Oversight Committee comprised of the three city council members whose districts border the I-710 freeway. The City of Long Beach also retained consultants for facilitation (DSO) and engineering (MMA) to support its separate community outreach process, leading to the development and adoption by the Long Beach City Council of their portion of the Hybrid Strategy.

Tier 2 – Corridor Level Committee Structure

The Tier 2 Community Advisory Committee (CAC) was formed to provide community representation via a broad based corridor-wide body. The initial membership consisted of:

- The Chair of each Tier 1 CAC
- For each community that does not have a Tier 1 CAC, a member appointed by the City Council or County Supervisor
- No more than 15 members appointed by the OPC to provide representation from the environmental community, business, labor, institutions, and academia
- The Chair of the I-710 Technical Advisory Committee
- The Chair of the Gateway Cities COG Enhancement Committee

In order to empower the Tier 2 CAC to engage additional perspectives or interests that it deems important, the OPC delegated to the Tier 2 CAC the authority to appoint, by two-thirds

vote, up to ten additional members. As a result, the Tier 2 CAC voted to add one additional member.

Employing Moore, Iacofano, Goltsman, Inc. as a resource, the Tier 2 CAC structured its work based on key issue areas that were identified by the Tier 1 Community Advisory Committees. These issue areas included:

- Health
- Jobs and Economic Development
- Safety
- Noise
- Congestion and Mobility
- Community Enhancements
- Design Concepts
- Environmental Justice
- Organization and Process

Draft Hybrid Design Concept

The Gateway Cities COG engineer worked with the Tier 1 Community Advisory Committees to help develop a hybrid design concept. Each of the Tier 1 CACs met numerous times and developed a list of issues, concerns, and recommendations. After reviewing these lists, preliminary design concepts for respective segments of I-710 were developed and presented to each Tier 1 CAC for review and comment. Through this feedback, adjustments and refinements to the hybrid design concept were made.

The purpose of the Draft Hybrid Design Concept was to provide infrastructure improvements to I-710 focused on improving safety; addressing heavy duty truck demand as well as general purpose traffic; improving reliability of travel times; and separating autos and trucks to the greatest extent possible while limiting right-of-way impacts. In general terms, the Draft Hybrid Design Concept is comprised of 10 general-purpose traffic lanes, 4 exclusive truck lanes, and interchange improvements from Ocean Boulevard in Long Beach to the intermodal railroad yards in Commerce/Vernon. [Note that the community engagement process to reach consensus on the Hybrid Design Concept is still underway with Commerce and East Los Angeles and therefore proposed improvements to I-710 between the Atlantic/Bandini interchange and SR-60 are yet to be defined.]

Caltrans standards were considered during the development of the Draft Hybrid Design Concept. However, the standards could not be met at all locations and Caltrans/FHWA approval of design exceptions will be needed to implement the geometric design as currently proposed. If the design exceptions are not acceptable to Caltrans/FHWA, then the geometric designs at certain locations will have to be restudied and the design modified. Any changes will be reviewed with the local community before being finalized.

Tier 2 Community Advisory Committee Recommendations

The charge of the Tier 2 Committee was to review key local issues and opportunities identified by the Tier 1 Community Advisory Committees, consider issues of local and regional

importance from a corridor-wide perspective, and provide recommendations to the Oversight Policy Committee on a comprehensive transportation solution for the I-710 Corridor.

Several of the Tier 2 meetings were devoted to the preparation of a report, documenting the Committee's findings and recommendations: *Major Opportunity/Strategy Recommendations and Conditions, August 2004*. Great care was taken to develop precise wording to convey the convictions and intent of the overall group.

Three overarching principles defined the priorities of the Tier 2 Committee and reflected the consensus that emerged during their deliberations:

1. This is a corridor – considerations go beyond the freeway and infrastructure.
2. Health is the overriding consideration.
3. Every action should be viewed as an opportunity for repair and improvement of the current situation.

Technical Advisory Committee (TAC) Recommendations

The TAC made no further changes to the Draft Hybrid Design Concept with the understanding that the segment of the I-710 Corridor between the BNSF/UP railroad yards in Vernon/Commerce and SR-60 is still under study and that findings from this focused study effort, including any new freeway-to-freeway ramp connections between I-710 and I-5, will need to be integrated with the overall I-710 Hybrid Design Concept prior to initiating environmental studies on I-710. The TAC also recommended that all of the proposed improvements in Alternatives A and B, a truck inspection station, and improvements to key arterial roadways in the I-710 Study Area, be incorporated to form a Hybrid Strategy.

I-710 Oversight Policy Committee Actions

The OPC met on November 18, 2004 and adopted the Locally Preferred Strategy for the I-710 Major Corridor Study. The OPC approved the draft hybrid design concept and the related supporting elements as the Locally Preferred Strategy:

- Hybrid Design Concept, which consists of ten (10) mixed flow lanes, specified interchange improvements, and four (4) truck lanes between the intermodal rail-yards in Vernon/Commerce and Ocean Boulevard in Long Beach (see Figure S-1).
- Alternative B – Transportation System Management/Transportation Demand Management Improvements
- Improvement to arterial highways within the I-710 Corridor
- Construction of truck inspection facilities to be integrated with the selected overall design concept

The OPC, as part of the Locally Preferred Strategy decision, also committed to an additional “mini” study of the segment of the Corridor between Atlantic/Bandini Boulevard and SR-60 to determine an acceptable design concept and scope for that segment of the Corridor. In addition, they adopted four recommendations providing direction and guidance on the future phases of project development and on companion actions.

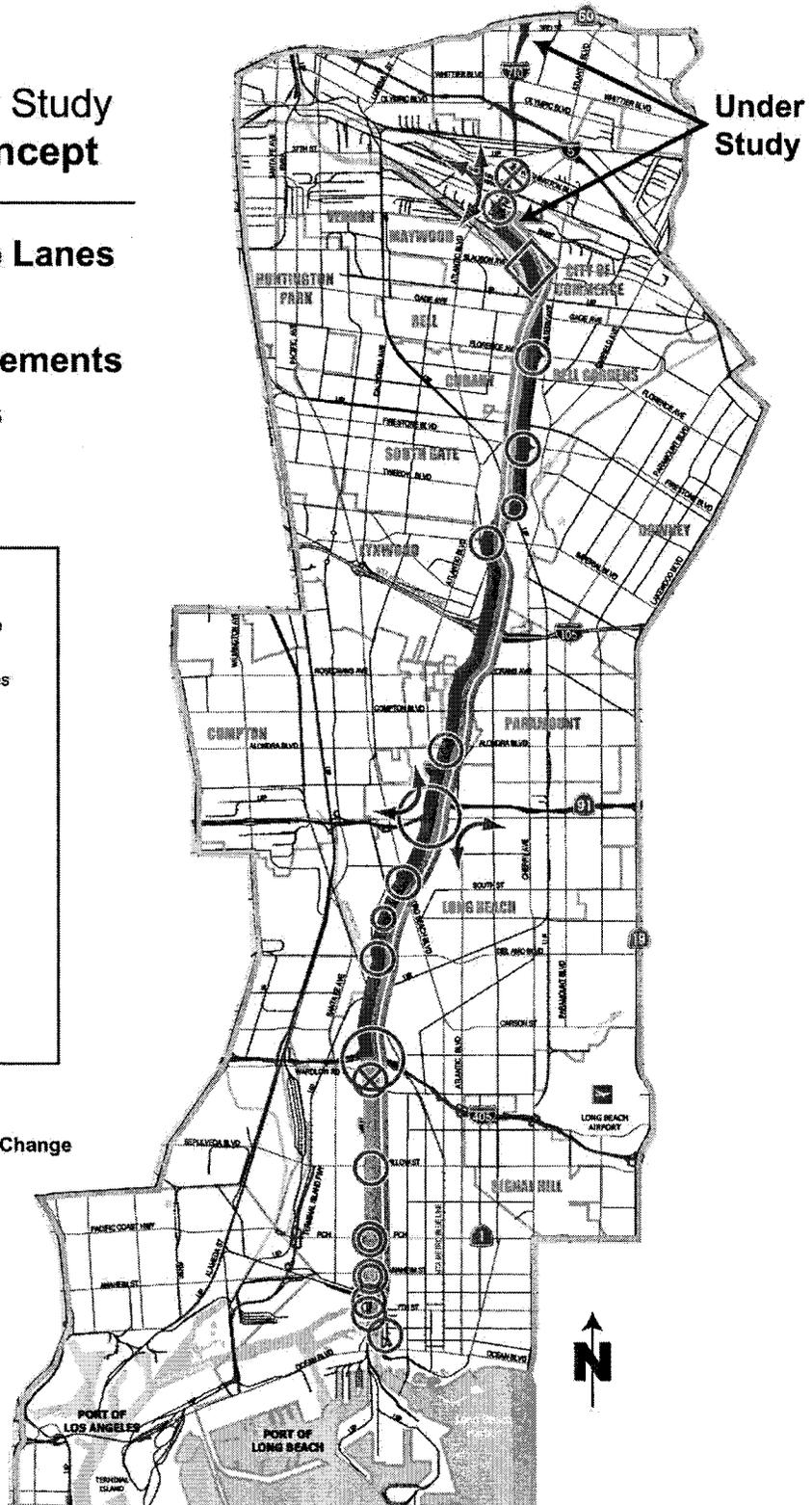
Figure S-1

**I-710 Major Corridor Study
Hybrid Design Concept**

- 10 General Purpose Lanes
- 4-Lane Truckway
- Interchange Improvements
- Direct Truck Ramps

LEGEND	
	Add One Mixed Flow Lane (Each Direction)
	Add Two Mixed Flow Lanes (Each Direction)
	Exclusive Truck Facility
	Interchange Improvement
	New Interchange
	Eliminate Interchange
	Truck Ramps
	Truck Ingress/Egress

Preliminary Concepts, Subject to Change



Source: Jerry Wood, Consultant, in association with MMA, Inc. and Nolan Consulting, Inc., April 2004

1. Request the Gateway Cities Council of Governments to return with suggested steps for initiating the development and implementation of a corridor level Air Quality Action Plan to include not only technical but also funding, institutional structure and legislative strategies as well as an approach to holding public agencies with jurisdiction in the Corridor accountable for progress in meeting air quality and public health objectives in the Corridor and Region.
2. Forward the Tier 2 report in its entirety to be accepted as pre-scoping guidance to the preparation of the EIR/EIS.
3. Request the Gateway Cities Council of Governments to identify and pursue appropriate avenues to implement those Tier 2 recommendations that prove to exceed the scope of any I-710 transportation improvement project and report back to the community.
4. Request MTA and COG staff to suggest a process and structure for continuing community participation throughout the environmental analysis.

Based on the OPC Action of November 18, 2004, the Locally Preferred Strategy was forwarded to the MTA Board for its consideration and possible action.

MTA Board Action

The MTA Board met on January 27, 2005 to adopt the Draft Final Report of the I-710 Major Corridor Study. Additionally the Board acted to:

1. Authorize the Chief Executive Officer to proceed with the preparation of a Scope of Work and Funding Plan that will include funding commitments from multiple partners for the environmental phase of the project pursuant to the Major Corridor Study's Locally Preferred Strategy and use input from the I-710 Community Advisory Committees in the environmental scoping process. The Scope of Work should also include assessment of impacts to the I-170/SR-60 interchange and evaluation of alternative project delivery methods.
2. Direct MTA staff to report back to the Board with the results of the East Los Angeles Mini-Study and that results be included into the Locally Preferred Strategy prior to initiating scoping for the EIR/EIS;
3. Receive the TIER II report to be accepted and utilized as pre-scoping guidance for the EIR/EIS;
4. Direct the MTA CEO, with the assistance of our state and federal advocates, to work with the appropriate governmental and non-governmental agencies to form a multi-jurisdictional entity to coordinate the appropriate aspects of the project, including identification of a funding plan with funding sources from multiple partners, and upon formation, the multi-jurisdictional partnership be tasked with identifying strategies for achieving near-term improvements to the Corridor's air quality and that the strategies be identified prior to initiation of the EIR/EIS Request for Proposals.

Issues for Further Consideration

While consensus for a Locally Preferred Strategy was reached among study decision-makers, it was with the understanding that a number of issues of concern that were raised during the study process would be revisited during the environmental review, preliminary engineering, final design, and construction phases of the proposal. For the most part, these are issues that were beyond the scope and authority of the I-710 planning study. Some are matters about which design assumptions had to be made for study purposes and yet about which considerable controversy remains. Others have to do with phasing of the overall project and ensuring that it supports the overall health and quality of life issues in the I-710 Study Area. These issues represent critical concerns of several of the local representatives, the community advisory group members, and the public, and will become part of future discussions as the various aspects of the project move into the next phases.

- Air Quality Action Plan
- Public Involvement Plan for EIS/EIR Phase
- Mini-Corridor Study
- Freeway Design Issues
- Definition of Arterial Street Improvements
- Determination of Truck Inspection Facility(ies)
- Phasing of Improvements
- Technology, Construction and Noise Impacts
- Project Funding

S.2 Study Background

The I-710 Major Corridor Study was conducted according to Southern California Association of Governments' Regionally Significant Transportation Investment Study (RSTIS) guidelines. A RSTIS is a tool for making better decisions about improving transportation in metropolitan areas. The RSTIS is necessary for major projects seeking federal funding. As such, the RSTIS is part of the federal planning process, yet decision-making takes place at the local and regional levels.

Under the Final Metropolitan Planning Rules (23 CFR Part 450.318) that guide the RSTIS, the I-710 Major Corridor Study is an integral element of a metropolitan area's long range planning process that is designed to provide decision-makers with better and more complete information on the options available for addressing identified transportation problems. The I-710 Study provides a focused analysis and evaluation of the mobility needs and related problems of a transportation corridor within a region. Specific criteria are developed to measure the benefits, costs, and impacts of various options. The RSTIS evaluation leads to a decision on a design concept and scope for transportation investments in the corridor – a Locally Preferred Strategy – that is then incorporated into a metropolitan area's transportation plan. The RSTIS is a cooperative and collaborative process that includes public agencies, local governments, and the general public.

Once the purpose and need, design concept, scope, and other elements have been adopted into the Southern California Association of Governments' Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP), the Locally Preferred Strategy

can then be advanced into environmental review and preliminary engineering. Consideration of more detailed design issues and completion of National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) requirements occur in this next phase.

The I-710 Major Corridor Study was sponsored by the Los Angeles County Metropolitan Transportation Authority (MTA) in partnership with the Gateway Cities Council of Governments (Gateway Cities COG), the California Department of Transportation (Caltrans), and the Southern California Association of Governments (SCAG).

The I-710 Study was governed by a policy oversight committee comprised of elected officials from 14 participating cities and the County of Los Angeles; executive managers or senior staff from three principal partners (MTA, Caltrans, and SCAG); and a Commissioner from each of the Ports of Long Beach and Los Angeles. The I-710 Oversight Policy Committee (OPC) was advised by a set of committees made up of concerned citizens, stakeholder groups, and technical and engineering staff from participating municipalities and public agencies: (a) the Tier 2 Community Advisory Committee; (b) the Tier 1 Community Advisory Committees; and (c) the Technical Advisory Committee. During the I-710 Study, public input was sought and technical analysis was performed to support decisions that lead to the identification of a Locally Preferred Strategy for the I-710 Corridor. An important aspect of this process was adherence to a set of *Guiding Principles* (Figure S-2) established for the I-710 Corridor by the I-710 Oversight Policy Committee in May 2003.

Figure S-2
I-710 Corridor Guiding Principles

1. Minimize right-of-way acquisitions with the objective being to preserve existing houses, businesses, and open space.
2. Identify and minimize both immediate and cumulative exposure to air toxics and pollution with aggressive advocacy and implementation of diesel emissions reduction programs and use of alternative fuels as well as in project planning and design.
3. Improve safety by considering enhanced truck safety inspection facilities and reduced truck/car conflicts and improved roadway design.
4. Relieve congestion and reduce intrusion of traffic into communities and neighborhoods by employing a comprehensive regional systems approach that includes adding needed capacity as well as deploying Transportation Systems Management and Transportation Demand Management technologies and strategies (TSM/TDM) to make full use of freeway, roadway, rail, and transit systems.
5. Improve public participation in the development and consideration of alternatives and provide technical assistance to facilitate effective public participation.

Source: Oversight Policy Committee Meeting Minutes, May 28, 2003

The *Corridor Analysis Alternatives Evaluation Report* summarizes the I-710 Study process and the decisions reached throughout the course of the study. This report describes the study approach, problems and needs in the I-710 Corridor, alternatives considered, and their respective benefits, costs, and impacts. It also documents the major steps that led to the development of a Hybrid Strategy and ultimately the selection of the Locally Preferred Strategy for the I-710 Corridor, including public input and recommendations at key study milestones. Additionally, the *Corridor Analysis Alternatives Evaluation Report* memorializes issues raised by project decision-makers, participating agencies, and concerned citizens during the I-710 Study that will require further consideration as the project enters into subsequent phases of analysis and project development.

S.3 I-710 Corridor Study Area

The I-710 Study Area encompasses the sphere of influence of the I-710 travel corridor. The project study area is about twenty miles long and a little over six miles wide. A map of the I-710 Study Area is shown in Figure S-3. The Study Area boundaries are generally defined as follows:

- State Route 60 (northern boundary)
- Lakewood Boulevard / Rosemead Avenue (eastern boundary)
- Ports of Long Beach and Los Angeles (southern boundary)
- Wilmington Avenue / Alameda Street (western boundary)

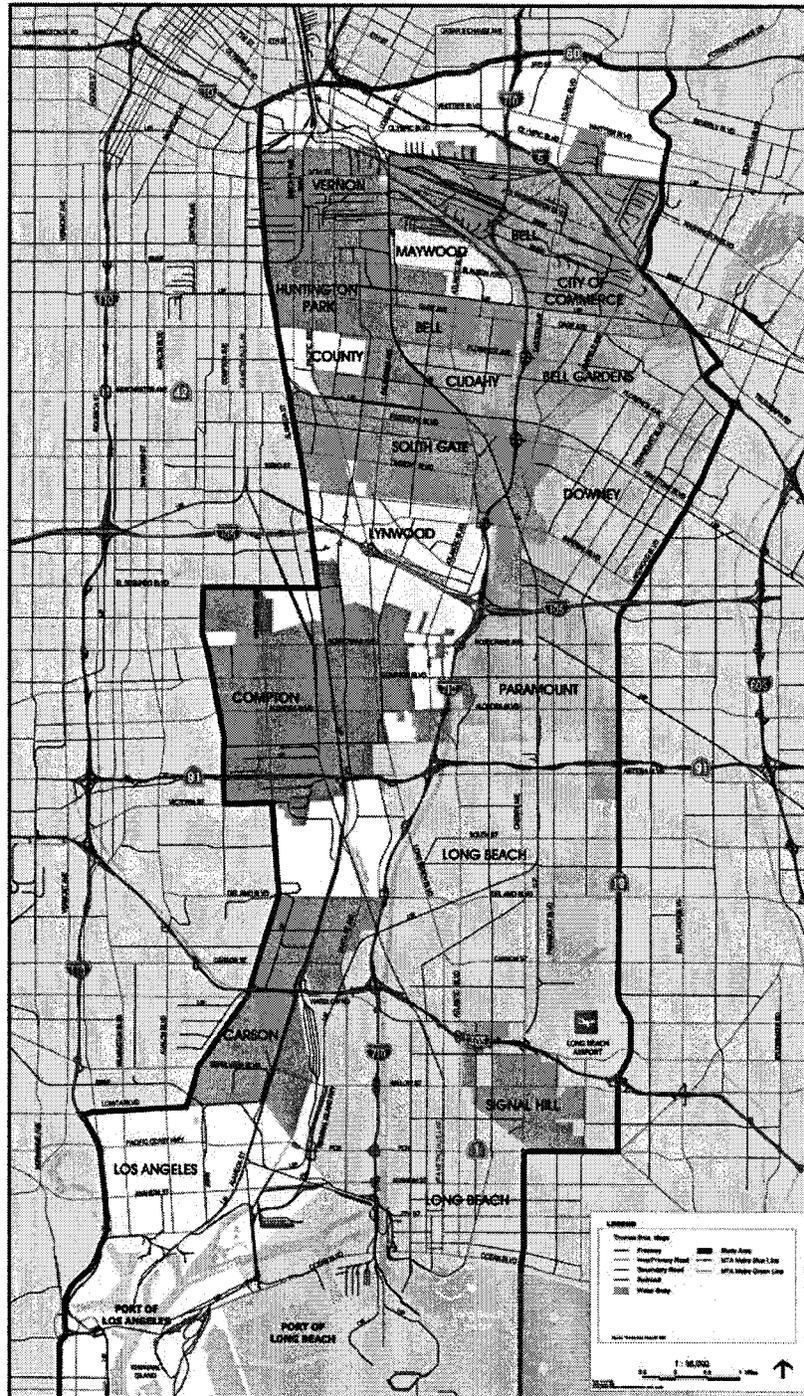
S.4 Purpose and Need

The I-710 Corridor is the principal transportation connection between East Los Angeles and the Ports of Long Beach and Los Angeles. It plays an important role in the regional, statewide, and national transportation system, serving both person trips and goods movement needs. Based on the examination of existing and future travel conditions, the I-710 Corridor is already experiencing serious performance problems due to a number of interrelated reasons.

With the exception of the I-105 interchange, no major work has been done on I-710 since it was built approximately 50 years ago. This means that traffic volumes have overwhelmed the existing design capacity of the interstate, particularly at the interchanges. This, in turn, has led to congestion and safety problems along the full length of the facility.

A complicating factor is the large numbers of trucks that use I-710 to travel between the Ports and rail freight yards located near Interstate 5 (I-5), and to warehousing and distribution points scattered throughout the Southern California urban area. Near Long Beach, trucks make up nearly twenty percent of the traffic stream during the day, compared with an average daily truck percentage of 6 to 13 percent on similar freeways in Los Angeles County. It is not uncommon to see a line of trucks, nose to tail, in the two right-hand lanes of the freeway, which greatly restricts movement across lanes as other vehicles attempt to enter and exit the freeway. In terms of utilization of highway capacity, one truck is the equivalent of two passenger cars or more depending upon prevailing roadway conditions. Moreover, trucks move at different speeds compared to general-purpose traffic and often have difficulty negotiating the tight turns, short weave distances, and steep grades at most of the I-710's interchanges. Additionally, trucks are a major source of diesel particulate emissions, which contribute to carcinogenic risk in the South Coast Air Basin.

Figure S-3
I-710 Corridor Study Area



Source: Parsons Brinckerhoff, June 2001.

High traffic volumes, design deficiencies, freeway congestion, and the interaction between cars and trucks in the traffic stream, create potentially unsafe conditions. Field officers of the California Highway Patrol consider I-710 to be one of the worst freeways in the Los Angeles County area with regard to safety. According to state records, I-710 experiences an accident rate that is well above the statewide average for freeways of this type. About five accidents per day occur on I-710 between Ocean Boulevard and SR-60. Accidents, particularly truck-related accidents, form bottlenecks as emergency workers close travel lanes to clear the scene. As a result, these incidents lead to additional congestion, delay, and occasionally secondary accidents on I-710 as approaching vehicles unexpectedly run into the back of a queue. When I-710 shuts down, freeway traffic spills over onto local roadways and arterials searching for an alternative route, creating additional congestion on those facilities as well.

I-710 is, and is expected to remain, a primary route for trucks carrying containers to and from the Ports. I-710 also serves as the gateway to the City of Long Beach, including several cultural, business, and tourist attractions of great economic importance to this area of Los Angeles County. The amount of congestion and traffic delay currently experienced on I-710 is not only disruptive to Port operations that must accommodate "just-in-time" goods delivery and inventory processes, but also hurts trucking, manufacturing, and other commercial interests within the region as shipments are delayed and as trucks sit in traffic. Idling trucks produce diesel particulates affecting air quality and thus exacerbating public health concerns of nearby residents. In addition, the I-710 freeway is visually unattractive, which degrades the motorist's experience and detracts from the impressions formed of the communities surrounding it.

The planning horizon for the I-710 Study is 2025. Both population and employment within the Study Area are expected to grow by about 20 percent between now and 2025. According to demand projections produced by the Ports of Long Beach and Los Angeles, container traffic will more than double during that same time period. These figures indicate that the existing transportation problems on I-710 and other study area roadways will get much worse and will affect the competitive position of the Los Angeles region, as well as other U.S. businesses and industries, unless corrective action is taken.

Finally, there is a significant percentage of mobility-constrained and minority populations within the I-710 Study Area. Improvements to transit services are needed to better serve those without access to autos for their travel needs and to attract drivers from their cars to help reduce traffic congestion. Future transportation improvements also need to be sensitive to the distribution of their benefits and impacts, so as not to disproportionately affect any one ethnic group or community.

Analysis of these current and projected conditions in the I-710 Study Area, as well as public input, has led to the identification of several key problem areas for the I-710 Corridor, which was approved in December 2001 by the I-710 Oversight Policy Committee. Many of these problems and needs are interrelated. Figure S-4 on the following pages lists and describes these problem issue areas in no particular order of importance:

**Figure S-4
I-710 Corridor Problem Statements**

Problem/Need	Problem Statement
Recurrent Traffic Congestion	Traffic demand is overwhelming the existing design capacity of I-710 and related interchanges in the peak periods. Under current conditions, high volumes of both trucks and cars have led to peak spreading and traffic congestion throughout most of the day (6 a.m. to 7 p.m.) on the mainlines of I-710 as well as approaching arterials. This pattern is projected to worsen over the next twenty years.
Non-Recurrent Traffic Congestion	The frequent occurrence of traffic incidents and constraints associated with quickly clearing those incidents causes bouts of traffic congestion on I-710 that cannot be predicted or avoided. Serious incidents can shut down the freeway for an hour or more, with its attendant spillover effects on the local arterial system. These unexpected delays and resulting economic consequences to freight carriers, employers, manufacturing, and business interests in the region are severe. The unexpected nature of traffic congestion on I-710 is also inconvenient and highly disruptive to commuters and residents that depend upon it for their daily travel.
Safety	The number and severity of accidents on I-710 are high when compared to other similar freeways in the Los Angeles region. Accidents on I-710 are largely due to design deficiencies, high traffic volumes, and the current vehicle mix of autos and heavy-duty trucks. These accidents cause property damage, injuries, and fatalities as well as vehicle delays, as traffic slows or comes to a stop on the freeway mainline until the incidents are cleared. In some cases, secondary accidents are triggered as vehicles upstream of the incident run into the back of an unexpected traffic queue.
Goods Movement	To remain economically competitive in the global marketplace, the Southern California region must support and manage increasing demand for goods movement in the I-710 Corridor. With the recent completion of the Alameda Corridor and its corresponding expansion in freight rail capacity, the regional focus has turned to trucks because of the essential role that this travel mode plays in the logistics chain for goods movement. By 2025, the number of heavy duty trucks on I-710 is expected to more than double. Of particular concern in the I-710 Study Area is how to best realize the economic benefits of the movement of goods (freight) and yet lessen the disruptive effects of truck traffic on the freeway and roadway system, and on neighboring communities.

Source: Purpose and Need Statement, Parsons Brinckerhoff, Adopted by the OPC in December 2001.

Figure S-4 Continued
I-710 Corridor Problem Statements

Problem/Need	Problem Statement
Design Deficiencies	Non-standard design features such as inadequate weave distances, acceleration lanes that are too short, poor turning radii, narrow lane widths, left-side egress locations, lack of shoulders, and missing freeway connectors and access points are a major contributor to safety problems and operational inefficiencies along the full length of I-710 corridor. These non-standard features also constrain the operational capacity of travel lanes and ramps on I-710. This situation contributes to poor levels of service currently experienced by motorists on I-710.
Land Use Constraints	The envelope of state-owned land that contains the I-710 facility is limited along much of the length of I-710, including the interchanges. This means that the buffer of land between the edge of travel way and the state right-of-way line is very narrow in most locations and, in some cases, it is non-existent. In addition, sensitive populations and natural resources such as the Los Angeles River Channel, residential neighborhoods, businesses, cemeteries, schools, and parks are located adjacent to the right-of-way line. If major changes are made to the current geometric configuration of freeway, then the potential for right-of-way impacts is high.
Air Quality/Public Health	As shown by recent Air Quality Management District (AQMD) studies, populations within the I-710 Study Area are regularly exposed to toxic air contaminants that increase carcinogenic risk. A major source of these air toxins is diesel particulates, which is considered to be a local source air pollutant. About half of the diesel particulate matter in the South Coast Air Basin as reported by AQMD (1998) is caused by emissions from vehicles using the freeway and roadway system. Heavy-duty diesel trucks are the leading contributor to on-road sources of diesel particulates.
Environmental Justice/Equity	The I-710 Study Area contains a high number of minority and low-income populations that require special consideration under federal environmental justice guidelines. Proposed transportation improvements should be equitable and should distribute benefits and burdens fairly.
Aesthetics/Noise	The I-710 freeway is unattractive, which affects the perception that visitors, residents, and potential customers have of the Gateway Cities area. In addition, residents and other sensitive receptors located close to I-710 experience high levels of traffic noise, particularly in locations where noise barriers do not presently exist.

Source: Purpose and Need Statement, Parsons Brinckerhoff, Adopted by the OPC in December 2001.

Figure S-4 Continued
I-710 Corridor Problem Statements

Cost-Effectiveness	There are limited financial resources and high competition for transportation dollars within Los Angeles County over the next 25 years. Transportation improvements identified in the I-710 Corridor must compete for these available funds with other worthy projects within the county. To be successful, proposed improvements must be cost-effective, generating the maximum transportation benefits for the dollars invested. In addition, proposed transportation improvements should be realistic and achievable, based on known physical, operational, social, and institutional parameters.
Transit	There is a need to better serve the populations in the I-710 Study Area with transit. Existing transit services warrant solutions to improve the mobility of those who currently use public transit, as well as to make these services more competitive with the automobile so as to attract new riders to help reduce traffic congestion.

Source: Purpose and Need Statement, Parsons Brinckerhoff, Adopted by the OPC in December 2001.

S.5 Alternatives Considered

As part of the I-710 Major Corridor Study, a number of alternative transportation mode solutions to the mobility, safety, and air quality problems were assessed. This approach was intended to provide decision-makers with a broad spectrum of transportation options to address the purpose and need within the I-710 Study Area. The conceptual alternatives developed for the I-710 study were multimodal, included both capital improvements and operational strategies, and were structured to provide a range of options so that their respective trade-offs in terms of costs, transportation benefits, and other impacts could be understood. In developing these transportation alternatives for the I-710 Corridor Study Area, input from several sources was considered. Technical information on travel patterns, accident statistics, future growth, and transportation system performance was analyzed. Substantial emphasis was given to discussions with residents, business interests, community leaders, local officials, city representatives, and with agencies such as the California Highway Patrol, about the most critical problems in the I-710 Corridor and what should be done about them.

The purpose of developing various alternatives is to identify a fairly large list of possible transportation options so that these different alternatives can be studied and compared to each other to come up with the best solution for the I-710 Corridor. The alternatives also emphasized different modes of travel or answered specific transportation needs that were identified in the I-710 Study Area. These different travel modes included: general purpose traffic (all types of vehicles); high occupancy vehicles (HOV or carpools); trucks; goods movement (both trucks and freight rail); and passenger rail. The initial set of twelve alternatives developed for the I-710 Study incorporated operational improvements to existing transportation programs and services as well as major construction projects involving a substantial financial investment and expansion of the transportation system, particularly I-710.

The following initial alternatives were approved by the I-710 Oversight Policy Committee in February 2002 for analysis in the I-710 Study:

- Alternative 1 – No Build Alternative
- Alternative 2 – Transportation Systems Management/Transportation Demand Management (TSM/TDM) Alternative
- Alternative 3 – Low General Purpose Alternative
- Alternative 4 – Low Truck Alternative
- Alternative 5 – Medium HOV Alternative
- Alternative 6 – Medium General Purpose Alternative
- Alternative 7 – Medium Truck Alternative
- Alternative 8 – High General Purpose Alternative
- Alternative 9 – High Truck Alternative
- Alternative 10 – High Goods Movement Alternative
- Alternative 11 – High HOV Alternative
- Alternative 12 – High Rail Alternative

A screening analysis was performed on the initial set of twelve alternatives. Screening criteria addressing mobility benefits, cost, right-of-way impact, and environmental concerns was developed to gauge the performance of the alternatives in light of the purpose and need for improvements listed in Figure S-4. The purpose of alternatives screening was to identify those alternatives that were most competitive and should, therefore, be carried forward for further study and evaluation in the I-710 Study. Public outreach during alternatives screening took place during the months of February, March, April, and May of 2002 and consisted of elected official briefings, agency briefings, community presentations, and roundtable discussions. No one alternative as it was presented was favored by the majority of the participants. Rather, certain elements of the different alternatives were noted as being favorable or unfavorable. Truckers, auto drivers, and community members all agreed that trucks and cars must be separated. Several participants stated that the alternative chosen at the end of the study must meet this criterion in order to truly address the problems of the I-710 freeway. In addition, many participants felt that the ports are directly responsible for the volume of trucks on the freeway and that they should work with the local agencies to identify ways to change the way they operate, especially if they plan on expanding. Community members were particularly negative towards the ports, believing that industry is being accommodated at the expense of the local communities. They stated that the amount of traffic, pollution and other negative health impacts in the I-710 Corridor is increasing.

As a result of the screening analysis, including public commentary, and after extensive review and scrutiny by the I-710 TAC, five alternatives were approved by the OPC for detailed evaluation in the I-710 Major Corridor Study. Alternatives that were determined to have little or no chance of becoming the Locally Preferred Strategy were eliminated during the screening process. At the same time, the most competitive elements of the initial alternatives were carried forward, and in some cases re-combined, to form the final set of five alternatives.

For clarity and to avoid confusion with the initial alternatives, the five remaining alternatives were relabeled "A" through "E" as follows:

- Alternative A No Build Alternative

Alternative B	Transportation Systems Management / Transportation Demand Management (TSM/TDM) Alternative
Alternative C	Medium General Purpose / Medium Truck Alternative
Alternative D	High General Purpose / High HOV Alternative
Alternative E	High Truck Alternative

The following discussion provides a summary description of the five alternatives that were selected to undergo detailed study in the I-710 Major Corridor Study.

Alternative A - No Build Alternative

Also called the “No Project” Alternative, the No Build Alternative examines what travel conditions will be like by 2025, the future planning horizon year for the I-710 Study. It is also the baseline against which other transportation alternatives proposed for the I-710 Study are assessed. The No Build Alternative encompasses future improvements to the existing transportation system that are expected to be in place by 2025. Major transportation projects that are already under construction or that are already planned to occur are folded into the No Build. Examples of these projects include the construction of the Alameda Corridor, replacement of all of the pavement on I-710 by Caltrans, added bus service throughout the I-710 Study Area, and improvements to truck-impacted intersections, as well as other future transportation projects that are already funded and committed.

Alternative B – TSM/TDM Alternative

The Transportation Systems Management/Transportation Demand Management (TSM/TDM) Alternative is made up of a list of operational improvements needed to make the best use of the transportation system in the I-710 Study Area and that stops just short of a major financial investment in new transportation facilities. The TSM/TDM Alternative incorporates several transportation strategies and programs to better manage how the existing freeways, roadways, and the transit systems operate in the I-710 Study Area.

Alternative B includes transportation improvements such as added bus service for local communities, the completion of the ramp metering system on I-710, and the use of advanced technologies to manage traffic and to inform motorists about alternate routes to avoid traffic congestion. Other proposed TSM/TDM improvements include: emissions reduction programs, incentives to consolidate truck trips, and measures to shift of truck traffic into the late evening or early morning hours.

Mainlines on I-710

- additional ramp metering
- aesthetics (landscaping and hardscape treatments along I-710)
- continuous high-mast illumination
- improved signage on I-710

Interchanges/Arterials

- I-710 ramp terminus/arterial improvements
 - for example, curb and gutter, including aesthetics improvements
 - mostly in state right-of-way

- implement parking restrictions on major parallel arterials during peak periods

Goods Movement

- empty container management through policies and incentives
- expanded drayage truck emission reduction program
- extended gate hours at the ports
 - move toward 24 hour / 7 days a week operations
 - incentives / disincentives (emphasize policy recommendations, not mandate)
 - include all entities in the supply chain

Transit

- additional Blue/Green Line feeder bus shuttles
- enhanced community service (local circulators)

Intelligent Transportation Systems (ITS)

- expand ITS Corridors
 - expand "depth" of ITS coverage on two identified ITS corridors (I-710/Atlantic; I-105 Corridor)
 - emphasize system connectivity

Alternative C - Medium General Purpose / Medium Truck Alternative

Alternative C would entail a major capital investment to the I-710 Corridor and is focused on improving safety and eliminating operational bottlenecks on I-710 for all vehicle types as well as selected improvements to manage the flow of heavy-duty trucks within the corridor. Alternative C also emphasizes capacity improvements to the most deficient arterials serving as feeders or alternate routes to I-710. By definition, Alternative C incorporates all of the operational and policy improvements proposed in the TSM/TDM Alternative. In addition, Alternative C includes the following physical elements:

I-710 Mainlines

- add one mixed flow lane in each direction for selected I-710 segments
 - Shoemaker Bridge Complex to I-405 (I-710 becomes 4 lanes in each direction)
 - Imperial Hwy. to Atlantic Blvd. (I-710 becomes 5 lanes in each direction)
- improve mainlines to design standards
 - 12' travel lanes
 - 12' right shoulder
- add a continuous collector-distributor system between Atlantic Blvd. and I-5
- add a truck inspection facility adjacent to NB I-710 between Del Amo Blvd. and Long Beach Blvd.
- add truck bypass facilities at three freeway-to-freeway interchanges: I-405/I-710; SR-91/I-710; I-105/I-710
- add truck ramps to selected interchanges with high truck volumes: WB Pacific Coast Highway and WB Washington Blvd.

I-710 Interchanges

- add a right-side freeway connector ramp at the I-5/I-710^a interchange to be used primarily by trucks and retain the left-side connector to be used primarily by autos (NB I-710 to NB I-5)

- eliminate design deficiencies at the I-405/I-710 freeway-to-freeway interchange
- eliminate design deficiencies at eight local interchanges^b
- add one new interchange (Slauson)

Terminal Island Freeway (SR-47/SR-103)

- extend the Terminal Island Freeway (SR-103) to I-405, by adding an elevated, four-lane facility (two lanes in each direction) that would be used primarily by trucks

Arterials

- arterial capacity enhancements to 10 major arterials^c by adding one lane in each direction
 - consists of either spot widenings to eliminate chokepoints/bottlenecks, restriping, and removal of on-street parking; or roadway widening
 - provision of off-street parking, as needed, to replace loss of on-street parking due to restriping
 - includes access management improvements (raised medians, elimination/consolidation of driveways and smaller streets)

Notes for Alternative C

- a. Would require coordination with I-5 Corridor Improvements
- b. Anaheim; Pacific Coast Highway; Willow; Del Amo; Imperial; Florence; Atlantic/Bandini; Washington
- c. Atlantic Blvd.; Cherry Ave./Garfield Ave.; Eastern Ave.; Long Beach Blvd.; Paramount Blvd.; Pacific Coast Highway; Willow St.; Del Amo Blvd.; Firestone Blvd.; Florence Ave.

Alternative D - High General Purpose / High HOV Alternative

Alternative D would represent a high level of capital investment in the I-710 Study Area and focuses on improving safety and increasing roadway capacity to address the high traffic volumes along the full length of the I-710 Corridor for all vehicle types as well as improving the travel time and attractiveness of carpools to increase the person-carrying capacity of the regional transportation system. Alternative D includes all of the proposed TSM/TDM improvements listed in Alternative B. The transportation elements that comprise Alternative D are listed as follows:

I-710 Mainlines

- add 2 mixed flow lanes in each direction to I-710 from:
 - Shoemaker Bridge Complex to I-405 (I-710 becomes approximately 5 lanes in each direction)
 - Imperial Hwy. to Atlantic Blvd. (I-710 becomes approximately 6 lanes in each direction)
- add 1 mixed flow lane in each direction to the remaining I-710 segments
- add an exclusive HOV facility^a for carpools and buses
 - 4 lanes (2 HOV lanes in each direction) from the Shoemaker Bridge Complex to SR-60
 - generally elevated, however, profile would be adjusted as needed depending upon best fit in I-710 right-of-way
 - alignment generally located in the median of I-710
 - dedicated ingress/egress points to facility for high occupancy vehicles at selected locations (approx. every 3-4 miles)

- HOV lanes would operate 24 hours/7 days per week and assume a 2+ occupancy requirement
- improve I-710 mainlines to design standards
 - 12' travel lanes
 - 12' right shoulder

I-710 Interchanges

- eliminate design deficiencies at three freeway-to-freeway interchanges: I-405/I-710, SR-91/I-710; I-5/I-710^b
- eliminate design deficiencies at ten local interchanges^c
- include direct HOV connectors at the I-405/I-710 interchange (NB I-405 to NB I-710; SB I-710 to SB I-405)

Terminal Island Freeway (SR-47/SR-103)

- add four-lane viaduct connector, between SR-47 and Alameda Street

Transit

- add express bus service on the proposed HOV lanes

Arterials

- arterial capacity enhancements to four major arterials^d by adding one lane in each direction to those parallel arterials close to I-710
 - consists of either spot widenings to eliminate chokepoints/bottlenecks, restriping, and removal of on-street parking; or roadway widening
 - provision of off-street parking, as needed, to replace loss of on-street parking due to restriping
 - includes access management improvements (raised medians, elimination/consolidation of driveways and smaller streets)

Notes for Alternative D

- a. The exclusive 4-lane HOV facility would be designed and constructed so as to not preclude its future development as a high speed rail line between Long Beach and downtown Los Angeles.
- b. Would require coordination with I-5 Corridor Improvements
- c. Anaheim; Pacific Coast Highway; Willow; Del Amo; Long Beach Blvd; Rosecrans; Imperial; Florence; Atlantic/Bandini; Washington
- d. Atlantic Blvd., Cherry Ave./Garfield Ave., Eastern Ave., Long Beach Blvd.

Alternative E - High Truck Alternative

Alternative E would entail a high level of capital investment in the I-710 Corridor focused on: improving safety; increasing capacity for growing heavy duty truck demand; improving reliability of travel times; and reducing points of conflict between autos and trucks to the greatest extent possible. As with the other build alternatives, Alternative E includes the TSM/TDM strategies recommended in Alternative B. Specific transportation improvements associated with Alternative E are listed as follows:

Mainline Facility

- construct an exclusive truck facility
 - 4 lanes (2 in each direction) between SR-91 and SR-60
 - 6 lanes (3 in each direction) between Ocean and SR-91

- proposed truck facility would be generally elevated, however, the profile would ultimately be determined based on need to minimize grades and best fit to minimize need for additional right-of-way
- provide dedicated ingress/egress points for trucks at selected locations (approximately every 3-4 miles)
- horizontal alignment of truckway could be in the median or adjacent to I-710 in state, LA River, or power line right-of-way depending upon best fit
- consider a tolling option for users of the truck facility
- provide extensive auxiliary lane improvements along existing I-710 travel lanes
- improve existing I-710 travel lanes to design standards
 - 12' travel lanes
 - 12' right shoulder

I-710 Interchanges

- eliminate design deficiencies at I-5/I-710^a; SR-91/I-710; and I-405/I-710
- add one new interchange (Slauson)

Arterials

- arterial capacity enhancements to arterials that lead to I-710 and that carry very high truck volumes by adding one lane in each direction: Ocean Blvd.; Pacific Coast Highway; Florence Ave.; Bandini Blvd.; Washington Blvd.
 - consists of either spot widenings to eliminate chokepoints/bottlenecks, restriping, and removal of on-street parking; or roadway widening
 - provision of off-street parking, as needed, to replace loss of on-street parking due to restriping
 - includes access management improvements (raised medians, elimination/consolidation of driveways and smaller streets)

Notes for Alternative E

- a. Would require coordination with I-5 Corridor Improvements

S.6 Alternatives Evaluation

During Alternatives Evaluation, several technical studies were performed on Alternatives A, B, C, D, and E. The purpose of these studies was to elicit evaluative information on the alternatives as well as provide a higher level of definition of their respective operational and physical characteristics. These technical studies included: conceptual engineering; travel demand forecasting; right-of-way impact analysis; environmental analysis; and estimation of capital costs. Once the technical studies were completed, this information was used to assess the travel benefits, costs, and impacts of the proposed alternatives. Key trade-offs among the alternatives were also evaluated and discussed, and public input was sought.

Following adoption by the OPC in June 2002, the specifics of the design concepts of each of the build alternatives (Alternatives C, D, and E) evolved. This evolution was a result of the conceptual engineering work undertaken to refine the alternatives for further evaluation and analysis. While the basic design concept and scope of each of the build alternatives did not change from those concepts approved by the OPC, the objective of the conceptual design

process was to further define the specifics of the alternatives within the framework of three background assumptions:

- Meet the Intent of the OPC-Approved Alternative Definition
- Maintain Federal and State Design Standards
- Minimize Right-of-Way/Land Use Impacts

In order to understand the major differences among the five alternatives, Table S-1 on the following page illustrates the I-710 mainline configuration of the “through” lanes included in each of the alternatives, not counting lane drops and adds at various locations up and down the freeway associated with the interchanges or with auxiliary lanes.

Travel demand forecasting models were used to predict future traffic volumes on I-710 based on forecasts of future population, housing units, jobs, and cargo. In this case, a subarea travel forecasting model was developed for the overall I-710 Study Area. It is important to look at future travel demand so that proposed transportation improvements are not rendered obsolete by failing to take into account anticipated future growth in traffic. The planning horizon year for the I-710 Study is 2025.

The travel demand forecasts predict how many travelers are likely to use any new transportation facilities tested using the model. Table S-2 shows future traffic volumes on I-710 under all five alternatives, including all vehicle types (autos, trucks, buses, etc.) Since trucks take up more space on the freeway than cars, heavy duty trucks were converted to passenger-car-equivalent units consistent with Highway Capacity Manual procedures. In general, a single heavy duty truck is the equivalent of 2.5 autos. Table S-2 indicates that Alternative B would result in a slight decrease in traffic volumes on I-710, most likely due to the strategies designed to discourage and reduce vehicle trips. On the other hand, the build alternatives (Alternatives C, D, and E) would result in increased traffic volumes on I-710 because the added capacity and operational improvements would result in a better level of service to motorists. Most of these vehicles are switching to I-710 from parallel arterials within the I-710 Study Area closest to I-710 and also from parallel freeways such as I-110 and I-605 as traffic redistributes itself to take advantage of improved travel times on I-710.

Table S-3 shows the changes in estimated truck volumes only. In this case, passenger-car-equivalent units do not apply – a single heavy duty truck is the equivalent of one vehicle in this table. Table S-3 shows a pattern similar to Table S-2, which is not surprising since a good portion of the vehicle stream on I-710 are trucks. Table S-3 also shows that one of the elements proposed in Alternative C (extension of the Terminal Island Freeway) would reduce truck traffic on I-710 south of the I-405 since many trucks would elect to use the Terminal Island Freeway for this one stretch. However, overall truck traffic would increase somewhat on I-710 north of the I-405 compared to the no build condition (Alternative A) as these trucks from the Terminal Island freeway rejoin I-710.

Table S-1
I-710 Mainline Lane Configurations

Segments on I-710		Number of General Purpose Lanes and Special Purpose Lanes (SP, HOV, TR)					
From	To	Existing	Alt A	Alt B	Alt C	Alt D	Alt E
		GP	GP	GP	GP + SP	GP + HOV	GP + TR
SR-60	I-5	8	8	8	8	8 + 2	8
I-5	Washington	10	10	10	10 + 4 ^a	12 + 2	10 + 4
Washington	Atlantic/Bandini	10	10	10	10 + 4 ^a	12 + 2	10 + 4
Atlantic/Bandini	Florence	8	8	8	10	12 + 4	8 + 4
Florence	Firestone	8	8	8	10	12 + 4	8 + 4
Firestone	Imperial	8	8	8	10	12 + 4	8 + 4
Imperial	I-105	8	8	8	8 + 4 ^b	10 + 4	8 + 4
I-105	Rosecrans	8	8	8	8 + 4 ^b	10 + 4	8 + 4
Rosecrans	Alondra	8	8	8	8 + 4 ^b	10 + 4	8 + 4
Alondra	SR-91	8	8	8	8 + 4 ^b	10 + 4	8 + 4
SR-91	Artesia	8	8	8	8 + 4 ^b	10 + 4	8 + 4
Artesia	Long Beach	8	8	8	8 + 4 ^b	10 + 4	8 + 4
Long Beach	Del Amo	8	8	8	8	10 + 4	8 + 4
Del Amo	I-405	8	8	8	8	10 + 4	8 + 4
I-405	Wardlow	6	6	6	8	10 + 2	6 + 4
Wardlow	Willow	6	6	6	8	10 + 2	6 + 4
Willow	Pacific Coast Highway	6	6	6	8	10 + 2	6 + 4 ^c
Pacific Coast Highway	Anaheim	6	6	6	8	10 + 2	6 + 4 ^c
Anaheim	9th	6	6	6	8	6	6 + 4 ^c
9th	Ocean	4	4	4	4	4	4

Source: Parsons Brinckerhoff, Inc. and Cambridge Systematics, Inc., April 2003.

Notes: Mainline lane configurations show the total number of through lanes for both directions of I-710. Auxiliary lanes are not counted. General purpose (GP) lanes are travel lanes that are used by all vehicle types. Special purpose (SP) lanes are lanes devoted to a specific purpose (i.e., collector-distributor lanes, high occupancy vehicle lanes (HOV), truck bypass lanes, truckway (TR), and roadway).

^aCollector-Distributor System, ^bTruck Bypass Lanes, ^cAutoway Lanes

Table S-2
I-710 Average Daily Traffic Volumes (in Passenger Car Equivalent units)

Segments on I-710		Alt A	Alt B	B - A	Alt C	C - A	Alt D	D - A	Alt E	E - A
From	To	Volumes	Volumes	% Diff.						
SR-60	I-5	280,300	280,900	0.2%	289,900	3.4%	313,400	11.8%	297,900	6.3%
I-5	Washington	280,100	281,300	0.4%	321,700	14.9%	329,000	17.5%	320,400	14.4%
Washington	Atlantic/Bandini	294,300	294,000	-0.1%	325,100	10.5%	342,800	16.5%	338,000	14.8%
Atlantic/Bandini	Florence	298,400	296,100	-0.8%	339,600	13.8%	345,600	15.8%	364,200	22.1%
Florence	Firestone	305,100	302,800	-0.8%	341,600	12.0%	349,300	14.5%	355,800	16.6%
Firestone	Imperial	306,000	303,400	-0.8%	342,000	11.8%	355,100	16.0%	350,400	14.5%
Imperial	I-105	325,700	322,700	-0.9%	344,900	5.9%	363,000	11.5%	366,400	12.5%
I-105	Rosecrans	250,200	247,400	-1.1%	266,500	6.5%	272,700	9.0%	284,400	13.7%
Rosecrans	Alondra	441,500	437,700	-0.9%	468,200	6.0%	451,300	2.2%	486,800	10.3%
Alondra	SR-91	431,900	427,800	-0.9%	458,100	6.1%	434,700	0.6%	479,200	11.0%
SR-91	Artesia	312,300	304,400	-2.5%	339,300	8.6%	371,600	19.0%	358,000	14.6%
Artesia	Long Beach	322,000	314,300	-2.4%	350,200	8.8%	383,100	19.0%	373,200	15.9%
Long Beach	Del Amo	306,500	298,600	-2.6%	331,000	8.0%	352,200	14.9%	350,100	14.2%
Del Amo	I-405	311,100	303,800	-2.3%	342,300	10.0%	356,200	14.5%	358,700	15.3%
I-405	Wardlow	290,000	281,400	-3.0%	281,000	-3.1%	334,500	15.3%	307,000	5.9%
Wardlow	Willow	302,000	293,100	-2.9%	299,400	-0.9%	350,700	16.1%	328,600	8.8%
Willow	Pacific Coast Hwy.	291,400	279,600	-4.0%	279,400	-4.1%	335,800	15.2%	308,100	5.7%
Pacific Coast Hwy.	Anaheim	268,300	254,100	-5.3%	244,200	-9.0%	277,300	3.4%	278,200	3.7%
Anaheim	9th	251,700	237,000	-5.8%	245,500	-2.5%	250,400	-0.5%	200,500	-20.3%
9th	Ocean	166,900	151,300	-9.3%	144,600	-13.4%	154,100	-7.7%	158,300	-5.2%

Source: Cambridge Systematics, Inc. and Kaku Associates, Inc. Electronic Data File, April 2003.

Notes: Average daily traffic volumes are shown for each alternative for the Year 2025 for vehicles using I-710 mainline travel lanes, including general purpose lanes, collector-distributor lanes, high occupancy vehicle lanes, truck bypass lanes, truckway lanes, and autoway lanes.

Percentage difference compares each alternative to the No Build Alternative (Alt. A).

Table S-3
I-710 Average Daily Heavy Duty Truck Volumes

Segments on I-710		Alt A	Alt B	B - A	Alt C	C - A	Alt D	D - A	Alt E	E - A
From	To	Volumes	Volumes	% Diff.						
SR-60	I-5	17,400	17,500	0.6%	20,300	16.7%	21,200	21.8%	25,200	44.8%
I-5	Washington	18,800	19,100	1.6%	24,200	28.7%	23,500	25.0%	29,800	58.5%
Washington	Atlantic/Bandini	28,600	28,300	-1.0%	33,300	16.4%	32,500	13.6%	39,900	39.5%
Atlantic/Bandini	Florence	38,400	37,200	-3.1%	42,600	10.9%	41,700	8.6%	48,700	26.8%
Florence	Firestone	39,700	38,400	-3.3%	43,400	9.3%	42,400	6.8%	48,900	23.2%
Firestone	Imperial	39,600	38,300	-3.3%	43,300	9.3%	42,500	7.3%	48,300	22.0%
Imperial	I-105	41,100	39,600	-3.6%	43,900	6.8%	43,500	5.8%	49,700	20.9%
I-105	Rosecrans	38,300	36,800	-3.9%	40,900	6.8%	39,200	2.3%	46,900	22.5%
Rosecrans	Alondra	57,700	55,500	-3.8%	60,200	4.3%	56,700	-1.7%	64,500	11.8%
Alondra	SR-91	57,000	54,900	-3.7%	59,600	4.6%	55,700	-2.3%	64,000	12.3%
SR-91	Artesia	56,800	53,100	-6.5%	60,900	7.2%	59,500	4.8%	61,100	7.6%
Artesia	Long Beach	57,800	54,100	-6.4%	62,100	7.4%	60,700	5.0%	62,600	8.3%
Long Beach	Del Amo	58,000	54,200	-6.6%	61,200	5.5%	59,200	2.1%	62,500	7.8%
Del Amo	I-405	60,300	56,800	-5.8%	66,000	9.5%	62,500	3.6%	65,800	9.1%
I-405	Wardlow	69,000	65,000	-5.8%	54,500	-21.0%	69,800	1.2%	68,500	-0.7%
Wardlow	Willow	71,900	67,700	-5.8%	57,600	-19.9%	73,100	1.7%	71,900	0.0%
Willow	Pacific Coast Hwy.	72,000	67,900	-5.7%	57,700	-19.9%	73,300	1.8%	72,000	0.0%
Pacific Coast Hwy.	Anaheim	68,200	63,400	-7.0%	54,400	-20.2%	65,200	-4.4%	66,300	-2.8%
Anaheim	9th	66,300	61,500	-7.2%	56,100	-15.4%	62,200	-6.2%	62,500	-5.7%
9th	Ocean	59,100	54,800	-7.3%	49,500	-16.2%	53,800	-9.0%	55,700	-5.8%

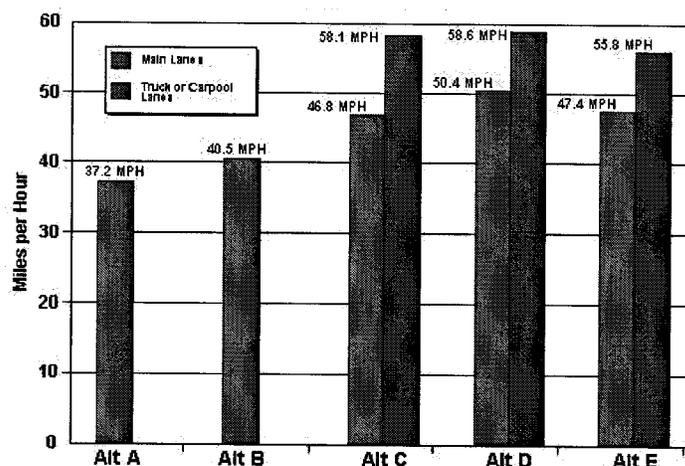
Source: Cambridge Systematics, Inc. and Kaku Associates, Inc., Electronic Data File, April 2003.

Notes: Average daily truck volumes are shown for each alternative for the Year 2025 for trucks using I-710 mainline travel lanes, including general purpose lanes, collector-distributor lanes, truck bypass lanes, and truckway lanes.

Percentage difference compares each alternative to the No Build Alternative (Alt. A).

The travel demand forecasts served as inputs to the traffic operations analysis and transportation performance assessments conducted for the I-710 Study. Several measures were employed to assess the mobility benefits of the various alternatives. These measures included: volume/capacity ratio analysis, average travel speeds, travel time savings, and estimated accident reductions, among others. Figure S-5 shows the traffic volume weighted average speeds for the entire length of the I-710 mainlines for each of the five alternatives in the p.m. peak period for 2025.

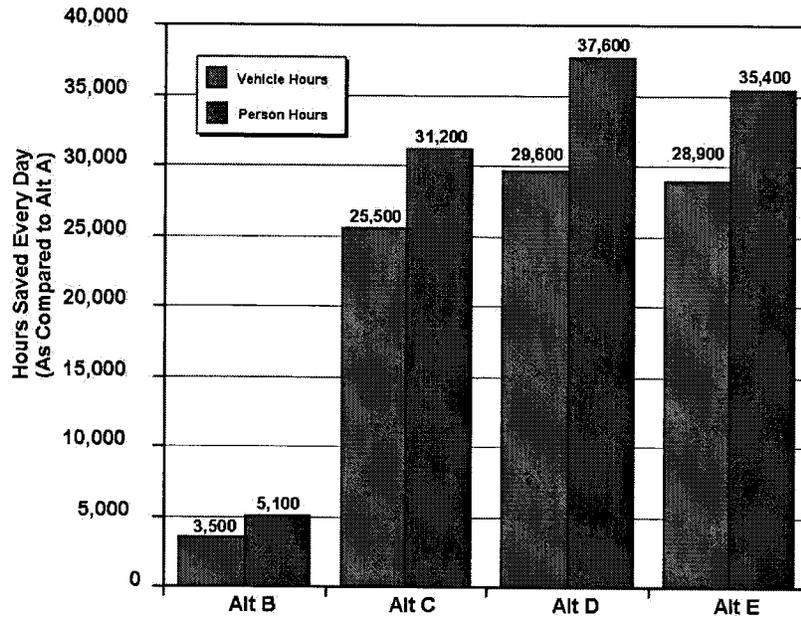
Figure S-5
I-710 Average Travel Speeds – PM Peak Period



In Figure S-5, a distinction is made between the general purpose travel lanes and the lanes that would be used either exclusively by carpools or by trucks depending upon the alternative. Alternatives B, C, D and E are all forecast to improve travel speeds on the I-710 as compared to the future no build condition, Alternative A. Mainline general purpose lanes average p.m. peak period speeds are forecast to be the highest with Alternative D, followed by E and C respectively. The proposed HOV and truck lanes in the build alternatives are forecast to all have average speeds above 55 mph, providing time savings to their users. The overall forecast improvement in p.m. peak period average speeds will save time for users of I-710 and contribute to reduced pollutant emissions and fuel consumption compared to the future no build alternative.

Figure S-6 shows how better speeds on I-710 translates to delay reductions for all travelers throughout the I-710 Study Area, including motorists on major street arterials as well as those vehicles using I-710. Vehicle hours of travel measures the total travel time spent by all vehicles on the roadway system during a given time period, such as an average weekday. Person hours of travel measures the total travel time spent by the people riding in each of the vehicles on the roadway system during a given time period. For example, if a car carrying two people (driver and passenger) spent one hour traveling from home to work in the Study Area, it would compute as one vehicle hour of travel and two person hours of travel.

**Figure S-6
Delay Reductions (Vehicle Hours, Person Hours Saved)**



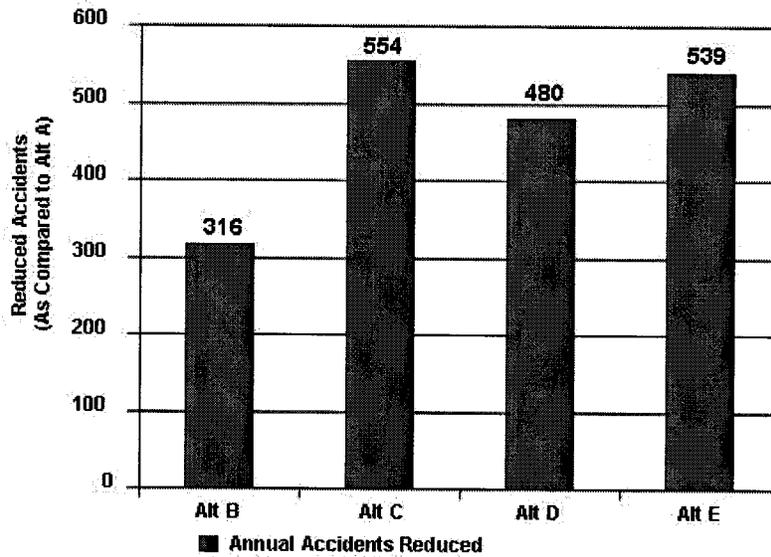
In 2025, Alternatives D and E are forecast to produce the greatest reductions in overall average weekday travel time (measured both in terms of vehicle hours traveled and person hours traveled) in the Study Area as compared to the No Build alternative. This is because these two alternatives add the most capacity to the transportation system in the I-710 Study Area. Both Alternative D and Alternative E are forecast to save travelers over 35,000 hours of travel time per day in the year 2025 as compared to the No Build, Alternative A.

Figure S-7 presents information on the safety benefits of the alternatives compared to Alternative A in terms of estimated accident reductions. In general terms, the greater the amount of predicted congestion (volume/capacity ratio), the worse the accident rate gets. In addition, accidents vary by facility type. The more that traffic uses the arterials compared to freeways, the higher the accident rate. Using travel demand forecasts for each of the alternatives, FHWA's ITS Deployment Analysis System (IDAS) model was used to predict the number of accidents that would occur over a one year period, assuming the Year 2025. Figure S-7 shows the number of accidents that would be *reduced* by Alternatives B, C, D, and E, respectively, compared to the no build condition.

Interpretation of the accident data shown in Figure S-7 indicates that the incident management strategies related to the intelligent transportation improvements in Alternative B are forecasted to provide significant accident reduction benefits. By definition, these incident management strategies are also included in Alternatives C, D and E. On top of that, the build alternatives are forecast to reduce accidents, in part, by shifting traffic from the arterials to the freeways, where accident rates are lower. It is important to note here that FHWA's IDAS model does not account for certain types of safety benefits – specifically the predicted benefits of separating

cars from trucks – since insufficient accident data on exclusive truckways exists that would provide the basis to quantify these estimates.

**Figure S-7
Annual Accident Reductions**

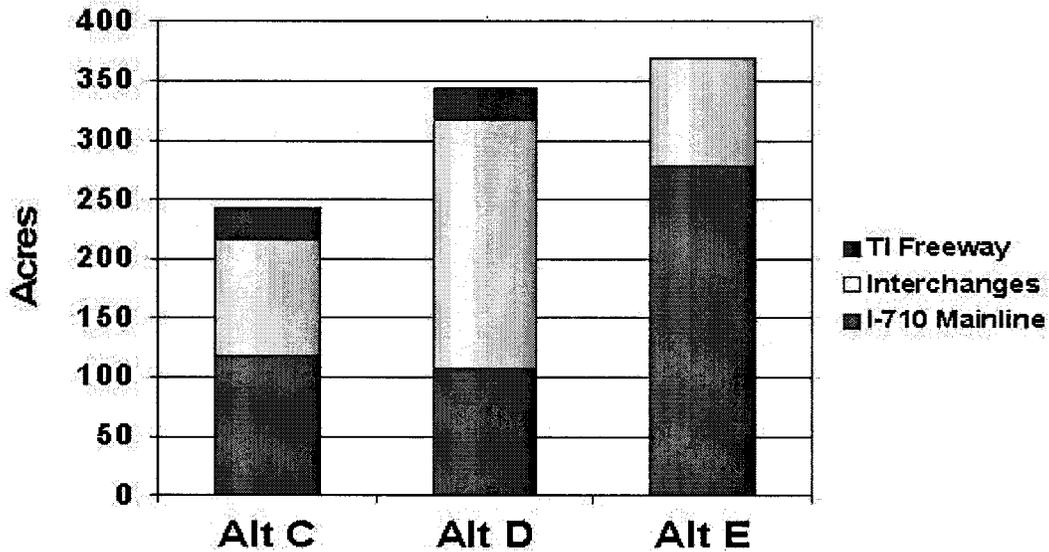


Thus, the potential for accident reductions attributable to Alternative E is likely under-reported in Figure S-7. However, it is logical to assume that separating trucks and autos would provide significant safety benefits for traveling motorists that is not necessarily reflected in Figure S-7.

Construction of the build alternatives (Alternatives C, D, and E) all involve physical transportation elements that would result in expansion of the I-710 freeway and, in some cases, new transportation facilities (Terminal Island Freeway Extension, truck bypass lanes, etc.). As part of the I-710 Study, a right-of-way impact assessment was conducted for the build alternatives to provide comparative information on the alternatives so that the general public, the advisory committees, and the Oversight Policy Committee could learn about the right-of-way acquisition implications of each of the alternatives. The right-of-way analysis also presented information on expected impacts associated with specific transportation elements within the alternatives to better inform decision-making on what transportation improvements might be most desirable to recommend for further study.

Right-of-way impacts are included for those improvements that would entail acquisitions beyond what is already planned and committed for the I-710 Corridor. Since Alternative A, the No Build Alternative, represents the “no action” option, this alternative would not result in any acquisitions beyond what is already planned for implementation by 2025. Alternative B does not include any elements on I-710 that require right-of-way acquisition, so this alternative is not included in the following analysis. Therefore, estimates for the build alternatives in Figure S-8 reflect the right-of-way acquisitions of these three alternatives over and above the No Build Alternative.

**Figure S-8
Right-of-Way Impact Analysis**

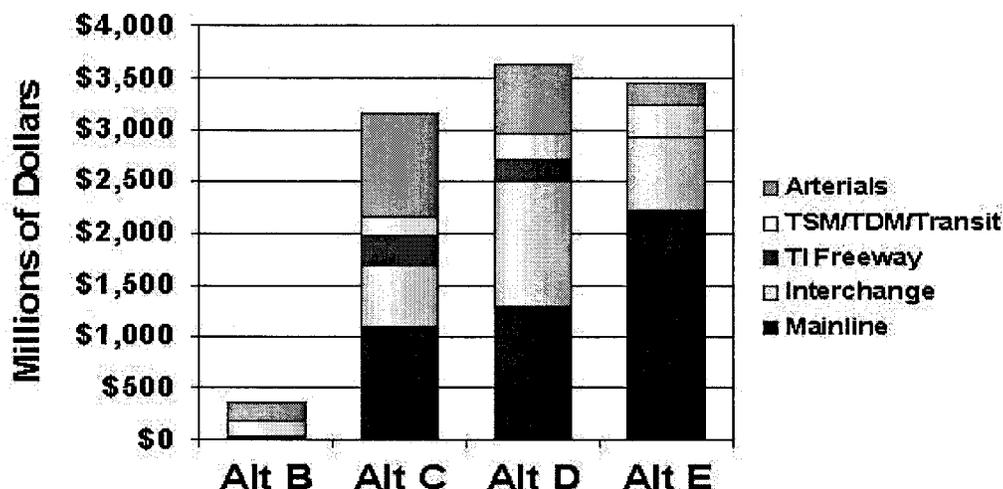


As indicated in Figure S-8, Alternatives C and D include improvements associated with the Terminal Island Freeway, which is why these two alternatives show right-of-way impacts attributable to this component. Alternative D would result in more right-of-way impacts in the vicinity of the interchanges along I-710 due to the amount of mainline freeway width that would affect the existing configuration of these interchanges and also due to the types of geometric changes proposed at the SR-91/I-710 freeway-to-freeway interchange for Alternative D. Alternative E appears to require the most right-of-way in total as this alternative involves the construction of a new truck facility along the entire length of the I-710 Corridor. However, a good portion of Alternative E would utilize Southern California Edison and Los Angeles Department of Water & Power property adjacent to I-710.

Similar to the right-of-way impact analysis, costs were also assessed to establish the relative differences among the alternatives in terms of absolute cost and the cost of various parts of the alternatives to support decision making for the I-710 Study. The cost estimates assume that all the transportation improvements associated with each alternative have been constructed. Costs are shown in 2003 dollars.

Figure S-9 presents the capital cost estimates for Alternatives B, C, D, and E. For Alternative B, the TSM/TDM Alternative, the component categories included I-710 Mainline Improvements, Interchanges and Arterials, Goods Movement, Transit, and Intelligent Transportation Systems (ITS). For Alternatives C, D and E, the component categories included I-710 Mainline Improvements, Interchanges, the Terminal Island Freeway, TSM/TDM/Transit, and Arterials. Right-of-way costs for the build alternatives were also estimated and included in the totals. Total costs for Alternative B were estimated at approximately \$355 million, \$3.2 billion for Alternative C, \$3.6 billion for Alternative D, and \$3.5 billion for Alternative E.

Figure S-9
Capital Cost Estimates (Year 2003 dollars)



The Alternatives Evaluation phase of the public involvement process for the I-710 Study involved conducting outreach to stakeholders and gathering feedback regarding the final set of five alternatives. In the outreach process, briefings were held with elected officials at all levels of government along the corridor and presentations were given to numerous community, business, and environmental groups regarding the estimated benefits, costs, and impacts of the five alternatives. Once the potential impacts of the alternatives, including potential right of way (ROW) acquisition requirements became known, the previously approved outreach strategy was revised to go beyond what is typically undertaken for a Major Corridor Study process to ensure that all stakeholders would have an opportunity to review project information, including potential ROW impacts in their area, as well as additional opportunities for communities to provide feedback on the various transportation components included in the five alternatives.

The key issues and themes identified throughout this phase of the public involvement process were: concerns about the large amount of proposed property acquisitions and relocation related to the proposed build alternatives, environmental and health concerns, environmental justice, and perceived shortcomings in the public outreach for the I-710 Study.

Property Acquisition/Relocation—The majority of residents, business leaders, and elected officials along the Corridor expressed strong dissatisfaction with the amount of residential and commercial property that would need to be acquired for the implementation of several of the alternatives. Some of the property that would be lost would include homes, businesses, parks, schools, and churches. There was also a pervasive feeling among the public that property owners would not receive adequate compensation for their properties in an acquisition process. There were also significant concerns regarding the impacts to their communities of the magnitude of the proposed property acquisitions.

Environmental/Health Concerns—Nearly all community residents were concerned that construction of any of the alternatives and the additional truck traffic that is expected on

I-710 between now and the future will lead to increases in dust, smog, noise, and diesel emissions in the communities adjacent to the freeway. Increased cancer risks from diesel toxins and increased incidence of respiratory diseases were also a major concern of stakeholders throughout the I-710 Study Area.

Environmental Justice—Most of the residents living along the I-710 freeway are minorities, and as such, feel that their communities will be unfairly impacted by any of the build alternatives (Alternatives C, D, and E). They would prefer to see further studies conducted to ensure that all potential negative impacts to their communities can either be avoided or sufficiently mitigated.

Public Outreach—Some of the stakeholders did not like the open house format used to disseminate information to the public regarding the final set of five alternatives, and would have preferred that formal meetings be held instead. The open house format was intended to provide members of the public with the opportunity to view project maps and displays and to speak with project team members one-on-one. In response to these concerns, formal meetings were later held in each of the potentially impacted cities, at which point, stakeholders were able to receive a presentation regarding the I-710 Study, as well as formally interact with study staff in a group setting.

As a consequence of the high level of public and community concern voiced about the Final Set of Alternatives, the MTA Board and the I-710 Oversight Policy Committee (OPC) directed agency staff to undertake a revised community participation process. The goal of this revised process was to develop a community consensus for a Hybrid Strategy for the I-710 Major Corridor Study.

S.7 Development of a Hybrid Strategy

In response to the community concerns and opposition to the build alternatives (C, D, and E) of the final set of alternatives, the MTA Board passed a motion on May 22, 2003 to revise the direction of the I-710 Study. Through this motion, the MTA Board directed staff to continue to work with the affected communities and other stakeholders to develop a Hybrid Strategy that would be acceptable to them, while meeting the purpose and need for transportation improvements in the I-710 Study Area. This Hybrid Strategy would have both operational and policy elements, as well as selected physical infrastructure improvements. The MTA Board also directed staff to "...form advisory groups in key areas along the Corridor where current design alternatives require the acquisition of large amounts of private property."

At its May 28, 2003 meeting, the Oversight Policy Committee, also cognizant of community concerns regarding the Final Set of Alternatives, adopted a set of Guiding Principles [see Section S.1] that further elaborated on the MTA motion and provided guidance to the development of a Hybrid Strategy for the I-710 Corridor. At this same meeting, the OPC created two tiers of Community Advisory Committees (CACs) to advise the OPC on the development of the Hybrid Strategy.

Tier 1 – Community Level Committees

Tier 1 Community Advisory Committees (CACs) were formed for each of the cities that border the I-710 Freeway. These communities would have potential right-of-way impacts created by

the build alternatives (C, D, and E) of the Final Set of Alternatives. In total, eight communities were involved at the Tier 1 level:

- Long Beach
- Carson
- Compton
- South Gate
- Lynwood
- Bell Gardens
- Commerce
- East Los Angeles

These CACs primarily focused on key issues that affected their communities including: health, environment and quality of life issues, safety and mobility issues, as well as economic development and land use issues.

To assist with the formation and coordination of these Tier 1 CACs, MTA and the Gateway Cities COG retained a consultant, Moore, Iacofano, Goltsman, Inc. (MIG), to facilitate meetings of these committees. The Gateway Cities COG also retained an engineer (Jerry Wood, Consultant) to assist the Tier 1 CACs in the development of their recommendations for improvements to the I-710 freeway and the transportation system in the surrounding study area. MIG facilitated the formation and meetings of the Tier 1 CACs representing the cities of Carson, Compton, Lynwood, Bell Gardens, and Commerce, as well as the community of East Los Angeles.

The Gateway Cities COG engineer worked with these Tier 1 CACs as well as the South Gate Tier 1 CAC to help develop a Hybrid Strategy. Each of the Tier 1 CACs met numerous times and developed a list of issues, concerns, and recommendations. After reviewing these lists, preliminary design concepts for respective segments of I-710 were developed and presented to each Tier 1 CAC for review and comment. Through this feedback, adjustments and refinements to the hybrid design concept were made.

Rather than form a Tier 1 CAC, the City of Long Beach formed an I-710 Oversight Committee comprised of the three city council members whose districts border the I-710 freeway. The City of Long Beach also retained consultants for facilitation (DSO) and engineering (MMA) to support its separate community outreach process, leading to the development and adoption by the Long Beach City Council of their portion of the Hybrid Strategy.

Tier 2 – Corridor Level Committee

The Tier 2 Community Advisory Committee (CAC) was formed to provide community representation via a broad based corridor-wide body consistent with the OPC action, which stated, "The communities are the 14 corridor cities and two unincorporated areas, with the understanding that the City of Long Beach may identify no more than four impacted communities based on the length (8 miles) of the freeway frontage within that City." As a result, the initial membership consisted of:

- The Chair of each Tier 1 CAC
- For each community that does not have a Tier 1 CAC, a member appointed by the City Council or County Supervisor
- Four members representing the City of Long Beach
- 15 members appointed by the OPC to provide representation from the environmental community, business, labor, institutions, and academia
- The Chair of the I-710 Technical Advisory Committee

In order to empower the Tier 2 CAC to engage additional perspectives or interests that it deems important, the OPC delegated to the Tier 2 CAC the authority to appoint, by two-thirds vote, up to ten additional members. The Tier 2 CAC voted to add one additional member representing environmental justice.

Employing Moore, Iacofano, Goltsman, Inc. as a resource, the Tier 2 CAC structured its work based on key issue areas that were identified by the Tier 1 Community Advisory Committees. These issue areas included:

- Health
- Jobs and Economic Development
- Safety
- Noise
- Congestion and Mobility
- Community Enhancements
- Design Concepts
- Environmental Justice
- Organization and Process

The Tier 1 Community Level Committees provided direct input to the Tier 2 Corridor Level Committee, which in turn was charged with providing input directly to the OPC. The Corridor Level Tier 2 Committee was also charged with providing feedback to the Community Level Tier 1 Committees

Draft Hybrid Design Concept

The community participation phase of the development of the Hybrid Strategy generated a significant number of comments on a number of physical features that were viewed as providing future improvement on I-710. These physical features were combined and coordinated to develop the overall I-710 Draft Hybrid Design Concept.

The purpose of the I-710 Draft Hybrid Design Concept is to provide infrastructure improvements to I-710 focused on improving safety; increasing capacity for growing heavy duty truck demand; increasing capacity for high general-purpose traffic demand; improving reliability of travel times; and separating autos and trucks to the greatest extent possible while limiting direct and indirect right-of-way impacts.

In general terms, the Draft Hybrid Design Concept is comprised of 10 general-purpose traffic lanes, 4 exclusive truck lanes, and interchange improvements from Ocean Boulevard in Long Beach to the intermodal railroad yards in Commerce/Vernon. It is important to note that proposed improvements to the segment of I-710 between Washington Boulevard and SR-60

are still under study, due to the design complexities and potential right-of-way impacts in the vicinity of the I-710/I-5 interchange.

The I-710 Draft Hybrid Design Concept is made up of the following components:

Exclusive Truck Facility on I-710

- 4 lanes (2 in each direction) mostly at-grade between Ocean Boulevard and the intermodal rail-yards in Vernon/Commerce, with the truck lanes being elevated at the following locations: near the SR-91 interchange; north of I-105 near Imperial Highway; and north of Slauson Avenue.
- dedicated ingress/egress points for trucks at selected locations: north of Ocean Boulevard (ingress northbound, egress southbound); north of I-405 (ingress northbound, egress southbound); SR-91 interchange (NB I-710 to EB SR-91, WB SR-91 to SB I-710, EB SR-91 to NB I-710, and SB I-710 to WB SR-91); south of Firestone Boulevard (ingress southbound, egress northbound); and north of Atlantic/Bandini Boulevard (ingress southbound, egress northbound)
- horizontal alignment is as follows:
 - split on both sides of I-710 from Ocean Boulevard to north of Pacific Coast Highway
 - on the east side of I-710 from north of Pacific Coast Highway to Imperial Highway, largely (though not entirely) within the existing State right-of-way or the Southern California Edison right-of-way
 - on the west side of I-710 from Imperial Highway to Gage Avenue
 - on the east side of I-710 from Gage Avenue to Bandini Boulevard
 - split on both sides of I-710 from Bandini Boulevard to south of Washington Boulevard

General Purpose Traffic Improvements on I-710

- one additional general purpose lane in each direction from Ocean Boulevard to the Shoemaker Bridge
- two additional general purpose lanes in each direction from Shoemaker Bridge to I-405
- one additional general purpose lane in each direction from I-405 to Atlantic Boulevard
- shifting the freeway centerline at various locations between Shoemaker Bridge and Atlantic Boulevard to attempt to minimize right-of-way impacts

Interchange Improvements – Truck-Related

- add a truck interchange on the exclusive truck facility providing a northbound exit ramp and a southbound entrance ramp viaduct for trucks only along Sheila Street south of Washington Boulevard providing direct access to/from the UP and BNSF rail yards; also provide a southbound exit ramp and a northbound entrance ramp using the viaduct from the rail yards

Interchange Improvements – General Purpose Traffic

- eliminate some of the design deficiencies at I-405/I-710 and SR-91/I-710 interchanges
- reconfigure approximately 13 local access interchanges between and including Ocean Boulevard at Shoreline Drive in Long Beach and Atlantic Boulevard/Bandini Boulevard in Vernon/Bell
- add one new interchange (Slauson Avenue)
- eliminate freeway access at 9 locations:
 - entrance from 7th Street to SB Shoreline Drive (1 ramp)

- connection from Shoemaker Bridge to Pico Avenue (1 ramp)
- connection from Pico Avenue to Shoemaker Bridge (1 ramp)
- SB exit to and NB entrance from Wardlow Road at I-710 (2 ramps)
- NB and SB I-710 to Santa Fe Avenue (1 ramp)
- exit from WB SR-91 to Alondra Boulevard (1 ramp)
- exit from EB SR-91 to Cherry Avenue (1 ramp)
- WB exit to and EB entrance from Atlantic Boulevard at SR-91 (2 ramps)
- all ramps at Washington Boulevard (4 ramps)

Caltrans standards were considered during the development of the Draft Hybrid Design Concept. However, the standards could not be met at all locations and Caltrans/FHWA approval of design exceptions will be needed to implement the geometric design as currently proposed. If the design exceptions are not acceptable to Caltrans/FHWA, then the geometric designs at certain locations will have to be restudied and the design modified. Any changes will be reviewed with the local community before being finalized.

Note that the community engagement process to reach consensus on the I-710 Draft Hybrid Design Concept north of Atlantic/Bandini is still underway with Commerce and East Los Angeles and therefore proposed improvements to this segment are yet to be defined.

Right-of-Way Impact Analysis

As right-of-way impacts are of great concern to the public, MTA Board, and OPC, right-of-way impacts were assessed for the I-710 Draft Hybrid Design Concept. The precision of this right-of-way impact analysis is governed by the general level of engineering design of the Draft Hybrid Design Concept, which is highly conceptual at this stage of project planning.

Based on aerial photography and topographic information, the approximate number of structures that would be impacted was assessed, as well as the total acreage that would be impacted by the Draft Hybrid Design Concept. Each potentially impacted structure was assigned to a specific land use category to provide an understanding of what kind of structures were being impacted. The land use categories are residential, commercial/industrial, railroad, power/utility, sensitive, or undeveloped land uses. Sensitive land use refers to particularly sensitive natural and community resources, such as parks, green space, schools, hospitals, and cemeteries. The estimated number of impacted structures in each affected city is shown in Table S-4.

Right-of-way impacts were also assessed on an acreage basis, again utilizing aerial photographs, topographic mapping, and GIS database mapping. Table S-5 displays the impacted acreage stratified by city and by land use type. The same land use categories were used as in the structure impact analysis. The City of Long Beach, by virtue of the fact that the City stretches from the southerly project limit at Ocean Boulevard northward to near the SR-91/I-710 interchange, would have the greatest acreage impact of any jurisdiction, 91.2 acres out of a total of 241.4 acres. However, almost half of the impacted acreage in Long Beach is in the Power/Utility land use category. This is an intentional by-product of the design concept, which attempts to maximize use of existing utility owned land adjacent to the I-710 for improvements and hence minimize impacts to residential and commercial properties.

**Table S-4
Estimated Number of Structures Removed by Land Use Type by City
Draft Hybrid Design Concept**

City/Land Use Type	Long Beach	County - Rancho Dominguez	Carson	Compton	Paramount	Lynwood	South Gate	Bell	Bell Gardens	Commerce	Vernon	Total
Residential Structures	3									2		5
Commercial/Industrial Structures	1		3	7			14	15		18	3	61
Railroad Structures												0
Power/Utility Structures	42							9				51
Sensitive Land Use Structures				1								1
Undeveloped Land Structures												0
Total Structures by City	46		3	8			14	24		20	3	118

Source: Jerry Wood, Consultant, in association with MMA, Inc. and Nolan Consulting, Inc., April 2004.

Notes: Does not include right-of-way impacts between I-710/Washington Boulevard and I-710/SR-60, including I-5/I-710 interchange improvements.
Sensitive Land Use refers to particularly sensitive natural and community resources (e.g., parks, green space, schools, hospitals, and cemeteries).

**Table S-5
Acreage Impacts by Land Use Type by City
Draft Hybrid Design Concept**

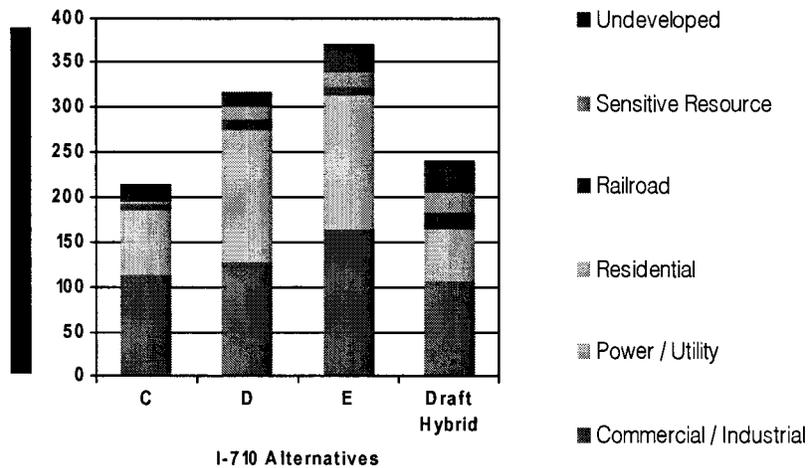
City/Land Use Type	Long Beach	County - Rancho Dominguez	Carson	Compton	Paramount	Lynwood	South Gate	Bell	Bell Gardens	Commerce	Vernon	Total
Residential Acreage	1.0									0.5		1.5
Commercial/Industrial Acreage	5.5		2.9	18.1	0.5		19.0	20.6		29.0	9.9	105.5
Railroad Acreage										17.3		17.3
Power/Utility Acreage	45.5						0.4	11.9				57.8
Sensitive Land Use Acreage	12.6			3.0	1.6			4.3	0.3			21.8
Undeveloped Acreage	26.6					3.1	6.2	1.6				37.5
Total Acreage by City	91.2		2.9	21.1	2.1	3.1	25.6	38.4	0.3	46.8	9.9	241.4

Source: Jerry Wood, Consultant, in association with MMA, Inc. and Nolan Consulting, Inc., April 2004.

Notes: Does not include right-of-way impacts between I-710/Washington Boulevard and I-710/SR-60, including I-5/I-710 interchange improvements. Sensitive Land Use refers to particularly sensitive natural and community resources (e.g., parks, green space, schools, hospitals, and cemeteries).

Figure S-10 displays the potential right-of-way impacts of Alternatives C, D, and E along with the same data for the Draft Hybrid Design Concept. Only the right-of-way impacts of the I-710 mainline concepts are shown. Impacts of proposed improvements north of Washington Boulevard are included in Alternatives C, D, and E, while the Draft Hybrid Design Concept improvements are currently defined only as far north as the I-710/Washington Boulevard interchange. The right-of-way impacts for the proposed truck inspection station have been extracted from Alternative C to normalize its comparison with the Draft Hybrid Design Concept. The right-of-way impacts for the Draft Hybrid Design Concept do not include those from a truck inspection station, nor do they account for impacts for any improvements north of Washington Boulevard, as these are yet to be defined.

Figure S-10
Acreage Impacts by Land Use Type



Source: Parsons Brinckerhoff (March 2003) for Alternatives C, D, and E; Jerry Wood, consultant, in association with MMA, Inc. and Nolan Consulting, Inc. (April 2004) for the Draft Hybrid Design Concept.

Notes: Alternative C impacts exclude proposed truck inspection facility. Draft Hybrid Design Concept impacts exclude truck inspection facility and improvements north of I-710/Washington Boulevard.

Cost Analysis

The cost of the Draft Hybrid Design Concept was estimated using the same methodology that was used to estimate the costs of the Final Set of Alternatives. In the year since the previous cost estimates were prepared, there has been a dramatic change in certain elements of the local economy. Land values have risen significantly, as have the unit costs of certain construction materials, specifically concrete and steel. As such, the estimate for the Draft Hybrid Design Concept is in 2004 dollars as compared to the estimates for Alternatives C, D and E, which were developed in 2003 dollars and were presented in Section S.5. To provide a clearer comparison among the alternatives, the estimates for Alternatives C, D and E have been escalated to 2004 dollars within this section only. Previous references to the Alternatives C, D, and E costs were relative to their estimates in 2003 dollars.

The estimated cost for the Draft Hybrid Design Concept is \$4.5 billion for mainline and interchange improvements with \$3.9 billion of the total for infrastructure construction and \$0.6 billion for right-of-way acquisition. This design concept does not currently include any improvements north of Washington Boulevard in the City of Commerce, nor does it currently include:

- a truck inspection station,
- any arterial improvements, or
- any TSM/TDM/Transit elements.

The cost estimates for Alternatives C, D, and E have been escalated to 2004 dollars and modified to exclude elements that are not included in the Draft Hybrid Design Concept for purposes of comparison. Table S-6 displays the cost estimates for the various alternatives.

**Table S-6
Comparison of Capital Cost Estimates
(2004 dollars in millions)**

	Alternative C	Alternative D	Alternative E	Draft Hybrid Design Concept
Construction	\$1,787.5	\$2,709.3	\$2,992.3	\$3,902.8
Right-of-Way	\$627.1	\$692.9	\$900.7	\$584.8
Total	\$2,414.6	\$3,402.2	\$3,893.0	\$4,487.6

The Draft Hybrid Design Concept has the highest estimated construction cost, but the lowest right-of-way cost. One of the goals of the Draft Hybrid Design Concept was to reduce residential right-of-way impacts, which would commensurately reduce right-of-way acquisition costs. The measures taken to reduce right-of-way impacts included constructing more of the alignment on structure or building other features that resulted in higher construction costs – the Draft Hybrid Design Concept has a capital cost that is about 595 million dollars higher than Alternative E, the alternative with the next highest construction cost.

S.8 Tier 2 Community Advisory Committee Recommendations

The Tier 2 Community Advisory Committee first convened on February 3, 2004 and met a dozen times over a period of seven months between February 2004 and August 2004 in order to develop their recommendations for the I-710 Study.

The charge of the Tier 2 Committee was to review key local issues and opportunities identified by the Tier 1 Community Advisory Committees, consider issues of local and regional importance from a corridor-wide perspective, and provide recommendations to the Oversight Policy Committee on a comprehensive transportation solution for the I-710 Corridor.

The Tier 2 Committee covered a number of issue areas, including: health, jobs and economic development, safety, noise, congestion and mobility, community enhancements, design concepts, environmental justice, and organization and process. Consequently, the Tier 2 Committee recommendations are wide ranging in scope and encompass not only transportation improvements, but also policy proposals, strategies to improve the current environment, specific items for further study, and conditions for future implementation. The

Tier 2 Committee work effort also incorporates the suggestions, ideas, and input from the Tier 1 Committees that represent the most directly impacted communities along I-710.

Several of the Tier 2 meetings were devoted to the preparation of a report, documenting the Committee’s findings and recommendations. Great care was taken to develop precise wording to convey the convictions and intent of the overall group.

Three overarching principles defined the priorities of the Tier 2 Committee and reflected the consensus that emerged during their deliberations:

1. This is a corridor – considerations go beyond the freeway and infrastructure.
2. Health is the overriding consideration.
3. Every action should be viewed as an opportunity for repair and improvement of the current situation.

Table S-7 lists the summary recommendations from the Tier 2 Committee, which are excerpted directly from the executive summary of the Tier 2 Community Advisory Committee’s full report entitled *Major Opportunity/Strategy Recommendations and Conditions*, prepared with the assistance of Moore, Iacofano, Goltsman, Inc. (MIG), on August 2004. The full report from the Tier 2 Committee, including their conditions, is provided in the Appendices of the *I-710 Major Corridor Study Final Report* in its entirety.

**Table S-7
Tier 2 CAC Summary Recommendations**

Topic Area	Tier 2 CAC Recommended Strategies
Health	<ol style="list-style-type: none"> 1. Develop an action plan to improve air quality in the corridor. 2. Implement a corridor level action plan to improve community air quality. 3. Implement local alternative fuels/electrification and/or hydrogen policies and programs to reduce diesel emissions. 4. Pursue opportunities for incremental improvements. 5. Implement port-specific air quality improvement strategies.
Jobs and Economic Development	<ol style="list-style-type: none"> 1. Position the I-710 corridor and Gateway communities for a post-oil economy. 2. Create a community environment that attracts and retains businesses and residents who can support a new gateway cities economy. 3. Enable the I-710 corridor and Gateway communities to become more proactive in today’s economy. 4. Institute corridor-wide programs and partnerships to equip area residents with the skills needed to move into higher-paying jobs in the new economy. 5. While promoting the importance of all business, specifically recognize small business as an economic driver and foster its growth within the communities. 6. Consistent with current law, advocate policies at the national, state, regional and local levels to require businesses that benefit from any potential I-710 improvements to pay living wages.

Table S-7 Continued
Tier 2 CAC Summary Recommendations

Topic Area	Tier 2 CAC Recommended Strategies
Safety	<ol style="list-style-type: none"> 1. Continue support and implementation of safety programs. 2. Increase enforcement of traffic and vehicle safety laws and regulations. 3. Increase public and truck education on safety and neighborhood issues. 4. Implement infrastructure improvements. 5. Separate trucks and cars.
Noise	<ol style="list-style-type: none"> 1. Provide appropriate and effective sound walls to reduce noise impacts to neighborhoods and schools adjacent to the freeway. 2. Implement noise mitigation programs. 3. Conduct a study to assess how truck traffic from extended gate hours for trucks and 24/7 port operations will impact communities, and assess what mitigations may be appropriate.
Congestion and Mobility	<ol style="list-style-type: none"> 1. Maximize use of existing infrastructure. 2. Implement expanded public transit solutions. 3. Provide a comprehensive bicycle and pedestrian network with connectivity throughout the area. 4. Develop a consistently implemented plan with cities and residents to mitigate construction impacts and maintain access. 5. Support cooperative planning among all ports along the West Coast.
Design Concepts	<ol style="list-style-type: none"> 1. Endorse the specific Tier 1 CAC recommendations included in the Appendix of this Tier 2 Report. 2. Support capacity enhancement improvements for the I-710 Freeway upon meeting the conditions recommended in this Tier 2 Report, including those recommended by both Tier 1 and Tier 2 CACs. 3. If economic and environmental studies show that expansion of the freeway is necessary, develop new transportation infrastructure for I-710 that separates cars from trucks. 4. If economic and environmental studies show that expansion of the freeway is necessary, locate the new truck lanes in such a way as to minimize community impacts. 5. Redesign unsafe and congested interchanges on I-710. 6. Consider future needs and requirements in implementing any new I-710 design. 7. If economic and environmental studies show that expansion of the freeway is necessary, upgrade of the existing freeway must satisfy criteria detailed in this Tier 2 Report.

Table S-7 Continued
Tier 2 CAC Summary Recommendations

Topic Area	Tier 2 CAC Recommended Strategies
Community Enhancements	<ol style="list-style-type: none"> 1. Preserve existing parks, open space, and natural areas. 2. Develop and implement community enhancement projects. 3. Provide programs to minimize construction impacts. 4. Develop and implement a plan for arterial streetscapes. 5. Mitigate light and glare in surrounding communities.
Environmental Justice	<ol style="list-style-type: none"> 1. Include the corridor communities in the planning process, in a meaningful way, including provision of appropriate language translation. 2. Ensure that impacts do not disproportionately fall on low-income people or people of color. 3. Ensure that the benefits from the projects flow to the corridor communities.
Organization and Process	<ol style="list-style-type: none"> 1. This Tier 2 Report will be formally "agendized" and presented to the OPC when it convenes in September 2004 for consideration and decision. All Tier 2 members will be invited to the OPC meeting, and the presentation of the Tier 2 report will be delivered by a representative group of Tier 2 spokespersons. 2. Following the OPC's meeting, there will be a follow-up meeting(s) of the Tier 2 Committee to discuss actions taken by the OPC. 3. Prior to the beginning of any formal EIR for the I-710 Major Corridor Study, Metro (MTA) and the Gateway Cities COG will work with the communities, appropriate agencies, organizations and community groups in developing a collaborative process for community participation in the environmental review process. This process will continue to work collaboratively throughout the EIR process.

S.9 Technical Advisory Committee Recommendations

The role of the Technical Advisory Committee was to provide technical oversight of study methods, assumptions, and findings throughout the course of the I-710 Major Corridor Study and to make recommendations to the Oversight Policy Committee prior to key decision points. Between March and May, 2003, the TAC met several times to hear and review technical reports from the study team on the evaluation results of the Final Set of Alternatives – Alternatives A, B, C, D, and E. The TAC members also attended numerous public and community meetings that were held within their respective jurisdictions to hear public concerns on the five alternatives. Through this process, the TAC immersed itself in the details of the elements that made up the various alternatives.

On May 28, 2003, the Oversight Policy Committee directed the TAC to start with Alternative B and create a "hybrid" alternative recommendation that combines appropriate elements from all five alternatives. The OPC further directed that these elements must be acceptable to each affected city with the purpose of minimizing right-of-way acquisitions and the objective of

preserving existing housing stock, yet work together as an integrated strategy consistent with adopted guiding principles. The following month, June 2003, the TAC formally adopted the OPC's guiding principles to guide the next phase of their effort in developing a technical recommendation for a Hybrid Strategy. [The Guiding Principles are listed in Section S.1 of this report.]

For a period of several months, individual TAC members met with their communities and with the Gateway Cities COG's engineer to develop a community-based design that incorporated the most appropriate elements for a Hybrid Design Concept for I-710. This community-based design process looked at exceptions to federal and state highway design standards as well as other opportunities to avoid residential property takes. TAC members from potentially impacted cities actively participated in their respective Tier 1 community advisory committees to help identify and resolve technical issues for each of their cities. The TAC Chair served as an active member of the Corridor-wide (Tier 2) Community Advisory Committee. In addition, several TAC members routinely attended the Tier 2 CAC meetings either to observe or to serve as a technical resource, which helped provide both continuity and interface among these advisory bodies to the I-710 Study.

The TAC reconvened, as a whole, beginning in February 2004 to hear status reports on the development of a community-based design concept for the Hybrid Strategy and to receive updates on the activities of the Tier 1 and Tier 2 Community Advisory Committees. During March and April of 2004, the TAC reviewed conceptual plans of the Hybrid Design Concept, representing the work of the Gateway Cities COG engineering team and the Tier 1 community advisory committees.

In early September 2004, the TAC met again to receive design review comments from Caltrans/FHWA and to receive the Tier 2 CAC Report, *Major Opportunity/Strategy Recommendations and Conditions*. At this meeting, the TAC also formulated their recommendations for a Hybrid Strategy for the I-710 Study Area for consideration by the Oversight Policy Committee. Through their recommendation, the TAC sought to bring the greatest transportation benefit to the overall I-710 Corridor in terms of public health, safety and mobility, while adhering to the Guiding Principles.

The TAC made no further changes to the draft Hybrid Design Concept (presented in Section S.6 of this report) with the understanding that the segment of the I-710 Corridor between the BNSF/UP railroad yards in Vernon/Commerce and SR-60 is still under study and that findings from this focused study effort, including any new freeway-to-freeway ramp connections between I-710 and I-5, will need to be integrated with the overall I-710 Hybrid Design Concept prior to initiating environmental studies on I-710. The TAC further recognizes that additional design options will be explored and refinements will necessarily occur to the Hybrid Design Concept as it moves forward into project development (e.g., environmental studies and preliminary engineering) Examples of these design issues include items such as the specific location of truck lane ingress/egress ramps; evaluation of traffic impacts of proposed ramp closures; proposed local interchange configurations; and weave distances between ramps that connect to I-710. Some of these design issues were identified during the course of the I-710 Study and are called out in Section S.10 of this report (Issues for Further Consideration). Yet others will be identified through the more detailed environmental and engineering studies that typically occur in future phases of project development.

Table S-8 summarizes the recommendations for a Hybrid Strategy that were developed by the TAC on September 9, 2004.

Table S-8
Summary TAC Recommendations - Hybrid Strategy

Component	Descriptive Elements
Hybrid Design Concept ¹ (Ocean Blvd. to the Intermodal Railroad Yards ²)	<ul style="list-style-type: none"> ➤ 10 general purpose traffic lanes on I-710 ➤ 4 exclusive truck lanes along I-710, between Ocean Boulevard and the intermodal railroad yards in Vernon / Commerce, including dedicated ingress/egress points for trucks at selected locations ➤ exclusive truck ramps from the truck lanes to the intermodal railroad yards in Vernon / Commerce ➤ new local interchange at Slauson on I-710 ➤ interchange modifications at 15 local interchanges and 2 freeway-to-freeway interchanges on I-710
Alternative A – No Build Improvements	<ul style="list-style-type: none"> ➤ Future improvements to the existing transportation system that are already planned and committed and are, therefore, expected to be in place by 2025. Examples of these projects include: replacement of all of the pavement and construction of a new concrete, median divider on I-710 between Ocean Boulevard and I-10; added bus service throughout the I-710 Study Area; and improvements to truck-impacted intersections, among other future transportation projects.
Alternative B – TSM/TDM Improvements	<ul style="list-style-type: none"> ➤ Transportation strategies to better manage how the existing freeways, roadways, and the transit systems operate in the I-710 Study Area. Examples include: added bus service for local communities; the completion of the ramp metering system on I-710, advanced technologies to manage traffic and to inform motorists about alternate routes to avoid traffic congestion; and programs to reduce truck diesel emissions and encourage a shift of truck traffic into the late evening or early morning hours. (See Section S.4 of this report, Alternative B, for a complete list.)
Truck Inspection Facility	<ul style="list-style-type: none"> ➤ Precise configuration and location of the truck inspection facility within the I-710 Study Area to be determined through further study.
Arterial Roadway Improvements	<ul style="list-style-type: none"> ➤ Operational and/or capacity improvements to selected arterial roadways within the I-710 Study Area. The scope and extent of the proposed improvements as well as those arterials to be included in this component of the Hybrid Strategy to be determined through further study.

Notes: ¹Detailed information on the Hybrid Design Concept is provided in I-710 Major Corridor Study "Hybrid" Alternative (Locally Preferred Strategy) Technical Report, Gateway Cities COG, April 2004.

²The portion of the I-710 Corridor between the BNSF /UP intermodal railroad yards in Vernon / Commerce and SR-60 is currently under study. Results from this focused study effort will be integrated with the Hybrid Design Concept prior to initiating follow on environmental studies.

S.10 I-710 Oversight Policy Committee Actions

The I-710 Oversight Policy Committee met on September 30, 2004 to receive the reports from the Tier 2 Community Advisory Committee and the Technical Advisory Committee, as well as public comment related to both reports. After added consideration of these two reports, the OPC then met on November 18, 2004 and adopted the Locally Preferred Strategy (LPS) for the I-710 Major Corridor Study. In addition they adopted four recommendations providing direction and guidance on the future phases of project development and on companion actions.

The Locally Preferred Strategy

The OPC approved the Hybrid Design Concept and the related supporting elements as the Locally Preferred Strategy:

- Hybrid Design Concept, which consists of ten (10) mixed flow lanes, specified interchange improvements, and four (4) truck lanes between the intermodal rail-yards in Vernon/Commerce and Ocean Boulevard in Long Beach (see Figure S-11)
- Alternative B – Transportation System Management/Transportation Demand Management Improvements
- Improvement to arterial highways within the I-710 Corridor
- Construction of truck inspection facilities to be integrated with the selected overall design concept

The LPS adds general purpose capacity to I-710, as well as separating trucks from autos to the extent feasible by adding truck-only lanes. The LPS includes all of the transportation projects of the No Build Alternative as these comprise the future condition in the I-710 Corridor. As described above, the LPS also includes all of the programs, policies, and strategies from Alternative B. Based on the OPC Action of November 18, 2004, the Locally Preferred Strategy was forwarded to the MTA Board for its consideration and action.

The OPC, as part of the LPS decision, also committed to an additional “mini” study of the segment of the Corridor between Atlantic/Bandini and SR-60 to determine an acceptable design concept and scope for that segment of the Corridor. The results of this mini-study will be reviewed by the impacted Tier 1 CACs, the Tier 2 CAC, and the TAC. These advisory committee recommendations will be considered by the OPC prior to its adoption of the design concept and scope for this segment of the Corridor, which will then be referred to the MTA for inclusion in the I-710 Corridor LPS. It is anticipated that these efforts will be concluded by Summer 2005.

Additional OPC Actions

The OPC adopted four additional actions to support the LPS decision and in response to community issues regarding the I-710 Corridor, as expressed in the Tier 2 CAC's report. These actions are:

- Request the Gateway Cities Council of Governments to return with suggested steps for initiating the development and implementation of a corridor level Air Quality Action Plan to include not only technical but also funding, institutional structure and legislative strategies as well as an approach to holding public agencies with jurisdiction in the

Corridor accountable for progress in meeting air quality and public health objectives in the Corridor and Region.

- Forward the Tier 2 report in its entirety to be accepted as pre-scoping guidance to the preparation of the EIR/EIS.
- Request the Gateway Cities Council of Governments to identify and pursue appropriate avenues to implement those Tier 2 recommendations that prove to exceed the scope of any I-710 transportation improvement project and report back to the community.
- Request MTA and COG staff to suggest a process and structure for continuing community participation throughout the environmental analysis.

S.11 MTA Board Action

The MTA Board met on January 27, 2005 to adopt the Draft Final Report of the I-710 Major Corridor Study. Additionally the Board acted to:

1. Authorize the Chief Executive Officer to proceed with the preparation of a Scope of Work and Funding Plan that will include funding commitments from multiple partners for the environmental phase of the project pursuant to the Major Corridor Study's Locally Preferred Strategy and use input from the I-710 Community Advisory Committees in the environmental scoping process. The Scope of Work should also include assessment of impacts to the I-170/SR-60 interchange and evaluation of alternative project delivery methods.
2. Direct MTA staff to report back to the Board with the results of the East Los Angeles Mini-Study and that results be included into the Locally Preferred Strategy prior to initiating scoping for the EIR/EIS;
3. Receive the TIER II report to be accepted and utilized as pre-scoping guidance for the EIR/EIS;
4. Direct the MTA CEO, with the assistance of our state and federal advocates, to work with the appropriate governmental and non-governmental agencies to form a multi-jurisdictional entity to coordinate the appropriate aspects of the project, including identification of a funding plan with funding sources from multiple partners, and upon formation, the multi-jurisdictional partnership be tasked with identifying strategies for achieving near-term improvements to the Corridor's air quality and that the strategies be identified prior to initiation of the EIR/EIS Request for Proposals.

S.12 Issues for Further Consideration

While consensus for a Locally Preferred Strategy was reached among study decision-makers, it was with the understanding that a number of issues of concern that were raised during the study process would be revisited during the environmental review, preliminary engineering, final design, and construction phases of the proposal.

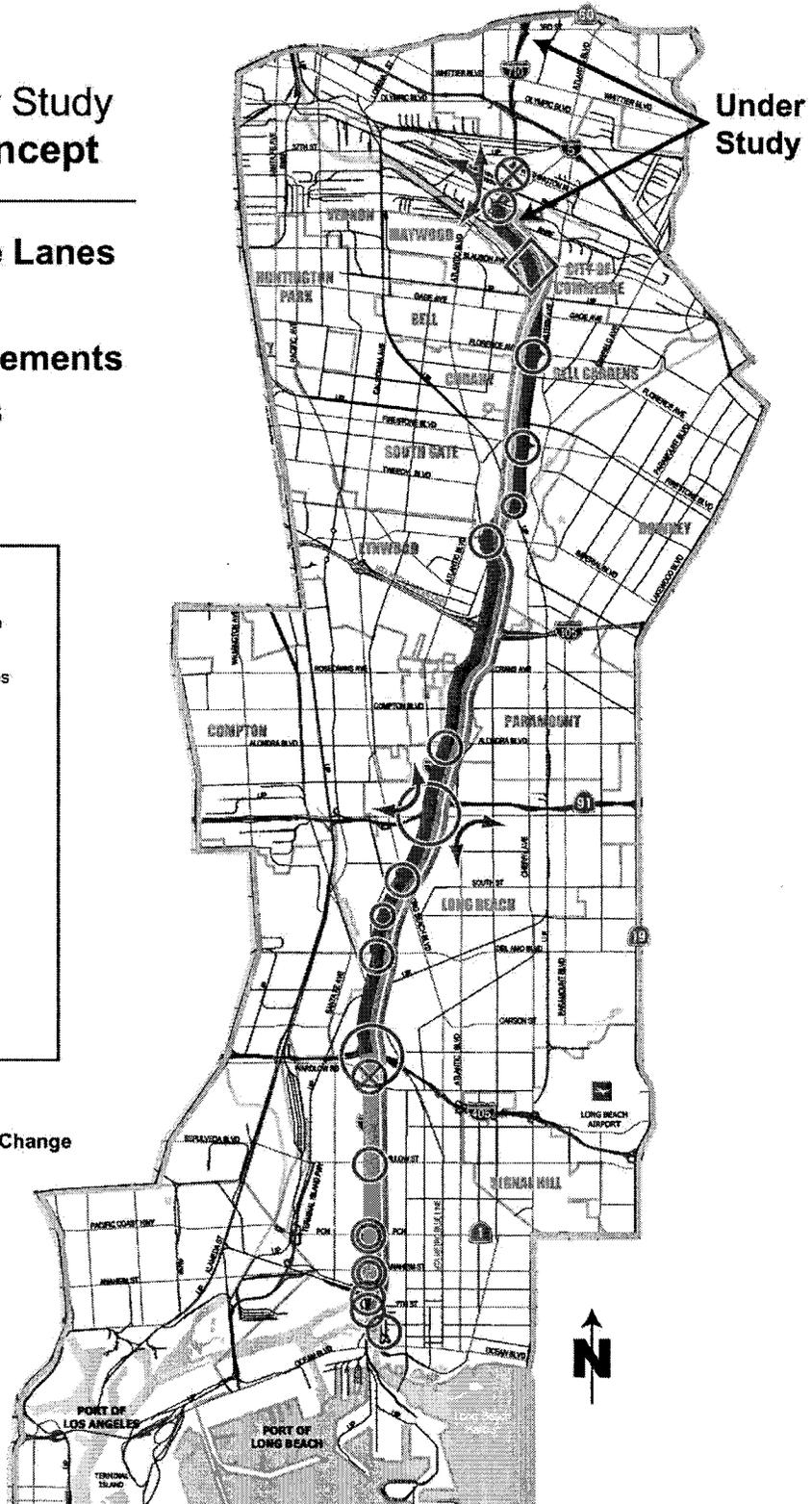
Figure S-11

I-710 Major Corridor Study
Hybrid Design Concept

- 10 General Purpose Lanes
- 4-Lane Truckway
- Interchange Improvements
- Direct Truck Ramps

LEGEND	
	Add One Mixed Flow Lane (Each Direction)
	Add Two Mixed Flow Lanes (Each Direction)
	Exclusive Truck Facility
	Interchange Improvement
	New Interchange
	Eliminate Interchange
	Truck Ramps
	Truck Ingress/Egress

Preliminary Concepts, Subject to Change



Source: Jerry Wood, Consultant, in association with MMA, Inc. and Nolan Consulting, Inc., April 2004

For the most part, these are issues that were beyond the scope and authority of the I-710 planning study. Some are matters about which design assumptions had to be made for study purposes and yet about which considerable controversy remains. Others have to do with phasing of the overall project and ensuring that it supports the overall health and quality of life issues in the I-710 Study Area. These issues represent critical concerns of several of the local representatives, the community advisory group members, and the public, and will become part of future discussions as the various aspects of the project move into the next phases.

Air Quality Action Plan – The Tier 2 Community Advisory Committee (CAC) determined that air quality is the number one public health issue in the I-710 Corridor. The OPC agrees and has approved a resolution requesting the GCCOG develop and implement a corridor level Air Quality Action Plan, independent of the future environmental studies of proposed improvements to I-710. This study will need to be developed and a framework for continued participation with the affected communities implemented. In addition, this Action Plan will need to inform the future environmental studies of the proposed I-710 improvements.

Public Involvement Plan for EIS/EIR Phase – Concurrent with their LPS decision, the OPC has also approved a request to MTA and GCCOG staff to suggest a process and structure for continuing community participation throughout the upcoming environmental analysis of the proposed I-710 infrastructure improvements. The OPC has committed to the public to continue the high level of community participation achieved with the Tier 1 and Tier 2 CACs through the environmental analysis phase of proposed I-710 improvements. The agency staff will need to work with the affected communities to determine if the current CAC process best serves the community engagement process in the EIS/EIR phase or whether a different process is preferred.

Mini-Corridor Study – As part of their LPS decision, the OPC acknowledged that additional study and community consensus building is required to determine the LPS design concept and scope for the northern segment of the Corridor between Atlantic/Bandini and SR-60. The OPC has committed to undertake this “mini” corridor study and incorporate its results into the LPS. The OPC further commits to consider recommendations from the impacted Tier 1 CACs, Tier 2 CAC and TAC prior to its decision on the LPS for this segment of the Corridor. It remains to be determined if transportation infrastructure improvements that are acceptable to the local communities can be developed for this segment of the Corridor.

Freeway Design Issues – The Hybrid Design Concept adopted as the LPS contains several design exceptions to achieve the objective of increasing corridor roadway capacity while minimizing right-of-way impacts. Caltrans and FHWA have performed a preliminary review of the conceptual design of the LPS and have expressed concern regarding several design features. These concerns will be addressed in subsequent engineering development phases of the project. While the objective is to minimize right-of-way impacts, addressing design issues/concerns may require revising acquisition needs. These impacts will be reviewed with the affected communities to ascertain whether a consensus can be maintained on the design concept that is acceptable to Caltrans, FHWA, and other agencies whose facilities and operations are impacted by the design.

Definition of Arterial Street Improvements – As part of the LPS, the OPC approved an element of “improvement of arterial highways within the I-710 Corridor”. The scope and extent of these arterial improvements will need to be defined in future project development phases. The TAC had differences of opinion as to the scope of arterial improvements within each of the respective local jurisdictions, which range from lane additions, to intersection improvements to signal system upgrades or spot improvements. These improvements will also need to achieve consistency, such as lane continuity, among jurisdictions. At a minimum, pavement on arterials to withstand the anticipated detour traffic in advance of I-710 construction that can handle the weight of heavy duty trucks would need to be examined.

Determination of Truck Inspection Facility(ies) – Construction of truck inspection facilities integrated with the overall design concept is a component of the LPS. During the MCS, a candidate site was identified for an inspection facility adjacent to northbound I-710 between Long Beach Blvd. and Del Amo Blvd. However, specific sites have not been subjected to more detailed scrutiny. Siting issues which will need to be addressed include proximity to the Ports, adequate space to queue trucks awaiting inspections, noise and air emissions impacts to surrounding communities and traffic safety. These decisions will also be influenced by emerging inspection facility technologies.

Phasing of Improvements – All of the elements in the Locally Preferred Strategy (LPS), including the Hybrid Design Concept, have a price tag in excess of \$5 billion and their implementation will need to be phased over several years. Decisions will need to be made regarding the order of phasing of implementation of the LPS components, including items such as the truckway, added travel lanes for I-710, and interchange improvements. Considerations in these decisions will include constructability, maintenance of traffic, funding availability, and political consensus. A phasing plan will need to be agreed upon by the funding and implementing agencies as part of the EIS/EIR phase of the project development process.

Technology, Construction and Noise Impacts

The OPC at its November 2004 meeting adopted guiding principles stating that the analysis during the EIR/EIS Phase include detailed review of construction and noise impacts and mitigation; and the feasibility of alternative technologies for movement of goods in the corridor.

Project Funding

MTA views the I-710 Corridor Improvement Project as one of national significance. As a consequence, the MTA intends to assemble a multi-jurisdictional coalition of funding partners. In order to access federal and state funds for the project, innovative and conventional local revenue sources must be analyzed in detail. A detailed financial plan will be prepared exploring such revenue sources as container fees and truck-way tolls, during the next phases of project planning and development.

APPENDIX S

***Major Opportunity/Strategy
Recommendations and Conditions, TIER
2 Community Advisory Committee, August
2004***

I-710/MAJOR CORRIDOR STUDY
Tier 2 Community Advisory Committee

**Major Opportunity/Strategy Recommendations
and Conditions**



August, 2004

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Acknowledgements

TIER 2 COMMITTEE MEMBERS

Glenna J. Amos*
City of South Gate

Harold Arsenian*
City of Vernon

Dr. Ed Avol
USC School of Medicine

Hamid Bahadori
Automobile Club of Southern California

Gerald Burgess*
City of Paramount

Victor Caballero*
City of Huntington Park

Gustavo Camacho*
East Los Angeles

Malcolm Carson
Legal Aid Foundation of Los Angeles

Roberto Chavez*
City of Compton

Louis Diaz
International Brotherhood of Teamsters

Clifford Dunbar*
City of Bell Gardens

Bob Eula*
City of Commerce

Belinda Faustinos
San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy

Larry Galvan*
City of Cudahy

Julie C. Gonzalez*
City of Bell

Steve Goodling
Long Beach Area Convention and Visitors Bureau

Patricia Herrera*
City of Long Beach

Roger Holman*
City of Long Beach

Alan Hose*
City of Long Beach

Tom Houston*
City of Compton

Randy Kendrick
City of Bell

Bobbi Kimble*
City of Long Beach

Angelo Logan
Coalition for Environmental Health and Justice

Dr. Joseph Magaddino
California State University at Long Beach

Mandy McLaughlin*
City of Compton

Dr. Domenick Miretti
Marine Clerks Association

Dr. Elisa Nicholas
Long Beach Alliance for Children with Asthma

Harold Omel*
City of Long Beach

Servando Ornelas*
East Los Angeles

Bill Pagett
Technical Advisory Committee Chair

Noel Park
San Pedro Peninsula Homeowners Coalition

Ray Park*
City of Carson

Luis Romero*
City of Maywood

Patty Senecal
Transport Express

Harold Tseklenis*
City of Downey

Linda Vitale*
City of Long Beach

Rod White*
City of Lynwood

Harold Williams
South Bay Council of Governments

*Designated Tier 1 Community Advisory Committee Member representing corridor communities.

Note: Some communities had a change in representatives during the process

STAFF SUPPORT

Metro: Lynda Bybee, Susan Gilmore, Ray Maekawa, Ernest Morales

Gateway Cities COG: Deborah Chankin, Richard Powers, Jerry Wood

MIG: Pat McLaughlin, Esmeralda Garcia, Sam Gennawey, Katherine Padilla

Executive Summary

INTRODUCTION

This report presents the final consensus resulting from nine months of deliberations by a broad-based group appointed by I-710 corridor communities and the I-710 Oversight Policy Committee. Known as the Tier 2 Committee, this group represented a broad base of interests, including local communities, academic, environmental, business, community and environmental justice. The most directly impacted communities in the corridor were invited to form community-level committees (known as the Tier 1 Committees). The chairs of these committees were also represented on the Tier 2 Committee, along with a representative named by each City Council in the remaining corridor cities.

The following guiding principles define the priorities of the Tier 2 Committee and reflect the consensus that emerged during this process:

1. **This is a corridor – considerations go beyond the freeway and infrastructure.**
2. **Health is the overriding consideration.**
3. **Every action should be viewed as an opportunity for repair and improvement of the current situation.**

The Committee recognizes that something must be done to address the current congestion and design of the I-710 freeway. The high number of trucks on the freeway uses up capacity and the mix of cars and trucks poses a serious safety concern. The committee agrees that the hybrid design concept presented could accomplish maximum build out in a manner that reflects the Tier 1 CACs' concerns and recommendations for their communities, with the exception of the City of Commerce and East Los Angeles area, which require further study. However, the I-710 corridor is more than just a place for trucks to pass through on their way to their final destination. It is the location of our homes, businesses, schools, parks, and lives. Today, particulates and other pollutants from diesel truck traffic in the I-710 Corridor and the ports of Long Beach and Los Angeles are our communities' primary air-quality-related health concern. **Therefore, the conditions for major infrastructure improvements must be as follows:**

1. Implement a corridor level action plan to improve community air quality.
2. Major infrastructure improvements must be conditioned on achieving air quality goals to protect public health; corridor air quality must comply with county, state and federal standards prior to the start of mainline construction

and the entire project taken as a whole must result in a net reduction in criteria pollutants.

3. Prior to the initiation of the environmental review process, all Tier 1 Community Advisory Committees must have formally endorsed the freeway improvement design concept.
4. Prior to adopting a preferred alternative the OPC must conduct a study and cost benefit analysis of potential goods movement alternatives as an alternative to increasing the capacity of the I-710 Freeway.
5. A study of the impact of construction on air quality, traffic, congestion, noise and impact on surrounding communities must be conducted, and if construction does go forward, specific mitigation plans must be developed and put into effect during the construction process to minimize and mitigate the impact of construction on the surrounding communities.
6. Major infrastructure improvements must be conditioned on achieving a net decrease in noise impacts upon the affected communities.

The Committee recognizes that certain aspects of the design concepts, particularly for designated on-ramps, may be appropriate for implementation prior to addressing the “mainline” issues. However, these improvements cannot be constructed in isolation from all of the other recommendations such as public health, community enhancement, and noise abatement. The I-710 design must take into account the safety and quality of life of the communities in the corridor, including provisions for greenbelts and open space.

This Executive Summary presents a synopsis of our committee’s findings and recommendations, which are presented, in eight topic areas. (Greater detail is provided in the full report.)

HEALTH

Air quality is the number one public health issue. Poor air quality has had significant negative impacts on public, economic, environmental and community health in the corridor. Particulates and other pollutants from diesel truck traffic in the I-710 Corridor and the ports of Los Angeles and Long Beach are our communities’ primary air-quality-related health concern. The first consideration for approval of any improvements within the I-710 corridor must be the project’s ability to reduce air quality impacts. Therefore, these steps must be taken before construction can begin on the “mainline” project to reduce air pollution.

The Tier 2 Committee recommends the following air quality improvement strategies:

1. Develop an action plan to improve air quality in the corridor.
2. Implement a corridor level action plan to improve community air quality.
3. Implement local alternative fuels/electrification and/or hydrogen policies and programs to reduce diesel emissions.
4. Pursue opportunities for incremental improvements.
5. Implement port-specific air quality improvement strategies.

JOBS AND ECONOMIC DEVELOPMENT

The twin ports of the San Pedro Bay generate significant economic benefits for the region as a whole. However, the cost associated with the movement of goods is primarily borne by local communities. These external costs, including increased levels of pollution, have reduced the attractiveness and livability of these communities. To address this imbalance, local residents and businesses must become net beneficiaries of the continued growth in international trade through the local ports. Improvement of air quality and the environment are essential for the area to take advantage of and capitalize on the area's assets. In addition, an investment in education is necessary to continue to diversify the economy and provide economic opportunity for residents.

The Tier 2 Committee recommends the following economic development strategies:

1. Position the I-710 corridor and Gateway communities for a post-oil economy.
2. Create a community environment that attracts and retains businesses and residents who can support a new gateway cities economy.
3. Enable the I-710 corridor and Gateway communities to become more proactive in today's economy.
4. Institute corridor-wide programs and partnerships to equip area residents with the skills needed to move into higher-paying jobs in this new economy.
5. While promoting the importance of all business, specifically recognize small business as an economic driver and foster its growth within the communities.
6. Consistent with current law, advocate policies at the national, state, regional and local levels to require businesses that benefit from any potential I-710 improvements to pay living wages.

SAFETY

The I-710 corridor is one of the most unsafe freeways in the State. Increasing truck traffic, conflicts between cars and trucks, aging infrastructure, and outdated design are all contributing causes to accidents in and around the freeway. The high concentration of older trucks, which frequently become disabled, poses a significant safety hazard, as do truck intrusions into nearby communities and neighborhoods. Just as the Alameda Corridor helped reduce conflicts between trains and automobiles, any improvements to the I-710 corridor must resolve the inherent conflicts between automobiles and trucks.

The Tier 2 Committee recommends the following safety improvement strategies:

1. Continue support and implementation of safety programs.
2. Increase enforcement of traffic and vehicle safety laws and regulations.
3. Increase public and trucker education on safety and neighborhood issues.
4. Implement infrastructure improvements.
5. Separate trucks and cars.

NOISE

Excessive noise is a serious public health concern in the corridor and cannot be resolved by simply building more sound walls. A comprehensive analysis of noise along the corridor must lead to a plan that recognizes the health impacts to our communities and seeks to resolve those impacts by providing appropriate relief. Major infrastructure improvements must be conditioned on achieving a net decrease in noise impact upon the affected communities.

The Tier 2 Committee recommends the following noise control strategies:

1. Provide appropriate and effective sound walls to reduce noise impacts to neighborhoods and schools adjacent to the freeway.
2. Implement noise mitigation programs.
3. Conduct a study to assess how truck traffic from extended gate hours for trucks and 24/7 port operations will impact communities, and assess what mitigations may be appropriate.

CONGESTION AND MOBILITY

The major purpose of congestion relief must be to improve the quality of life and economic vitality of the corridor rather than simply to accommodate port growth. The current corridor capacity is not adequate even for the existing demands in the area. The current conditions along the corridor are simply not acceptable. The Committee suggests an approach that provides multiple options for personal mobility – auto, pedestrian, bike and transit – within the corridor. Likewise, goods movement requires a comprehensive, regional approach that reduces bottlenecks in all segments – ship, truck, and rail.

The Tier 2 Committee recommends the following congestion and mobility strategies:

1. Maximize use of existing infrastructure
2. Implement expanded public transit solutions.
3. Provide a comprehensive bicycle and pedestrian network with connectivity throughout the area.
4. Develop a consistently implemented plan with cities and residents to mitigate construction impacts and maintain access.
5. Support cooperative planning among all ports along the West Coast.

COMMUNITY ENHANCEMENTS

The I-710 corridor is more than just a place for trucks to pass through on their way to their final destination. It is the location of our homes, businesses, schools, parks, and lives. Plans for future improvements to the I-710 are not intended to solely address congestion and mobility problems. Instead a revitalized I-710 must be the catalyst to enhance local communities along the corridor, creating an even more desirable place to live, work, and play. Major infrastructure improvements must also be conditioned on conclusion of satisfactory agreements with the neighboring communities to fully mitigate negative aesthetic impacts and to mitigate the impacts of any increased light and glare.

The Tier 2 Committee recommends the following community enhancement strategies:

1. Preserve existing parks, open space, and natural areas.
2. Develop and implement community enhancement projects.
3. Provide programs to minimize construction impacts.
4. Develop and implement a plan for arterial streetscapes.
5. Mitigate light and glare in surrounding communities.

DESIGN CONCEPTS

A new design concept for I-710 and/or alternative transportation modes for vehicles and goods movement is needed that responds to the specific design recommendations developed by the Tier 1 CACs to minimize or limit take of homes within their communities along I-710. The hybrid design, as developed to date, does a credible job of accomplishing this goal. However, final decisions on project configuration can only be made subsequent to incorporation of the further study of East Los Angeles and City of Commerce and upon completion of cost benefit and environmental studies. The I-710 design must take into account the safety and quality of life of the communities located next to the freeway, including provisions for greenbelts and open space.

The Tier 2 Committee recommends the following design concept strategies:

1. Endorse the specific Tier 1 CAC recommendations included in the Appendix.
2. Support capacity enhancement improvements for the I-710 Freeway upon meeting the conditions recommended in this report, including those recommended by both Tier 1 and Tier 2 CACs.
3. If economic and environmental studies show that expansion of the freeway is necessary, develop new transportation infrastructure for I-710 that separates cars from trucks.
4. If economic and environmental studies show that expansion of the freeway is necessary, locate the new truck lanes in such a way as to minimize community impacts.
5. Redesign unsafe and congested interchanges on I-710.
6. Consider future needs and requirements in implementing any new I-710 design.
7. If economic and environmental studies show that expansion of the freeway is necessary, upgrade of the existing freeway must satisfy criteria detailed in this report.

ENVIRONMENTAL JUSTICE

In the fifty years since the freeway was first built, the corridor has become home to minority and low-income populations. For many years, the people who live within the corridor have shouldered an unfair burden in health, economic, and quality of life issues. Environmental justice requires a mechanism for the meaningful involvement of all people in the transportation decision-making process and to ensure that the low-income and

minority communities receive equitable distribution of the benefits from transportation activities without suffering disproportionate adverse impacts.

The Tier 2 Committee recommends the following environmental justice strategies:

1. Include the corridor communities in the planning process in a meaningful way, including provision of appropriate language translation.
2. Ensure that impacts do not disproportionately fall on low-income people or people of color.
3. Ensure that the benefits from the projects flow to the corridor communities.

ORGANIZATION AND PROCESS

To ensure that the work of the Tier 2 Committee is carried forward as set forth in the full report, a task force of representatives from the Tier 2 CAC, the OPC and the TAC should be established to plan and oversee the implementation of the conditions and recommendations of the Tier 2 CAC.

The Tier 2 Committee recommends the following organization and process strategies:

1. This Tier 2 Report will be formally “agendized” and presented to the OPC when it convenes in September 2004 for its consideration and decision. All Tier 2 members will be invited to the OPC meeting, and the presentation of the Tier 2 report will be delivered by a representative group of Tier 2 spokespersons.
2. Following the OPC’s meeting, there will be a follow-up meeting(s) of the Tier 2 Committee to discuss actions taken by the OPC.
3. Prior to the beginning of any formal EIR for the I-710 Major Corridor Study, Metro (MTA) and the Gateway Cities COG will work with the communities, appropriate agencies, organizations and community groups in developing a collaborative process for community participation in the environmental review process. This process will continue to work collaboratively throughout the EIR process.

CONCLUSIONS AND NEXT STEPS

This report is hereby presented by the Tier 2 CAC to the I-710 Oversight Policy Committee. The Committee expects that its recommendations will be carried forward by the OPC, the Gateway Cities COG, the Los Angeles County Metropolitan Transportation Authority (Metro), the Southern California Association of Governments (SCAG) and the

California State Department of Transportation (Caltrans). Further, we expect our recommendations to be used as required guidance in the planning and development of future corridor improvements. The Committee and the communities we represent expect to have continued formal and meaningful participation in the I-710 corridor improvement process and look forward to working with the OPC and future project sponsors toward an improved and revitalized I-710 Corridor.

I. Introduction

This report documents the recommendations for policies, strategies and conditions developed by the Tier 2 Committee to address I-710 issues, paving the way for a consensus-based corridor solution. The Tier 1 Community Advisory Committee (CAC) chairs represented the Tier 1 Committees on the Tier 2 Committee to ensure that community concerns and recommendations were represented. The Oversight Policy Committee (OPC) will review the findings and recommendations outlined in this report and will use the information to make recommendations for potential action. The Technical Advisory Committee (TAC) will review the recommended strategies generated by the process and consider the implications to the local preferred strategy. This report will also be included in the Major Corridor Study.

Strategic discussions among Tier 2 Committee members occurred over a series of twelve facilitated meetings held from February through August 2004. Building on a foundation of understanding of their own community issues and particular concerns, Tier 2 Committee members began to examine corridor-wide issues and shared their viewpoints with each other in open and thought-provoking dialogues. Experts were available to answer questions and to add clarity to specific concerns.

GUIDING PRINCIPLES

The Foundation of Our Findings

The guiding principles set forth below affirm the Tier 2 Committee's concerns and encompass the values that are important to the communities along the corridor. These principles define the priorities of the Tier 2 Committee and reflect the consensus that emerged during this process. The recommendations in this report support these principles:

1. This is a corridor – considerations go beyond the freeway and infrastructure.
2. Health is the overriding consideration:
 - Public Health (the people)
 - Environmental and Community Health (the place)
 - Economic Health (the resources)
3. Every action should be viewed as an opportunity for repair and improvement of the current situation.

II. Financial Considerations

The Committee recognizes that the strategies, recommendations and conditions in this report will be costly. In order to implement the strategies and policies identified by the Tier 2 Committee it will be necessary to establish appropriate lead agencies and funding sources for these programs. This Committee expects that the project lead agency will be responsible for directing mitigation funds to implement these recommendations. While it is expected that mitigation funds and fees may fund all or portions of these programs, the issues of funding and program implementation are generally beyond the scope of these recommendations and must continue to be addressed by the Tier II CAC and OPC. The Committee also expects that our public officials will bring to bear all available means to implement the community's vision including existing and new regulations, incentives, and funding sources, including appropriate contributions from the goods movement industry

III. Conditions

1. Implement a corridor level action plan to improve community air quality. The State shall levy fees on containers to fund environmental improvements and community programs to address hidden costs attributable to goods movement impacts, including the funding of community health care clinics.
2. Major infrastructure improvements must be conditioned on achieving air quality goals to protect public health. Based on air monitoring data collected by regional air quality agency stations (including, but not limited to, South Coast Air Quality Management District (AQMD) stations in Lynwood and North Long Beach), corridor air quality must be in compliance with State and National Ambient Air Quality Standards prior to the start of freeway construction. Furthermore, the entire 710 corridor improvement project must from inception result in a reduction in criteria pollutants (particulate matter, ozone, nitrogen dioxide, and carbon monoxide) in the corridor and rail and port communities, as compared to 2002 baseline values according to the SCAQMD, State standards, or National Ambient Air Quality Standards, whichever are lower, and that reduction must be maintained. The lowering of emissions shall include those from the ports of Long Beach and Los Angeles. No construction project on the mainline shall move forward until credible, acceptable plans for achieving this reduction are received and approved by the OPC and Tier 2 CAC.
3. Prior to the initiation of the environmental review process, all Tier 1 Community Advisory Committees (CACs) must have formally endorsed (signed off on) the freeway improvement design concept.
4. Prior to adopting a preferred alternative, the OPC must conduct a study of potential goods movement alternatives (such as the use of maglev system for freight movement) as an alternative to increasing the capacity of the I-710 Freeway; this study must include a cost benefit analysis.
5. A study of the impact of construction on air quality, traffic, congestion, noise and impact on surrounding communities must be conducted, and if construction does go forward, specific mitigation plans must be developed and put into effect during the construction process to minimize and mitigate the impact of said construction of the surrounding communities.
6. Major infrastructure improvements must be conditioned on achieving a net decrease in noise impacts upon the affected communities.

IV. Health

SYNOPSIS OF FINDINGS:

Air quality is the number one public health issue. Poor air quality has significant negative impacts on public, economic, environmental and community health in the corridor. Other parts of the environment, such as water quality, are also negatively impacted by goods movement.

Particulates and other pollutants from diesel truck traffic in the I-710 Corridor and the ports of Long Beach and Los Angeles are our communities' primary air-quality-related health concern. Ports and all associated transportation such as trucks, trains, ships, and yard equipment are the major sources of pollution along the I-710 corridor. Cars continue to be a source of air quality and health concerns in the corridor as well, but the continuing increase in port activities has focused corridor community attention on cargo movement-related emissions (ships, trucks, trains, and yard equipment). Noise is also a significant health issue, but because this issue has additional ramifications, it is treated in depth in a separate section of this report.

RECOMMENDED STRATEGIES

1. **Develop an action plan to improve air quality in the corridor, including the following steps:**
 - a. Establishing a baseline of current levels of pollution from each contributing source using the best available technology.
 - b. Identify the level of air quality impacts from increasing trucking, rail and shipping.
 - c. Determine the approximate costs of health care that can be traced to the differential levels of air pollution to be encountered by corridor community members as a result of the construction effort, if it goes forward as envisioned.
 - d. Study the direct and indirect health and other economic costs on communities and the region caused by global trade and its associated pollution impacts.
2. **Implement a corridor level action plan to improve community air quality**
 - a. Use enforcement, truck inspections and incentives to control emissions.
 - b. Require air quality improvements in port operation as a condition of project approval.

IV. Health

- c. Encourage the development and expansion of fleet modernization clean air programs.
- d. Levy fees on containers to fund environmental improvements and community programs to address hidden costs attributable to goods movement impacts including:
 - Health care
 - Alternative fuels
 - Improvements/construction of I-710 infrastructure
 - Beautification of the corridor
- e. Develop infrastructure that quantifies emission reductions:
 - Permanent monitoring stations to measure emissions levels in the corridor
- f. Develop and implement improved air quality monitoring techniques.

3. Implement local alternative fuels/electrification and/or hydrogen policies and programs to reduce diesel emissions.

- a. Make the use of alternative fuels a priority.
- b. Discourage use of out-of-state fuel.
- c. All trucks, regardless of origin, must be subject to local, state and federal standards
- d. Require all trucks using the truck lanes on the I-710 to use alternative fuels as defined above, or pollution controls which achieve equal or better results.
- e. Require all railroad locomotives servicing the two ports, or any rail yards connected with port container traffic, to use alternative fuels as defined above, or pollution controls which achieve equal or better results.
- f. Require the Alameda Corridor Authority to prepare a plan to electrify all locomotives involved in its operations.

4. Pursue opportunities for incremental improvements

- a. Retrofit schools, homes and parks to increase protection from noise and pollution.
- b. Identify location and develop facility for one-stop truck inspection.
- c. Provide incentives for businesses to accept off-peak deliveries.
- d. Create programs to assist truck owners with engine/equipment upgrades and retrofits.
- e. Restrict Port-generated traffic onto I-710 until improved fuels programs or other pollution emissions mitigation programs are implemented.
- f. Provide landscaping, specifically including tree planting, to improve air quality.

- 5. Implement Port-specific strategies**
- a. Require ports to develop plans to electrify other terminal operations as a priority.
 - b. Require all rubber tired gantry cranes to be electrified.
 - c. Require all ships docking in the Ports of Los Angeles and Long Beach to shut down all diesel engines and use shore electric power.
 - d. Require the ports to expedite development of effective pollution controls for ships.
 - e. Make mandatory the proposal of CARB to require that ships entering the coastal waters of California switch to low sulfur diesel fuel. Require the ports to provide financial subsidy if necessary to implement this requirement.
 - f. Include trucks, trains and rail yards, marine vessels, and port equipment in clean air initiatives.
 - g. Require all terminal equipment at the ports to operate on alternative fuel as defined by CARB. This includes Liquid Petroleum Gas, Compressed Natural Gas, or Liquid Natural Gas. As an alternative, require all engines to be equipped with pollution control technology, which achieves equal or less emissions.
 - h. Establish a fund that shippers must pay into, that provides rebates to those who adopt the use of clean air engines for vehicles. Ensure that this program accomplishes the goals of decreasing pollution rather than a pay-to-pollute program.

POLICY CONSIDERATIONS

The first consideration for approval of any improvements within the I-710 corridor must be the project's ability to reduce air quality impacts. Air quality in the corridor must be better at the time of construction than it is today. Therefore, these steps to reduce air pollution must be taken before construction can begin on the "mainline" project.

V. Jobs and Economic Development

SYNOPSIS OF FINDINGS

The central location of the Gateway communities and proximity to ports, waterfronts, airports, downtown, Orange County and the Inland Empire has been undercapitalized. The ports provide economic benefit but statistics do not exist that can track these benefits back to specific communities. Therefore, communities are not convinced of the specific level of benefit provided by the ports in comparison to the cost caused by port and freight operation. In recent years, the area has been in transition from high-quality, high-paying manufacturing and aerospace jobs to lower-pay manufacturing and logistics jobs. Improvement of air quality and the environment are essential for the area to take advantage of and capitalize on the area's assets. In addition, an investment in education is necessary to continue to diversify the economy and provide economic opportunity for residents. Finally, there is some measure of competition among the ports, resulting in lack of cooperative planning at the regional, state, national and international levels.

RECOMMENDED STRATEGIES

- 1. Position the I-710 corridor and Gateway communities as leaders in the post-oil economy**
 - a. Develop and sponsor job training programs for alternative fuel vehicle retrofit and manufacturing, which will fit into a retrofit program implemented by the lead agency.
 - b. Re-think and re-organize alternative/non-oil methods and operations for goods movement throughout the region.
 - c. Conduct a feasibility study for an alternative transportation system such as Maglev.

- 2. Create a community environment that attracts and retains businesses and residents who can support a new gateway cities economy**
 - a. Improve health, air quality and infrastructure.
 - b. Provide economic incentives for industries, and especially environmentally friendly industries, which offer the greatest multiplier effect and improve the region's quality of life.
 - c. Use the experience of other waterfront cities, such as Boston, New York, London, and Melbourne, as models for redevelopment.

- 3. Enable the I-710 corridor and Gateway communities to become more proactive in today's economy**

V. Jobs and Economic Development

- a. Conduct a cost/benefit analysis of the international goods movement industry to determine the economic impact of international trade on the corridor communities.
 - b. Reduce the communities' over-reliance on jobs that damage the quality of life by supporting the development of other, more community-friendly industries.
 - c. Create or support regional mechanisms for sustainable economic development.
- 4. Institute corridor-wide programs and partnerships to equip area residents with the skills needed to move into higher-paying jobs in this new economy**
- a. Develop and promote education, training and internship opportunities for youth and young adults.
 - b. Build on existing adult education and vocational training programs.
 - c. Establish strategic partnerships between corridor cities, the Gateway Cities COG, community colleges, regional occupational programs, and local business.
 - d. Dedicate an incremental percentage of container fees to partially fund job training and development programs.
 - e. Provide training to allow employees to transition from traditional truck, port and train jobs to alternative transportation systems such as maglev.
- 5. While promoting the importance of all business, recognize small business, as an economic driver, and foster its growth within the communities**
- a. Encourage land use and economic policies that support small business development.
 - b. Promote fee structures and amenities that attract and encourage small business growth.
- 6. Consistent with current law, advocate policies at the national, state, regional and local levels to require businesses that benefit from any potential I-710 improvements to pay living wages. (Note: Consensus was not reached on this specific recommendation. Dissent included, "the concept of living wages is unrealistic and unenforceable.")**

POLICY CONSIDERATIONS

The twin ports of the San Pedro Bay generate significant economic benefits to the Southern California region and the nation as a whole by facilitating the rapid growth in international trade. However, the cost associated with the movement of goods, whether through the ports or the region's arterial highway, freeway or rail corridors, is primarily

borne by local communities. The cities adjacent to the ports as well as the cities bordering the major transportation corridors, especially the I-710, experience increased levels of pollution. These external costs have reduced the attractiveness and livability of these communities. To address this imbalance, local residents and businesses must be net beneficiaries of the continued growth in international trade. Not only must programs be earmarked for local residents and businesses, but companies who locate in corridor communities must also be encouraged to hire locally. In addition, major construction projects should be structured to incorporate effective programs to provide local residents with jobs. At the same time, there is a clear obligation to implement mitigation measures to reduce the adverse effects associated with goods movement.

VI. Safety

SYNOPSIS OF FINDINGS

The I-710 corridor is one of the most unsafe freeways in the State. Increasing truck traffic, conflicts between cars and trucks, aging infrastructure and outdated design are all contributing causes to accidents in and around the freeway. In addition, the high concentration of older trucks is a significant contributing factor to the frequency of disabled big rigs, which pose a significant safety hazard. Truck intrusion into nearby communities and neighborhoods also negatively impacts street safety in these areas. While the Alameda Corridor grade separations have improved the safety of street crossings within the corridor, other freight and rail operations continue to be a source of concern for the communities. Furthermore, the current sub-standard design features of the I-710 significantly contribute to the traffic safety problems associated with the corridor, and demand safety design upgrades and improvements.

RECOMMENDED STRATEGIES

1. **Continue support and implementation of safety programs**
 - a. Support the Gateway Cities Council of Governments (COG) Safety Initiatives.
 - b. Support implementation of MTA Big Rig Tow program.
 - c. Encourage goods movement industry to revise its rate structure in order to support truck upgrades.
2. **Increase enforcement of traffic and vehicle safety laws and regulations**
 - a. Establish permanent truck inspection station(s).
 - b. Monitor vehicle speeds and enforce speed limits.
 - c. Support safe driving of trucks through added enforcement.
 - d. Support safe driving of vehicles in the presence of trucks through added enforcement.
 - e. Enforce a truck certification program for all trucks
3. **Increase public and trucker education on safety and neighborhood issues**
 - a. Utilize CHP materials to increase public awareness.
 - b. Educate drivers about truck stopping speed and distances and truck driver blind spots.
4. **Implement infrastructure improvements**

VI. Safety

- a. Ensure that median barriers are in place along the full length of the freeway, and that they are high enough to increase protection, minimize traffic delays created by glare and drivers slowing to view accidents.
- b. Improve lighting while fully mitigating light pollution from all sources including port and rail yards.
- c. Improve existing informational signage.
- d. Link signage to Intelligent Transportation Systems (ITS).
- e. Re-surface the I-710 Freeway, making no assumptions that doing so should necessarily add capacity.
 - i. If there is a major corridor improvement on the mainline, provide separate lanes for trucks and vehicles.

POLICY CONSIDERATIONS

Any improvements to the I-710 corridor must resolve the inherent conflicts between automobiles and trucks. Just as the Alameda Corridor helped reduce the conflicts between trains and automobiles, improvements to the I-710 corridor should lead to a safe highway infrastructure that resolves the truck/auto conflict, provides the opportunity to remove unsafe vehicles from the road, and creates a more efficient transportation corridor based on good information and safer geometric design features using the most current highway design standards, while minimizing and mitigating the impacts to the surrounding neighborhoods.

VII. Noise

SYNOPSIS OF FINDINGS

Excessive noise is a serious concern in the corridor. Noise has been shown to impact learning ability, skills development and quality of life. While not all noise can be eliminated, noise can be controlled through design and operational strategies, sound walls and retrofit of homes, schools and equipment. Noise must be controlled and we must find the means to do so.

RECOMMENDED STRATEGIES

- 1. Provide appropriate and effective sound walls to reduce noise impacts to neighborhoods and schools adjacent to the freeway**
 - a. Make sound walls along the freeway consistent in appearance, attractive and well designed. Plant native vines on walls to discourage graffiti.
 - b. Ensure that sound walls and noise abatement treatments are designed, budgeted and installed before construction begins, and take into account steps necessary to shield residents from the noise of construction itself.
 - c. Ensure that additional sound buffers, such as sound walls and landscaping are installed where double decking occurs, to ensure no increase in overall levels in residential areas.

- 2. Implement noise mitigation programs**
 - a. Retrofit homes and schools near the freeway, freight routes and rail yards with double-paned glass and air conditioning or other sustainable methods for reducing noise such as landscaping and window shades.
 - b. Trucks using the corridor must utilize the latest noise reduction technology, including retrofitting of old trucks to decrease noise.
 - c. Implement train noise mitigation for communities near rail yards and rail ways.
 - d. Aggressively enforce train switching and truck engine brake laws.
 - e. Ensure noise mitigation during construction, including mitigation related to truck diversion on all detour routes and “hot spots” in the corridor.
 - f. Design the freeway system so that there is a lower ambient noise level in communities.
 - g. Choose road surfaces that result in lower noise levels. Noise levels associated with any improvements must not exceed CNELs in local land use plans.

- 3. Conduct a study to assess how truck traffic from extended gate hours for trucks and 24/7 port operations will impact communities, and assess what mitigations may be appropriate.**
 - a. Designate special truck routes through communities, and create them, if needed, utilizing designs that will result in lower noise and pollution levels in residential neighborhoods.
 - b. Adopt policies and enforcement mechanisms to reduce and prevent truck idling on city streets, and encourage new technologies in this endeavor.
 - c. Consider a mini-truck stop in designated areas to reduce and eliminate truck idling on city streets.

POLICY CONSIDERATIONS

Noise issues go beyond simply building more soundwalls. A comprehensive analysis of noise along the corridor must lead to a plan that recognizes the health impacts to our communities and seeks to resolve those impacts by providing appropriate relief. Future improvements must consider noise as a primary public health issue and find ways to mitigate those impacts.

VIII. Congestion and Mobility

SYNOPSIS OF FINDINGS

Congestion is a significant quality of life issue for area residents and businesses. The major purpose of congestion relief must be to improve the quality of life and economic vitality of the corridor rather than simply to accommodate ports growth. Although the port's growth is a major contributing factor to the increased traffic on the I-710 corridor, the ambient background growth must be considered and mitigated as well. The current corridor capacity is not adequate even for the existing demands in the area. It is necessary to identify multi-modal capacity enhancements along the I-710 corridor and the region to address congestion and mobility. Alternative transportation has been an underdeveloped asset in the corridor, especially mass transportation, bicycle and pedestrian options. Since many corridor and freeway improvements may require construction, we must recognize potential negative impacts from this construction and aggressively plan ahead to deal with them. While expanded hours for the ports can decrease congestion during daytime hours, this policy can also increase nighttime impacts on neighborhoods. Measures are needed to anticipate, plan for and mitigate these impacts.

RECOMMENDED STRATEGIES

- 1. Maximize use of existing infrastructure**
 - a. Synchronize signals along major arterials.
 - b. Consider extended gate hours for trucks and 24/7 port operations if ways can be found to ensure that there will be no impact on adjacent residential areas.
 - c. Encourage full utilization of the Alameda Rail Corridor and vigorously pursue additional use possibilities.
 - d. Support policies that support near dock facilities.
 - e. Regulate port- and rail-generated traffic onto I-710 based on I-710 capacity.
 - f. Encourage use of mass transit.
 - g. Encourage alternative business hours by employers to distribute commuter traffic to non-peak hours.
 - h. Encourage alternative business hours to accommodate trucks during off peak commuter hours, so long as the impact to the community is minimal.
- 2. Transit**
 - a. Create links to other forms of public transportation.

- b. Close gaps in bus service.
 - c. Expand light rail system.
 - d. Make use of alternative transportation such as maglev for port use and people moving.
 - e. Provide incentives for use of mass transit, including rideshare and other modes.
- 3. Provide a comprehensive bicycle and pedestrian network that provide connectivity throughout the area**
- a. Utilize existing bike and pedestrian trails and provide new ones along the Los Angeles River Corridor.
 - b. Establish east-west connections across the freeway to unite communities and provide access to the Los Angeles River bike trail.
 - c. Provide for bike lanes and sidewalks in all aspects of arterial improvements to the I-710 corridor.
- 4. Develop a consistently implemented plan with cities and residents to mitigate construction impacts and maintain access**
- a. Examine truck destinations to create alternate routes.
 - b. Mitigate impacts in all areas that are in proximity to local schools.
 - c. Restrict the construction hours to off-peak hours, and maximize the nighttime construction activities with full consideration for its noise and light impacts.
 - d. Support legislation (such as original language contained in AB2041) to encourage extended gate hours and to help mitigate truck traffic.
- 5. Support cooperative planning among all ports along the West Coast**
- a. Address impacts and develop consistent fee structures and policies with regard to containers.
 - b. Expand cooperative port efforts beyond Los Angeles/Long Beach to West Coast, national and international policies. Support a common fee structure among ports so that there is not an incentive to move freight operations based on fees paid.
 - c. Support legislation (such as in the original AB 2043) to develop and maintain a long-range plan for West Coast port planning and general transportation and distribution. Future port planning must take into account roadway and rail capacity not just terminal capacity.
- 6. Create additional options to address long-term capacity needs.**
- a. Consider long-term impacts of elevated roadways on the local economy and environment.

- b. Study the use of underground truckways to relieve congestion of surface traffic when surface truckways approach “design capacity”.

7. Address and Manage Impact of National Goods Movement Trends on Local Facilities.

- a. Set a goal to redirect a portion of imports destined outside Southern California to other West Coast ports.

POLICY CONSIDERATIONS

The goal of congestion and mobility relief is to improve the movement of goods and people significantly reducing health impacts and enhancing quality of life. The strategies suggest an approach that provides multiple options for personal mobility – auto, pedestrian, bike and transit – within the corridor. Likewise, the outcome for goods movement must be a comprehensive approach towards a regional network that reduces bottlenecks in all segments – ship, truck, and rail – but is not primarily to promote port growth. The current conditions along the corridor are simply not acceptable.

IX. Community Enhancements

SYNOPSIS OF FINDINGS

The I-710 corridor is more than just a place for trucks to pass through on their way to their final destination. It is the location of our homes, businesses, schools, parks, and lives. A significant consideration for all projects is how they enhance and upgrade the natural and built environment along the corridor. A revitalized I-710 must be the catalyst that improves the region's quality of life and makes the area an even more desirable place to live, work, and play.

RECOMMENDED STRATEGIES

- 1. Preserve existing parks, opens space and natural areas**
 - a. The design must accommodate additional planned park, open space and wetlands projects in the corridor.
 - b. All mitigation funding for this project related to the impacts on open space, parklands or habitat will be used to implement Los Angeles River and tributary, or other open space, habitat restoration, recreational and educational opportunities within the corridor.
 - c. There must be no net decrease in the amount of permeable surface as a result of the I-710 corridor project.
 - d. Design ramp abandonment and other corridor-related infrastructure improvements to make maximum use of these areas for community open space and enhancement projects.
 - e. There must be no negative impacts to the Los Angeles River, Compton Creek or other open channels in the corridor as a result of this project.
 - f. To the maximum extent possible, landscaping materials used for this project should be local native plants.
- 2. Develop and implement community enhancement projects**
 - a. Coordinate with local city redevelopment departments to identify priority enhancement areas.
 - b. Utilize input from CAC to develop community enhancement priorities.
 - c. Emphasize landscaping and aesthetic improvements to major arterial routes within the corridor.
- 3. Provide programs to minimize construction impacts**
 - a. Establish construction staging areas in locations with the least amount of impact on local circulation.

VIII. Congestion and Mobility

- b. Establish a community forum to identify and rectify impacts during construction.
- 4. Develop and implement a plan for arterial streetscapes**
- a. Landscape medians, using native plants and recycled water where possible.
 - b. Utilize signage, which identifies communities and connections to local rivers, i.e., LA, Compton Creek, Rio Hondo, bikeways, parks and historical landmarks.
- 5. Mitigate light and glare in surrounding communities**

POLICY CONSIDERATIONS

As the import/export industry continues to grow and generate traffic in the ports, the corridor communities continue to be burdened without any significant gain. The inherent potential of these communities cannot be fully realized until their perception as unattractive and economically challenged communities is changed. Plans for future improvements to the I-710 are not intended to solely address congestion and mobility problems but to enhance local communities along the corridor. Major infrastructure improvements must also be conditioned on conclusion of satisfactory agreements with the neighboring communities to fully mitigate negative aesthetic impacts and to mitigate the impacts if any increased light and glare.

X. Design Concepts

SYNOPSIS OF FINDINGS

The Committee recognizes that something must be done to address the current congestion and design of the I-710 freeway. The high number of trucks on the freeway uses up capacity and the mix of cars and trucks poses a serious safety concern. Measures must be taken to separate cars from trucks. In addition, the design of the freeway is outdated and contributes to the safety and congestion problem. A new design concept for I-710 and/or alternative transportation modes for vehicles and goods movement is needed that responds to the specific design recommendations developed by the Tier 1 CACs to minimize or limit take of homes within their communities along I-710. The Committee further recognizes that certain aspects of the design concepts, particularly for designated on-ramps, may be appropriate for implementation prior to addressing the “mainline” issues. The Committee further recognizes that in addition to addressing air quality goals, prior to implementation of any mainline major infrastructure improvements there must be a definitive cost benefit analysis and environmental review to determine if there are alternative methods for addressing the capacity and safety deficiencies of the I-710 corridor. Therefore, these recommended strategies are premised on meeting those conditions.

RECOMMENDED STRATEGIES

1. **Support capacity enhancement improvements for the I-710 Freeway upon meeting the conditions recommended in this report.**
 - a. Actively pursue and finalize the cost benefit and environmental studies required in the above synopsis of findings.
 - b. Advocate the inclusion of the I-710 corridor improvements for special earmark consideration in the federal transportation finance bills. To the extent possible, it is the committee’s desire that truck-related improvements and mitigations be financed by truck and port fees.
 - c. Actively pursue and develop creative funding alternatives to finance the design and capacity enhancement improvements for the I-710 corridor.
2. **If economic and environmental studies show that expansion of the freeway is necessary, develop new transportation infrastructure for I-710 that separates cars from trucks.**
 - a. Add lanes for trucks that are separate from the I-710 freeway lanes.

X. Design Concepts

- b. Build truck ramps that lead directly from I-710 to the railroad yards to take truck traffic out of neighborhoods and off of local streets.
 - c. Improve the Atlantic and Bandini intersection in the City of Vernon.
 - d. Improve the Atlantic and Bandini interchange to the south (Garfield to I-5 South).
- 3. If economic and environmental studies show that expansion of the freeway is necessary, locate the new truck lanes in such a way as to minimize community impacts**
- a. Utilize property between the existing freeway and the Los Angeles River to minimize taking of residences, local businesses and parks.
 - b. Truck lanes should be located in those lanes that are at the greatest distance from homes, parks and schools to limit noise and emissions impacts on the community.
 - c. Keep trucks at or below grade to reduce potential for noise and visual impacts.
- 4. Redesign unsafe and congested interchanges on I-710**
- a. Implement diamond interchange modifications as recommended by Tier 1 communities.
 - b. Maintain and improve local access to I-710 for residents and businesses.
 - c. Widen bridges that cross and parallel the I-710 to provide sufficient space for cars, bicyclists, and pedestrians.
- 5. Consider the future in implementing new I-710 design**
- a. Provide for future mobility in the long run by preserving options to use advanced technologies for moving goods as these are developed.
 - b. Use utility right-of-way to minimize community impacts.
 - c. Future port planning must take into account roadway and rail capacity, not just terminal capacity.
- 6. If economic and environmental studies show that expansion of the freeway is necessary, upgrade of the existing freeway must:**
- a. Ensure that sufficient capacity is provided for the general public by making improvements to the existing freeway (mainline) as presented by the Tier 1 design concepts.
 - b. The mainline portion of I-710 will be upgraded to modern design standards.
 - c. Continue working with those communities north of the rail yards to finalize design concepts in that area.

POLICY CONSIDERATIONS

We cannot entirely build our way out of congestion. Therefore, any freeway improvements project must be accompanied by other policies and programs such as those described in the congestion and mobility strategies. At the same time, the current status of the I-710 is not acceptable to the communities that depend on it and are affected by it. The hybrid design does a credible job of showing that maximum build out may be accommodated while incorporating community concerns about land use. However, further study is required to determine if there are other feasible alternatives that would substantively address the local communities' concerns. Final decisions on project configuration can only be made subsequent to the cost benefit and environmental studies required in the synopsis of findings. These improvements cannot be constructed in isolation from all of the other recommendations such as public health, community enhancement, and noise abatement. The I-710 design must take into account the safety and quality of life of the communities located next to the freeway, including provisions for greenbelts and open space.

XI. Environmental Justice

SYNOPSIS OF FINDINGS

In the fifty years since the freeway was first built, demographics have changed within the corridor. Today the corridor is home to low-income populations and minority groups, including African American, Asian, Latino, Pacific Islander and Native American communities. For many years, these communities have shouldered an unfair burden in health, economic, and quality of life issues in comparison with residents in other parts of the region. While the I-710 freeway is a critical factor in the region's economy, the localized negative impacts resulting from past transportation projects have more than offset their benefits in the corridor communities. Freeways have dissected some communities, and the operations of the logistics industry have compounded these impacts.

RECOMMENDED STRATEGIES

- 1. Include the corridor communities in the planning process in a meaningful way, including provision of appropriate language translation.**
- 2. Ensure that impacts do not disproportionately fall on low-income people or people of color.**
- 3. Ensure that the benefits from the projects flow to the corridor communities.**

POLICY CONSIDERATIONS

The requirement of the environmental justice is to provide a mechanism for the meaningful involvement of all people in the transportation decision-making process and to ensure that the low-income and minority communities receive equitable distribution of the benefits from transportation activities without suffering disproportionate adverse impacts. In order to ensure equitable outcomes, future I-710 corridor projects must include "implementable" environmental justice policies and procedures that are developed by the locally affected communities. The communities' expectation is that transportation projects in their communities will meet modern standards of safety, design and aesthetics and that all negative environmental impacts will be fully mitigated. The mitigations must be, at a minimum, determined by the Tier 1 communities and other communities which might be impacted by negative environmental impacts.

XII. Organization and Process

SYNOPSIS OF FINDINGS

To ensure that the work of the Tier 2 Committee is carried forward as set forth in this document, a task force of representatives from the Tier 2 CAC, the OPC and the TAC should be established to plan and oversee the implementation of the conditions and recommendations of the Tier 2 CAC.

RECOMMENDED STRATEGIES

- 1. This Tier 2 Report (Major Opportunity/Strategy Recommendations and Conditions) will be formally "agendized" and presented to the Oversight Policy Committee when it convenes in September 2004 (or as soon as possible thereafter) for its consideration and decision. All Tier 2 members will be invited to the OPC meeting, and the presentation of the Tier 2 report will be delivered by a representative group of Tier 2 spokespersons.**
- 2. Following the OPC's meeting, there will be a follow-up meeting(s) of the Tier 2 Committee to discuss actions taken by the OPC.**
- 3. Prior to the beginning of any formal EIR for the I-710 Major Corridor Study, Metro (MTA) and the Gateway Cities COG will work with the communities, appropriate agencies, organizations and community groups in developing a collaborative process for community participation in the environmental review process. This process will continue to work collaboratively throughout the EIR process.**

Appendix A
Strategies Summary Matrix

GUIDE TO INTERPRETING THE STRATEGIES SUMMARY MATRIX

The Strategies Summary Matrix lists the strategies recommended by the Tier 1 and Tier 2 Community Advisory Committees. The purpose of the Summary Matrix is to synopsize these strategies and to track the source of the recommended strategies.

The strategies are organized by the themes developed by the Tier 2 CAC and are referenced as follows:

- H** – Health
- J** - Jobs and Economic Development
- S** -- Safety
- N** -- Noise
- M** -- Congestion and Mobility
- E** -- Community Enhancements
- D** -- Design Concepts
- EJ** -- Environmental Justice
- P** -- Organization and Process

Guide to ID# Column Interpretation:

e.g. H1-a:

H = Located in the Health Section of the Tier 2 Report

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Source Column

Identifies the source of the recommendation:

- Tier 2
- Tier 1 & Tier 2
- Tier 1 only (note: These appear in *italics* and are strategies that were recommended by many Tier 1 communities, but not specifically called out in the Tier 2 Committee's final report.)

Programs/Policies

Strategies that relate to programmatic and policy recommendations

MCS Transportation Actions

Recommended Major Corridor Study (MCS) construction or mitigation activities to complement improvements to the I-710 mainline.

I-710 Design Concepts

Infrastructure improvement recommendations on the I-710 mainline interchanges.

I-710 Major Corridor Study Strategies Summary Matrix

August-04

					TYPE		
ID#	Strategy Type	Recommendation	Description	Source	I. Programs/Policies	II. MCS Transportation Actions	III. I-710 Design Concepts
HEALTH							
H1-a	Air Quality Improvements	AQ Improvement Action Plan	Establish a baseline of current levels of pollution.	Tier 1 & Tier 2	X		
H1-b			Identify level of air quality impacts from increasing truck, rail and shipping.	Tier 1 & Tier 2	X		
H1-c			Determine costs of health care that can be traced to pollution encountered by corridor community members as a result of construction.	Tier 2	X		
H1-d		Global Trade Expansion: Impact Assessment	Perform studies to determine direct and indirect health and other economic costs on corridor communities and region.	Tier 2	X		
			<i>Determine how other ports are addressing health and air quality issues.</i>	<i>Tier 1</i>	X		
H2-a		Truck Inspection	Use enforcement and increase inspections to control emissions.	Tier 1 & Tier 2	X		
H2-b		Port Emissions Reduction	Condition project approval on air quality improvements in Port operations	Tier 1 & Tier 2	X		
H2-c			Encourage development/expansion of fleet modernization clean air programs	Tier 2	X		
H2-d		Container fees	Impose container fees to generate revenue to enhance corridor communities and address impacts.	Tier 1 & Tier 2	X		
H2-e		Quantify Emissions	Install permanent monitoring stations to measure emissions levels.	Tier 1 & Tier 2	X		
H2-f			Develop and implement improved air quality monitoring techniques.		X		
H3-a	Diesel Emissions Reduction	Alternative Fuels	Support policies that encourage use of alternative fuels.	Tier 1 & Tier 2	X		
H3-b			Discourage use of out-of-state fuel.	Tier 1 & Tier 2	X		
H3-c			Subject all trucks to local, state and federal standards.	Tier 1 & Tier 2	X		
H3-d			Require trucks using I-710 to use alternative fuels or equivalent pollution controls.		X		
H3-e			Require railroad locomotives servicing the two ports to use alternative fuels.	Tier 1 & Tier 2	X		
H3-f			Require the Alameda Corridor Authority to prepare a plan to electrify locomotives involved in its operations.	Tier 1 & Tier 2	X		
H4-a	Environmental Improvements	Emissions Reduction and Mitigation	Retrofit schools, homes and parks to increase protection from noise and pollution.	Tier 1 & Tier 2	X		
H4-b			Identify location and develop facility for one-stop truck inspection.	Tier 1 & Tier 2		X	
H4-c			Provide incentives for business to accept off-peak deliveries.	Tier 1 & Tier 2	X		
H4-d		Truck emissions reduction programs	Create programs to assist truck owners with engine/equipment upgrades.	Tier 1 & Tier 2	X		
H4-e			Restrict Port generated traffic on I-710 until emission mitigation is in place.	Tier 1 & Tier 2	X		
H4-f			Provide landscaping to improve air quality.	Tier 1 & Tier 2	X		
H5-a	Port Air Quality	Alternative Fuels	Require plans for terminal operation electrification	Tier 2	X		

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ID#	Strategy Type	Recommendation	Description	Source	MCS Transportation Actions		
					i. Programs/Policies	ii. MCS Transportation Actions	iii. I-710 Design Concepts
H5-b			Require electrification of port gantry cranes.	Tier 2	X		
H5-c		Ship Operations	Require ships to shut down diesel engines and use shore electric power.	Tier 2	X		
H5-d			Require ports to expedite development of pollution control for ships.	Tier 2	X		
H5-e			Make low sulfur diesel fuel use mandatory.	Tier 2	X		
H5-f		Emissions Control	Include trucks, trains, and rail yards, marine vessels and port equipment in clean air initiative.	Tier 2	X		
H5-g			Require terminal equipment emissions controls.	Tier 2	X		
H5-h		Funding	Establish shipper-funded emissions-lowering incentives.	Tier 2	X		
JOBS AND ECONOMIC DEVELOPMENT							
J1-a	Local Economic Development	Create New Corridor Economy	Provide job training programs for alternative fuel retrofit and manufacturing.	Tier 2	X		
J1-b			Reorganize and re-think alternative methods and operations for goods movement through the corridor that are not reliant on oil.	Tier 2	X		
J1-c			Conduct a feasibility study for alternative transportation system.	Tier 2	X		
J2-a		Support New Corridor Economy	Improve health, air quality and infrastructure to retain businesses and residents.	Tier 2	X		
J2-b			Provide economic incentives for industries which contribute to improving the region's quality of life.	Tier 1 & Tier 2	X		
			<i>Create local jobs to avoid commuting out of the corridor for better paying jobs.</i>	Tier 1	X		
J2-c			Use experiences of other waterfront cities as models for redevelopment.	Tier 1 & Tier 2	X		
J3-a			Conduct a cost benefit/analysis of the international goods movement industry to determine impact on corridor communities.	Tier 2	X		
J3-b	Job Development	Industry Development	Support more community-friendly industries to reduce communities' over-reliance on jobs that damage quality of life.	Tier 2	X		
J3-c			Create or support regional mechanisms for sustainable economic development.	Tier 2	X		
J4-a	Job Training	Education	Develop and promote education, training and internships opportunities for youth and young adults.	Tier 1 & Tier 2	X		
J4-b			Build on existing adult education and vocational training programs.	Tier 1 & Tier 2	X		
J4-c			Establish strategic partnerships between corridor cities, Gateway COG, education and local business.	Tier 2	X		
J4-d		Funding	Dedicate an incremental percentage of container fees to fund job training/development programs.	Tier 1 & Tier 2	X		
J4-e			Provide training to transition employees from traditional logistics jobs to jobs in alternative transportation systems.	Tier 2	X		
J5-a	Small Business Development		Encourage land use and economic policies that support small business development.	Tier 2	X		
J5-b			Promote fee structures and amenities that attract and encourage small business growth.	Tier 2	X		
J6			Encourage policies that promote "living wages" for area logistics businesses.	Tier 2	X		

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ID#	Strategy Type	Recommendation	Description	Source	I. Programs/Policies	II. MCS Transportation Actions	III. I-710 Design Concepts
SAFETY							
S1-a	Safety Programs	Advocacy	Support the Gateway Cities Council of Governments (COG) Safety Initiatives.	Tier 2	X		
S1-b		Road Assistance	Support MTA "Big Rig Tow" program.	Tier 1 & Tier 2	X		
S1-c		Truck Upgrades	Encourage goods movement industry to revise its rate structure in order to support truck upgrades.	Tier 2	X		
S2-a	Enforcement	Truck Inspection	Establish permanent truck inspection station(s).	Tier 1 & Tier 2	X		
S2-b		Speed Monitoring	Monitor vehicle speeds and enforce speed limits.	Tier 1 & Tier 2	X		
S2-c		Increased Enforcement	Support safe driving of trucks through added enforcement.	Tier 1 & Tier 2	X		
S2-d			Support safe driving of vehicles in the presence of trucks through added enforcement.	Tier 1 & Tier 2	X		
S2-e		Truck Certification	Enforce a truck certification program for all trucks. <i>Create truck driver training and licensing programs.</i>	Tier 2 Tier 1	X		
S3-a	Education	Public/Trucker Education Campaign	Build on existing CHP campaign to increase public awareness.	Tier 2	X		
S3-b			Educate drivers about truck stopping speed and distance and truck driver blind spots.	Tier 1 & Tier 2	X		
S4-a	Infrastructure Improvements	Median Barriers	Provide median barriers along the full length of the I-710 freeway.	Tier 1 & Tier 2		X	
S4-b		Lighting	Improve lighting while fully mitigating light pollution from all sources.	Tier 1 & Tier 2	X		
S4-c		Signage	Improve existing informational signage.	Tier 1 & Tier 2	X		
S4-d		Technology	Link signage to Intelligent Transportation Systems (ITS) <i>Utilize computerized message boards to post traffic alerts.</i>	Tier 2 Tier 1	X		
S4-e		Resurfacing	Re-surface the I-710 Freeway (Provide separate lanes for trucks and vehicles if there is a major corridor improvement to the mainline)	Tier 1 & Tier 2		X	
NOISE							
N1-a	Noise Reduction	Sound Walls	Provide sound walls along the corridor that are consistent in appearance, attractive and well designed.	Tier 1 & Tier 2		X	
N1-b			Ensure sound walls are installed before any construction and are designed to mitigate construction impact.	Tier 2		X	
N1-c			Provide additional sound buffers where double decking occurs.	Tier 2		X	
N2-a		Noise Mitigation Programs	Retrofit homes near the freeway, freight routes and rail yards. <i>Provide air conditioning and window programs for residents along the freeway edge.</i>	Tier 1 & Tier 2 Tier 1	X		
N2-b			Truck using the corridor must use latest noise reduction technologies.	Tier 1 & Tier 2	X		
N2-c			Provide train noise mitigation for communities near rail yards.	Tier 1 & Tier 2	X		
N2-d		Enforcement	Enforce train switching and truck engine brake laws.	Tier 2	X		
N2-e		Construction Mitigation	Ensure noise mitigation during construction.	Tier 1 & Tier 2	X		
N2-f		Design	Design the freeway system to lower ambient noise levels in communities.	Tier 2			X
N2-g			Use road surfaces that result in lower noise levels.	Tier 1 & Tier 2			X
N3-a		Alternate Routes	Designate special truck routes through communities and use designs that will result in lower noise pollution. <i>Encourage use of some arterials as routes for trucks.</i> <i>Encourage use of other freeways as routes for trucks.</i> <i>Provide improved East/West access to other regional freeways.</i>	Tier 1 & Tier 2 Tier 1 Tier 1 Tier 1	X X		

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					II. MCS Transportation Actions	III. I-710 Design Concepts	
N3-b		Truck Noise Reduction	Adopt policies and enforcement mechanisms to reduce and prevent truck idling on city streets.	Tier 1 & Tier 2	X		X
			<i>Partner with local business to allow shared parking opportunities on existing lots to eliminate truck parking on neighborhood streets.</i>	Tier 1			
N3-c			Consider a mini-truck stop in designated areas to reduce and eliminate truck idling on city streets.	Tier 1 & Tier 2	X		
CONGESTION & MOBILITY							
M1-a	Infrastructure Management	Technology	Synchronize signals at arterials along corridor.	Tier 1 & Tier 2	X		
M1-b		Improved Port Operations	Consider extended gate hours for trucks and 24/7 port operations while minimizing residential impacts.	Tier 1 & Tier 2	X		
			<i>Limit truck traffic hours and encourage more evening driving.</i>	Tier 1	X		
M1-c		Freight Rail	Encourage full use of the Alameda Rail Corridor.	Tier 1 & Tier 2	X		
			<i>Provide incentives to ship by rail.</i>	Tier 1	X		
M1-d			Support building near dock-rail facilities.	Tier 1 & Tier 2		X	
M1-e			Regulate port- and rail-generated traffic and link to I-710 capacity.	Tier 2	X		
M1-f	Traffic Reduction	Demand Management	Encourage use of mass transit.	Tier 1 & Tier 2	X		
M1-g			Encourage alternative business hours to distribute commuter traffic to non-peak hours.	Tier 1 & Tier 2	X		
M1-h		Logistics Operations	Encourage alternative business hours to accommodate trucks during off-peak commuter hours.	Tier 1 & Tier 2	X		
M2-a	Transit	Mass Transit Improvements	Create links to other forms of public transportation.	Tier 1 & Tier 2	X		
			<i>Create better connections between existing light rail and bus system.</i>	Tier 1	X		
M2-b			Close gaps in bus service	Tier 1 & Tier 2	X		
M2-c			Expand light rail system.	Tier 1 & Tier 2		X	
			<i>Build light rail along the I-710 to relieve auto congestion.</i>	Tier 1		X	
M2-d		Alternative Transportation	Make use of alternative transportation such as maglev for port use and people moving.	Tier 1 & Tier 2	X		
M2-e		Incentives	Provide incentives for use of mass transit, including rideshare and other modes.	Tier 1 & Tier 2	X		
M3-a	Connectivity	Bike and ped trails	Use existing bike and pedestrian trails and provide new ones along the LA River Corridor.	Tier 2	X		
M3-b			Establish east-west connections across the freeway.	Tier 2		X	
M3-c			Provide for bike lanes and sidewalks in all aspects of arterial improvements to I-710 corridor.	Tier 2	X		
M4-a	Construction Mitigation		Examine truck destinations to create alternate routes.	Tier 1 & Tier 2	X		
M4-b			Mitigate all areas that are in proximity to schools.	Tier 1 & Tier 2	X		
M4-c			Restrict construction to off peak hours.	Tier 1 & Tier 2	X		
M4-d			Support legislation to encourage extended gate hours to mitigate truck traffic.	Tier 1 & Tier 2	X		
M5-a	Port Planning	West coast port cooperative planning	Address impacts and develop consistent fee structures and policies with regard to containers.	Tier 1 & Tier 2	X		
M5-b			Expand cooperative port efforts beyond Los Angeles/Long Beach.	Tier 1 & Tier 2	X		
M5-c			Support legislation to develop and maintain a long-range plan for West Coast port planning and general transportation and distribution.	Tier 1 & Tier 2	X		

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ID#	Strategy Type	Recommendation	Description	Source	I. Programs/Policies		
					II. MCS Transportation Actions	III. I-710 Design Concepts	
M6-a	Alternative Options	Elevated Roadways	Consider long-term impacts of elevated roadways on the local economy and environment.	Tier 1 & Tier 2	X		
M6-b		Underground Roadways	Study the use of underground truckways to relieve congestion of the surface traffic when surface truckways approach "design capacity".	Tier 1 & Tier 2	X		
M7-a		Redirect Imports	Redirect a portion of imports destined outside Southern California to other West Coast ports.	Tier 1 & Tier 2	X		
COMMUNITY ENHANCEMENTS							
E1-a	Preservation	Parks and Open Space & Natural Areas	Accommodate additional planned park, open space and wetlands projects in corridor.	Tier 1 & Tier 2	X		
E1-b			Use open space-related mitigation funds to implement Los Angeles River and community projects.	Tier 1 & Tier 2	X		
E1-c			There must be no net decrease in the amount of permeable surface as a result of the I-710 corridor project.	Tier 1 & Tier 2	X		
E1-d		Community Open Space	Design ramp abandonment and other corridor-related infrastructure improvements to make maximum use of these areas for community open space and enhancement projects.	Tier 1 & Tier 2	X		
E1-e		Water Quality Protection	Any project should not have any negative impacts to the LA River, Compton Creek or other open channels in the corridor.	Tier 2	X		
E1-f		Native Plants	Encourage the use of native plants as landscaping materials used for this project.	Tier 2	X		
			<i>Provide extensive landscaping along 18-mile corridor to improve community aesthetics and image.</i>	Tier 1	X		
E2-a	Community Enhancement Projects	Agency Coordination	Coordinate with local city redevelopment departments to identify priority enhancement areas.	Tier 2	X		
E2-b		Prioritization	Develop community enhancement priorities using CAC input.	Tier 2	X		
E2-c		Landscaping	Emphasize landscaping and aesthetic improvements to major arterial routes within the corridor.	Tier 1 & Tier 2	X		
E3-a	Mitigation	Construction Staging	Establish construction staging areas in locations with the least amount of impact on local circulation.	Tier 1 & Tier 2	X		
E3-b		Community Consultation	Establish community forum to identify and rectify impacts during construction.	Tier 1 & Tier 2	X		
E4-a		Arterial Streetscapes	Landscape medians.	Tier 1 & Tier 2	X		
E4-b		Signage	Provide signage which identifies communities and connections to local natural areas and landmarks.	Tier 2	X		
E5		Light Mitigation	Mitigate light and glare in surrounding communities.	Tier 1 & Tier 2	X		
DESIGN CONCEPTS							
D1a	Capacity Enhancement	Studies/Assessment	Pursue and finalize the cost benefit and environmental studies required.	Tier 1 & Tier 2	X		X
D1-b			Finance truck related improvements through federal funds and truck and port fees.	Tier 1 & Tier 2	X		
D1-c			Actively pursue and develop creative funding alternatives to finance the design and capacity enhancement improvements for the I-710 corridor.	Tier 1 & Tier 2	X		
D2-a		Separate Trucks From Cars	Add lanes for trucks that are separate from the I-710 freeway lanes	Tier 1 & Tier 2			X
D2-b			Build truck ramps that lead directly from I-710 to the railroad yards to take truck traffic out of neighborhoods and off local streets.	Tier 1 & Tier 2			X
D2-c			Improve the Atlantic Bandidni intersection in the City of Vernon.	Tier 1 & Tier 2		X	

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ID#	Strategy Type	Recommendation	Description	Source	I. Programs/Policies			II. MCS Transportation Actions			III. I-710 Design Concepts		
D2-d			Improve the Atlantic Bandidni intersection to the south (Garfield to I-5 south).	Tier 1 & Tier 2				X					
D3-a	Minimized Impacts	Right of Way	Utilize the property between the existing freeway and the LA River to minimize taking of residences, local businesses and parks.	Tier 1 & Tier 2	X								
D3-b			Truck lanes should be located in those lanes that are the greatest distance from homes, parks and schools to limit noise and emissions impacts on the community.	Tier 1 & Tier 2	X								
D3-c		Design and Congestion	Keep trucks at or below grade to reduce potential for noise and visual impacts.	Tier 1 & Tier 2	X								
			<i>Make improvements to major arterials in corridor communities to relieve congestion.</i>	Tier 1				X					
D4-a	Improvements	Interchanges and Access	Redesign unsafe and congested interchanges.	Tier 1 & Tier 2							X		
D4-b			Maintain and improve local access to the freeway for residents and businesses.		X								
D4-c		Bridges	Widen bridges that cross and parallel the freeway to provide space for cars, bikes and pedestrians.					X					
D5-a		Technology	Preserve options to advanced technologies for moving goods as these are being developed.	Tier 2	X								
D5-b		Right of Way	Use utility right-of-way to minimize community impacts.	Tier 1 & Tier 2	X								
D5-c		Port Planning	Future port planning must take into account roadway and rail capacity, not just terminal capacity.	Tier 1 & Tier 2	X								
D6-a	Capacity Enhancement Improvements	Local Improvements	Ensure sufficient capacity is provided for the general public by making Tier 1 CAC improvements to the existing freeway.	Tier 1 & Tier 2							X		
		Carpool Lanes	<i>Dedicate one carpool lane for vehicles with 2 or more persons on the I-710 from the 405-Long Beach.</i>	Tier 1							X		
		Management	<i>Include transponders for greater mobility & provide incentives for use.</i>	Tier 1							X		
D6-b		Design	Upgrade mainline portion of the I-710 freeway to modern design standards.	Tier 2							X		
			<i>Improve on and off ramps along the corridor.</i>	Tier 1				X					
D6-c			Continue work with communities north of the rail yards to finalize design concepts in that area.	Tier 1 & Tier 2	X								
ENVIRONMENTAL JUSTICE													
EJ1	Process	Community Engagement	Involve corridor communities and provide appropriate language translation.	Tier 2	X								
EJ2	Implementation	Community Impacts	Ensure that impacts do not disproportionately fall on low-income people or people of color.	Tier 2	X								
			<i>Impacts should be shared throughout other communities.</i>	Tier 1	X								
EJ3	Project Benefits	Benefit Assessment	Ensure that the project benefits flow to the corridor communities.	Tier 2	X								
			<i>Provide compensation to corridor communities that have been affected by I-710 freeway impacts.</i>	Tier 1	X								
			<i>Provide rebates to residents for use of extra water and power as a result of impacts from freeway.</i>	Tier 1	X								
			<i>Implement local employment requirements for future I-710 improvements.</i>	Tier 1	X								
ORGANIZATION AND PROCESS													
P1		Presentation to OPC	Tier 2 Report will be presented to the OPC by Tier 2 representatives.	Tier 2	X								
P2		Tier 2 Follow-up	Tier 2 CAC will meet following OPC action.	Tier 2	X								

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					I. Programs/Policies	II. MCS Transportation Actions	III. I-710 Design Concepts
P3		Develop Collaborative Process	Metro and the Gateway Cities COG will develop collaborative community participation process prior to formal EIR process.	Tier 2	X		
			<i>Create a Task Force to allow for community participation and oversight.</i>	Tier 1	X		
			<i>Create a governing body such as the JPA with membership from community and agencies.</i>	Tier 1	X		

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Appendix B
Tier 1 CAC Community Ideas Matrices

I-710 Major Corridor Study

Tier 1 Community Advisory Committee CAC

August-04

City of Bell	
ID#	Community Ideas
H3-a	Our community needs to support pending legislation to address pollution.
D4-a	Improve the Florence exit and fix the cloverleaf.
D4-c	Widen bridges over the I-710 freeway.
E2-a, b	Improve sidewalk in the City.
E1-f	Implement a beautification program that includes graffiti removal and landscaping from I-91 to the I-60.
N1-a	Provide sound walls.
i	Seek opportunities to underground utilities.
N2-g	Repair potholes along the freeway.
EJ-3	City should be compensated for loss in revenue from construction impacts.
M3-a, c	Include bike trails in any potential projects.
D3-c	Improve intersection at Florence and Atlantic.
S4-d	Use Caltrans marquee to alert drivers when accidents occur.
H2-d	Assess surcharge fees on logistics industry to pay for improvements.
E3-a	Provide construction mitigation measures.
H1-d	Conduct study (funded by the ports) to determine the increased health impacts that port growth will cause.
H4-b	Increase inspection points to monitor and enforce compliance.
D6-a	Add carpool/bus lanes.
M1-b	Support 24/7 port operations.
M7-a	Encourage use of other ports.
ii	Cap port growth and rail yard expansion.

Xx-x - reference to the ID number found in the Strategies Summary Matrix
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I-710 Major Corridor Study

Tier 1 Community Advisory Committee CAC

August-04

City of Bell Gardens	
ID#	Community Ideas
H4-c	Encourage trucks to use I-710 during off-peak hours. Levy higher fees/charge premium fees on companies who transport during peak hours.
ii	Build an elevated four-lane truck-dedicated express roadway, within the LA River, with minimal off-ramps to access distribution facilities with no off-ramp to Bell Gardens.
H3-a	Provide incentives for use of alternative fuels: Levy higher fees/tolls on trucks using diesel fuel and make allowances for trucks using alternative fuels. Use technology to monitor compliance.
D3-a	Relocate transmission lines between the river and I-710 freeway and use transmission right-of-way for a truck-dedicated expressway.
ii	Build a truck-dedicated roadway over the river channel that runs along the freeway.
ii	Develop additional rail distribution facilities to support out-of-state hauls to help alleviate congestion at rail yards in Commerce and Vernon.
N1-a	Sound walls should be built along the freeway in Bell Gardens to mitigate noise pollution, particularly from heavy trucks.
N1-a	Ivy should be planted on the sound walls to discourage graffiti.
H2-a	Truck inspections should be conducted regularly to ensure trucks on the road comply with safety and emission standards.
N2-d	Alameda Corridor operators should provide quieter operations for the trains.
H4-f	Create a beautification program that provides landscaping and improved aesthetics along the freeway.

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I-710 Major Corridor Study

Tier 1 Community Advisory Committee (CAC)

August-04

City of Carson	
ID#	Community Ideas
N3-a	Provide East West Access for trucks and autos for other regional freeways.
D2-a, b	Get trucks onto freeway more directly and quickly.
i	Examine the Terminal Island Freeway extension to 405 and its potential impacts on Carson.
ii	Use LA River for truck access.
D4-a	Provide interchange improvements.
D2-a	Consider dedicated truck lanes with transponders along I-710 next to the river and provide incentives for trucks to adopt use.
M6-b	Underground proposed improvements, if possible.
M1-d	Create a near dock facility.
M1-c	Provide incentives to ship by rail.
H4-e	Regulate truck hours.
i	Consider possibility of building below grade along Alameda Street.
i	The community does not support the Terminal Island Freeway proposal extension to Alameda Street because of the possibility of increasing the amount of truck traffic on Alameda Street traveling through Carson.
H2-b	Reduce air pollution emissions from the Port and the rail systems and support federal legislation for more stringent air quality improvements.
D1-a	Tie improvements to I-710 to air quality improvements.
H3-a	Use new clean burning fuels as soon as possible - trucks and trains.
H1-d	Perform medical studies (cancer, asthma, etc.) for the community residents along the freeway to determine the extent of the air pollution problems to these communities.
H2-d	Provide funding for the air quality impacts the residents have had to suffer from the Port and truck diesel pollution.
H4-2	Provide incentives or other financial assistance to replace older diesel truck engines.
N1-a	Provide decorative sound walls along the freeway

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City of Carson

ID#	Community Ideas
N2-d	Alameda Corridor operators should provide quieter operations for the trains
H4-f E1-f E2-c	Create a beautification program that provides landscaping and improved aesthetics along the freeway, including trees.
EJ2	There should be equity of impacts spread among all corridor communities
M5-a	Ports should provide more efficient loading and unloading at the ports
H1-d	Look at other ports (San Diego, San Francisco, etc.) to determine how they are dealing with similar issues such as air quality and transportation
M7-a	Shift as much cargo to other ports as much as possible (Baja, Seattle, Ventura, etc.)
M1-b	24/7 Port operations (extended hours)
i	Reversible lanes
M5-b	Establish a second port in LA
H2-e	Provide a permanent, local air quality monitoring station
D2-a	Use tolls during peak hours
D2-a M6-a	Double deck the freeway starting at Port to avoid bottleneck at the Port and have it drop into a dedicated truck lane
D2-a	Add extra lanes between PCH and Willow
D5-a	Utilize TDM and TSM technologies.
H2a	Provide for truck inspection, including emissions, and increased enforcement.
N3-a	Examine other freeways in the region in addition to the I-710, provide interagency coordination and create truck routes along other freeways.
E1-a	Use the Los Angeles River green belt area.
D4-a	Provide separate truck interchanges to accommodate short-term hauling, where only limited truck access is needed.

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I-710 Major Corridor Study

Tier 1 Community Advisory Committee CAC

August-04

City of Commerce	
ID#	Community Ideas
H1-d	Reduce diesel emissions and other pollutants that damage air quality. The impact to our community's children is intolerable. The health of our community must become a priority! In the short-term deploy stronger enforcement; in the long-term, address the cumulative impacts that the growth in the number of trucks will have, and provide increased restrictions, insure to reduce the related increased levels of toxic emissions.
D2-c, d	Support the Bandini Alternative. It shows promise as a viable and community-supported solution. Include truck lanes on Bandini Boulevard and improving the I-5 at the Garfield interchange so trucks may go south on the I-5.
E3-a	Minimize construction impacts as much as possible, especially private property acquisition, and impacts to parks and public spaces.
M1-c	Improve public understanding through education about the purpose of the Alameda Corridor and its long-term potential as an effective and efficient transportation option.
D4-a	Explore solutions to resolve problems on both the I-5 freeway and the I-710 concurrently. It is important to recognize that these systems are dynamic and interrelated.
J3-a H1-d	Analyze the impacts on the quality of life in our community, along with possible financial impacts, of potential expanded 24/7 Port operation. Explore the local goods movement and truck route solutions that can help mitigate the impacts to our community. (This item is still subject to more community input)
N1-a	Determine the need and priority for sound walls, particularly in conjunction with other potential transportation and traffic improvements. Possible priority location could be the Bristow area, and both sides of the Washington Boulevard off-ramp.
D3-c	Oppose the proposed Slauson Avenue improvements because of the impacts in our City. The Bandini Alternative would make the Slauson improvements unnecessary.
ii	Explore the riverbed as a potential heavy-rail corridor to alleviate truck traffic related to goods movement from the ports.

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D2-c, d	Improve the Atlantic Bandini interchange, including truck ramps from the I-710 truck lanes and the southbound I-710 freeway, directly into the rail yards and truck ramps from the I-710 truck lane onto elevated truck lanes on Bandini Blvd. between I-710 and I-5 to Garfield Ave. at the I-5 freeway.
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I-710 Major Corridor Study

Tier 1 Community Advisory Committee (CAC)

August-04

City of Compton	
ID#	Community Ideas
D4-a D6-a	Ensure that on-and off-ramps and adjacent streets are safe for both cars and pedestrians.
D6-a	Conduct a Pedestrian Analysis to determine the safety measures that may be needed on streets that lead to (or connect to) on-and off-ramps in Compton --particularly near schools..
D4-a	Improve the safety of the I-710 and 91 Interchange near Alondra. The west-bound 91 Freeway must be addressed.
H3-a	Fuel technology should be used to decrease air pollution.
E1-e	Ensure that Compton Creek will not be harmed from additional run-off resulting from freeway improvements. Provide stringent measures to against any potential pollution. Wildlife and plant life are vulnerable and must be protected.
N1-a	Sound walls should be provided to alleviate sound pollution.
i	Any widening and other improvements should take place on the east side of the I-710 through Compton. There should be no housing takes on the west side.
M4-a D3-c	Provide a by-pass for Compton and improve arterial highways that feed into the I-710.
D3-c	Ensure that major arterials are not adversely impacted by I-710 improvements.
D3-c	Analyze whether improvements are needed to improve the traffic flow on Atlantic, Alameda, Alondra, and Santa Fe, as all are important arterials in Compton.
M4-a D3-c	Consider placing restrictions for use of arterials that run through Compton. If use of these arterials are linked to I-710 improvements, there should be financial incentives provided to the city of Compton.
EJ2,3	The Port should provide financial incentives to the City of Compton for future proposed I-710 impacts that accommodate their growth.
D3-b	Ensure that truck-dedicated lanes on the freeway are located away from residential neighborhoods to avoid increased air pollution near homes.
D3-b	Keep elevated roadways away from residential neighborhoods.
M6-a	If elevated roadways are used, truck-designated roadways should be located on the lower level (to muffle the sound).

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M2-c	Provide a light rail system along the I-710 with stops in Compton.
D6-a	Provide carpool lanes that lead more directly to Long Beach as it is a major destination.
ii	Explore the use of the riverbed for I-710 improvements.
E3-a	When construction is underway, provide advance warnings of detours and closures.
H4-b	Locate a truck facility in Compton--if it generates revenue for the City.
S4-d	Designate and identify specific alternate routes through Compton for drivers who must exit the freeway when accidents occur. Encourage use of these routes as much as possible to protect neighborhoods.
H4-f E1-f	Ensure that ramps are "green" Landscaping should be planted and maintained to beautify the area along the freeway. Establish a committee to monitor maintenance and accountability.
EJ3	For I-710 improvements, establish a requirement that Compton youth and adults must be hired on projects.
P3	Establish an ad hoc partnership, such as a Joint Powers Authority, between the City of Compton, and other I-710 Corridor Cities, Caltrans, and other public agencies involved with the I-710 improvements.
D4-a	Improve the safety of the I-710 and 91 Interchange at Alondra. Redesign the interchange to provide safer merging conditions.
D4-a	Provide an exit ramp to Rosecrans Avenue from the I-105 ramps.
H1-a-d	Addressing air quality and its improvement is a top priority for Compton.
EJ3	Explore using Compton residents to work on I-710 construction projects and provide training if needed.

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I-710 Major Corridor Study

Tier 1 Community Advisory Committee (CAC)

August-04

Note: The East Los Angeles Tier 1 CAC is still evaluating various ideas and options for the I-710 and I-5 freeways and have not yet made any decisions on improvements to those freeways until further studies are completed.

East Los Angeles	
*ID#	Community Ideas
M2-c	Build a light rail system along the I-710 to relieve some of the auto congestion.
H3-f	Provide incentives, such as reduced fees, to encourage increased use of the Alameda Corridor and disincentives, such as increased fees/taxes, for truckers using the I-710.
H4-f	Beautify the I-710. Caltrans should maintain trash pick-ups, at a minimum, and provide landscaping.
D2-a	Double-deck the I-710 with truck-dedicated lanes.
EJ2	Encourage policy-makers to stress that San Gabriel Valley and South Pasadena must accept a more equitable share of the burden of traffic.
EJ2	Finish the I-710 through South Pasadena before making changes in our neighborhoods.
ii	Build a subterranean tunnel dedicated to truck traffic.
H4-c	Provide incentives for businesses to accept delivery during non-peak hours.
EJ1	Implement policies that encourage "land-use" trade-offs" and partnerships to allow shared parking or innovative solutions to eliminate truck parking in neighborhoods.
N1-a S4-a	Seek on-going funding for mitigation along the freeway, including soundwalls and concrete median barriers.
ii	Solutions must seek to resolve problems concurrently on both the I-710 and the 60 Interchange, as well as, the I-5 and I-710.
H3-a	Encourage technology that decreases toxic diesel emissions, such as the use of alternative fuels.
S4-b	Improve lighting along the corridor.

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East Los Angeles

*ID#	Community Ideas
M1-b	Encourage the Ports to implement 24/7 operations, including negotiating with the Teamsters Union.
M1-g M1-h	Limit truck traffic during rush hours and provide incentives to encourage more driving at night.
ii	Leave the Freeway as it is from Telegraph Road to the I-60 Freeway.
E1-a	Loss of open space due to freeways is a major concern.
ii	Tunnel under the freeway to provide truck dedicated lanes. Make it a toll-road to fund it.
ii	Interchange improvements are needed at the I-5 to I-710 southbound. Improve the on-ramp.
ii	Use a double-decker system within an existing right-of-way all the way to the I-210.
M1-f	Incorporate mass transit as alternatives to the freeway.
S2-b S2-c	Increase enforcement of speeding trucks.
S2-c	Trucks should use slow lanes only and second lane for passing only.
D2-a	Allow trucks to travel on dedicated lanes only.
S2-a	Increase enforcement of vehicles that don't meet regulations.
D2-a	Need to improve safety through design on Freeways.
S4-a	Add concrete barriers in the middle of the freeway.
M7-a	Disseminate goods through other ports--not just LA and Long Beach.
M1-c	Alameda corridor must be more widely used.
H3-a	Shift to alternative fuels.
H3-d, e, f	Require the use of alternative fuel for shipping.
H1-a	Conduct a study to evaluate air quality around schools. With a baseline established, change can be monitored.
H3-a	Outlaw use of diesel fuels.
EJ2, 3	Our community needs to have representation such as wealthier communities facing facing similar issues (101 freeway).
E1-a EJ3	Freeway improvements should result in community improvements such as parks, community facilities, local transit improvements.
D2-b	Provide off-ramps at rail yards.

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East Los Angeles

*ID#	Community Ideas
N1-a	Provide attractive and tall enough sound walls.
i	Address the area between Third and Sixth and McDonnell. There is dangerous double parking.
D3-a	East Los Angeles does not want any net loss in housing as a result of improvements to the freeway.
M2-a, b, c	Expand public transportation.
D3-c	Local streets that parallel the freeway need to be studied and improved.
H1-a - H2-f	Improvement in air quality is the number one priority for East Los Angeles.
ii	Examine other alternatives along I-5 (eliminate carpool lane or tunnel car pool lanes) to reduce property impacts in East Los Angeles.
ii	Determine impacts in East Los Angeles of proposed closure of I-710 Washington Boulevard interchange and mitigating impacts.

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I-710 Major Corridor Study

Tier 1 Community Advisory Committee (CAC)

Aug-04

City of Long Beach	
ID#	Community Ideas
	Community Approved Recommendations
i	Involve federal elected officials in the Freeway major corridor study.
i	The City of Long Beach should support Congress-member Rohrabacher's legislation to impose a fee on each container that enters the Port.
i	Do not move forward with the 710 Freeway project.
M2-d, e M3-b	Find an alternative to 710 Freeway expansion.
N1-a, b, c	Sound walls need to be included into the final budget for the 710 Freeway improvements, and they must be built at the time of construction of any improvements.
i	MTA and Caltrans should conduct a walk thru the Long Beach segment of the 710 Freeway where proposed improvements might take place.
EJ1	Minutes of all workshops should be translated in Spanish and Khmer.
i	No double decking of the 710 Freeway.
M4-b	School Bus traffic flow should not be impacted by future construction on the 710 Freeway.
S1-a S4-a	Center dividers must be built taller in the future.
	Health and Environment
H1-b	The Long Beach Health Department should conduct air quality studies near the intersection of the 710 Freeway and the 47 Freeway.
H3-a	School buses should use alternative fuels to reduce diesel emissions.
H3-a	The performance of alternative fuels on air pollution should be verified prior to commercial use.
i H1-d	City of Long Beach should review impacts of ICTF terminal to community and local schools. Truck idling levels at the ICTF terminal should be reduced to the level of the Ports.

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E1-f E2-c E4-a H4-f	Increase tree plantings in Long Beach by threefold.
H1-d	Future health studies must include data about deaths related to pollution.
H1-d	The City of Long Beach should conduct research into the health impacts on the community stemming from local refinery emissions.
H1-d	The City of Long Beach should conduct research into the health impacts of diesel and other vehicle emission to children.
H1-d	The research should include asthma and other health ailments, including respiratory problems, cancer, allergies, etc.
H3-a, e, f	Trains should use cleaner fuels.
i	Signage should be visible to traffic at all times in the design of the 710 freeway.
H1-d	The City of Long Beach should conduct research regarding the impacts of pollution to local residents from Port operations, the 710 Freeway, local petroleum refineries, and the proposed Liquid Natural Gas station.
H4-d H2-c	Give incentive funding to truck operators to use bio-diesel.
N1-a, b, c N2-a - g	Noise pollution should be mitigated for any I-710 Freeway improvements.
H2-b, c	Trucks and ships delivering and hauling cargo from the Port of Long Beach should use particulate matter traps.
H3-a	A pilot project for the use of bio-diesel should be implemented.
Port Operation and the I-710	
H4-e M5-c M7-a	A limit on Port expansion should be discussed.
M5-a	Tariffs should be imposed on businesses that use the port. The funds gathered through the tariffs should be utilized for programs to clean air pollution.
H2-b H2-a H3-d H4-d	Trucks operating at the Port should use bio-diesel or alternative fuels.
i	Shipping companies should hire independent truck drivers as employees and they should treat them fairly.
M1-d	On-dock rail capabilities should be expanded.

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H2-d	The Port should pay for any impacts to the community, including any improvements to the 710 Freeway and impacts to the health of residents in the community.
i	All empty containers should be shipped to the place of origin and they should be allowed to remain empty in the Port.
i	The City of Long Beach should research the impacts of Port expansion to the local tourism industry.
H2-d M5-a D1-b,c	Extra fees should be charged to Port tenants and companies hauling cargo from the Port to cover expenses related to local healthcare costs.
H3-a H2-b	The Port should support the use of green diesel and compressed natural gas for trucks hauling cargo from the Port.
H2-b N3-b	The Port should develop aggressive idling legislation to limit diesel truck idling to a maximum of five minutes.
M7-a	Cargo should be distributed to other regional Ports.
M7-a H4-e, i	The Port of Long Beach should be downsized.
M7-a H4-e, i	The City of Long Beach should define the maximum capacity of the Port of Long Beach.
M1-b, c, d	The Alameda Corridor Transportation Authority's initiatives should be implemented immediately.
H1-d	The Port should not extend to a 24-hour operation until further air quality research is conducted on the potential impacts to Long Beach residents.
H2-b	Governing agencies should make it mandatory for ships to slow down as they prepare to dock at the Port of Long Beach.
H2-b	By 2006, offshore shipping companies should be equipped to use shore power while docked at the Port.
i	Cargo containers should be standardized which would allow multiple companies to use the containers and reduce the number of empty containers at the Port.
i	The Port of Los Angeles should participate at the next workshop related to Port Operations.
H2-b	Local Ports should coordinate the use of alternative fuels strategies.
H1-c	The Port should conduct research on the cost of pollution to local healthcare.
M1-c, d M2-d	Identify alternative methods to haul cargo from the Port- other than diesel trucks.
H2-b	Ships should be made to slow down when entering the Port.
H2-b	Diesel emissions from sea vessels and trains need to be addressed by regulatory agencies.

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H2-b	Ships should use alternative fuels when docking at the Port of Long Beach.
Preserving Neighborhoods	
i	Residents should have free and competent legal advice provided to them to assist them with the property acquisition process.
EJ-3	Residents whose property is not taken but impacted by 710 Freeway improvements should be compensated by Caltrans.
EJ1	The City of Long Beach and Caltrans should inform residents about any property acquisition plans in advance and a timely manner.
i	The public should be provided an opportunity to view and comment on the new 710 Freeway designs at various public meetings.
M2-d, e	Do not take any businesses or homes until all other alternatives and options for improving the 710 Freeway are exhausted.
i	Caltrans should better maintain the properties they currently own in Long Beach.
EJ3 E3-b	Caltrans should establish a performance bond for any improvements to the 710 Freeway that would allow for residents to recoup any damages during construction.
EJ1	Residents should be encouraged to attend meetings about the 710 Freeway and they should continue applying pressure and giving input on this process.
EJ1	Properties should be referred to as "homes" and not "houses" during discussions about 710 Freeway improvements.
EJ1, 3 E3-b	Caltrans should provide contact information to residents about whom to contact regarding damages done to properties because of construction to the 710 Freeway.
EJ3	An appraisal should be conducted at the time of the final design for the 710 Freeway improvements and a second appraisal should be conducted at the time that Caltrans begins the property acquisition process.
i	Conduct community meetings in the first district to make it easier for residents in that district to attend meetings.
Truck Congestion and Safety	
M5-a D1-b D1-c S1-c	A toll on diesel trucks should be imposed to offset the cost of utilizing the Alameda Corridor.
D3-b	Study the spillover traffic and the 710 Freeway. The spillover traffic may create safety issues for pedestrians.
M1-c	A shuttle trail system should be developed to haul cargo to local distribution centers in Southern California.

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M3-b	Use the Terminal Island Freeway and the Alameda Corridor to haul cargo and divert diesel trucks away from the 710 Freeway.
M4-a	The 103 Freeway should be expanded and should proceed left on Sepulveda and Willow and connect to the Alameda Corridor.
M4-a	Encourage the use of the 110 Freeway to divide truck traffic equally with the 710 Freeway.
M4-a	The City of Long Beach should establish a transportation policy to divert truck traffic to routes other than the 710 Freeway.
M5-a D1-a, d, c	A toll shall be implemented on trucks hauling cargo from the Port and shipping companies should pay a toll.
H2-a	A new truck inspection site should be built on Port of Long Beach Property.
i	Truck drivers should be considered when developing new cargo hauling methods.

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I-710 Major Corridor Study

Tier 1 Community Advisory Committee (CAC)

August-04

City of Lynwood	
*ID#	Community Ideas
ii	Install surveillance cameras at areas known to be unsafe in order to reduce hit-and-run accidents and dangerous, illegal driving behavior.
D2-a	Minimize trucks accidents by separating truck/auto traffic.
S3-b	Improve safety by implementing public education campaigns aimed at increasing awareness of how to share the road safely with trucks, and through greater enforcement and emphasis on adequate truck driver training and licensing.
ii	Explore the possibility of constructing a truck-dedicated elevated roadway above the riverbed that runs parallel to the I-710.
ii	Double-deck the I-710 freeway with truck-dedicated lanes.
M2-c	Support a light rail system that follows the course of the I-710. Provide stations that are easily accessible for Lynwood residents.
E1-f	Provide landscaping along the freeway in Lynwood. Ensure that landscaping creates an aesthetically-pleasing, <u>safe</u> environment.
S4-a	Extend the median barriers along the entire stretch of the freeway.
M1-h	Limit truck traffic hours.
D4-b	Improve access to Lynwood by creating more off-on ramps.
ii	Explore utilizing Alameda and Imperial as the major mobility corridors for through-truck traffic.
M1-h	Limit the hours of operation of trucks and increase fees during peak hours.
ii	Build a truck-designated roadway within the LA River.
M1-e	Lower fees to promote increased use of the Alameda Corridor for goods movement.
N1-b	Build sound walls along the entire I-710 to buffer noise in residential areas. Where necessary, use similar sound mitigation measures that airports employ.
S4-b	Improve existing lighting/add new lighting on the I-710.
i	Study Josephine, Rosecrans, Martin Luther King Boulevard, Abbott, and Carlin to determine traffic flow improvements that are needed (as part of the EIR process.)
H3-a	Provide more stringent air quality standards that address the excessive pollution generated by diesel-using trucks.

Xx-x - reference to the ID number found in the Strategies Summary Matrix

i - Local city issues to be addressed with the city during the environmental phase

ii - Ideas considered by Tier 1 CACs but not carried forward to Tier 2 CAC

City of Lynwood

*ID#	Community Ideas
E2-b	Beautification of areas through landscaping and maintenance of landscaping should take place, particularly beneath the cloverleaf portion of the I-710 (in Lynwood) that may be reconfigured as a future improvement (see Jerry Wood's concept drawings)
D4-a	Provide more on/off ramps from the I-105 to Lynwood at Atlantic Ave. and also Alameda St..
i E3-a	Conduct a pavement analysis of city streets before and after construction of arterial and I-710 improvements to assess whether damage has occurred. If streets have been damaged, the responsible agency/entity shall pay for and undertake repair in a timely manner.

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I-710 Major Corridor Study

Tier 1 Community Advisory Committee (CAC)

August-04

City of South Gate	
*ID#	Community Ideas
M1-a	Synchronize traffic signals along arterials and major streets for better mobility and to less congestion.
D4-a	Reconstruct Imperial/I-710 interchange to establish diamond lanes similar to Firestone/1-710.
N2-e	Mitigate noise and dust during construction.
S4-c	Adequately mark and provide signage for truck routes.
N1-a	Construct decorative sound wall and safety shields along the freeway adjacent to affected residents and businesses.
E2-c	Include landscaping along the (I-710) freeway especially at interchanges and soundwalls.
i	Provide a three dimensional model of the proposed I-710 Freeway improvement in the City of South Gate.
i	Provide a time schedule that includes sequence of construction work in South Gate.
M4-c	Establish ways to minimize inconvenience to residents and businesses during construction.
EJ2	Provide incentives to residents and businesses that have been and will be suffering depreciation and (loss of) income during construction of the freeway.
M1-h	Install ramp metering for trucks at the port of Long Beach.
ii	Establish a (800) number with a bilingual live person responding throughout this project so anyone can call with questions. Consider using television, internet, radio and other media fro keeping the community informed of the project status through completion.
P3	Continue including Tier 2 on the corridor improvements through project completion including but not limited to design, construction staging (especially establishing detour routes during construction.
D3-c	Extend Southern Avenue under or over the freeway and increase Southern Ave. Lane width to four lanes (two lanes each direction) for better mobility and to reduce local traffic from Firestone.

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 ii - Ideas considered by Tier 1 CACs but not carried forward to Tier 2 CAC

City of South Gate

*ID#	Community Ideas
D4-c	Widen Garfield Avenue Bridge over the Rio Hondo River and associated sidewalk along Garfield.
M2-b	Consider using additional bus transportation on Garfield between Firestone and Imperial.
EJ2	Provide fair and expedient negotiations with property owners that must move due to the proposed project. In the event of partial takes, efforts should be made to replace the property taken with property contiguous with that remaining.
i M4-b	Avoid impacts to local businesses including Security Public Storage South Gate Facility, Scully-Miller and Rockview Farms.
ii	Prior to major freeway construction surface street repairs, upgrades and improvements should be scheduled and completed. This work should be undertaken on all surface streets within the corridor that will be impacted traffic diverted from the I-710 during construction and should include refinement of the traffic control system.
D2-a	Rockview supports the inclusion of "truck only" lanes as part of the project.
D4-c	Include the installation of a Southern Ave. Bridge over the I-710 thereby connecting east with west South Gate. This bridge would relieve traffic on Firestone Blvd. and provide a second exit on for the Thunderbird Mobile Home Park.
M4-a	Provide advance and continuous public notice of road closures, detours and other changes to traffic flow. Include accommodations for emergency services, truck and business traffic signage directing customer traffic to businesses.
E1-f	Develop a freeway design that includes beautification of the right of way with a separate identity for each city through which the freeway passes.
i	Maintain access to Sully-Miller Construction by providing the same number of driveways.
D3-c	Study parallel arterial highway and determine needed improvements prior to major construction of the freeway.
i	Improve air quality and reduce diesel emissions.
M1-b	Support extended hours of operation at the ports and moving more cargo by rail, potentially the Alameda corridor.

Xx-x - reference to the ID number found in the Strategies Summary Matrix
i - Local city issues to be addressed with the city during the environmental phase
ii - Ideas considered by Tier 1 CACs but not carried forward to Tier 2 CAC

NCI
NATIONAL CONSULTING
INCORPORATED

1	Proposed New Street
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100	Proposed New Street



SEE SHEET 4
FOR CONTINUATION

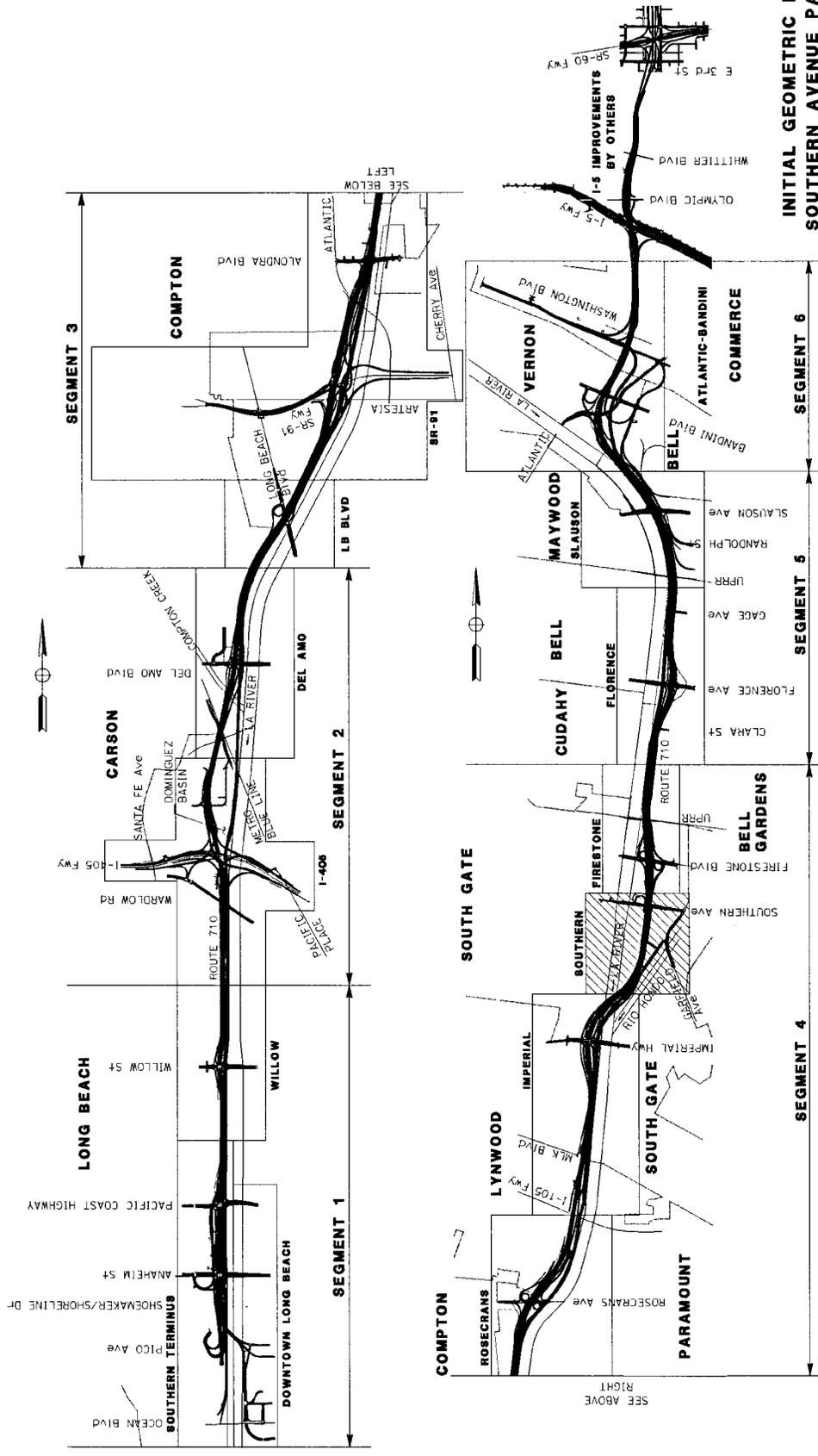
SEE SHEET 5
FOR CONTINUATION

"PLATT"
LIVING PROPERTIES
LOCALITY PROPOSED STRATEGY
SHEET 5

- INDEX OF PLANS
- TITLE AND LOCATION MAP
- EXISTING FEATURES MAP
- KEY MAP & LEGEND
- ALTERNATIVE 5
- TYPICAL CROSS SECTIONS
- LAYOUTS
- PROFILES AND SUPERELEVATION DIAGRAMS
- ALTERNATIVES 6A/B
- TYPICAL CROSS SECTIONS
- LAYOUTS
- PROFILES AND SUPERELEVATION DIAGRAMS
- NONSTANDARD FEATURES MAP



Dist	COUNTY	ROUTE	TOTAL SHEETS	SHEET NO.
CT	LA	710	6,073-4	6073-4

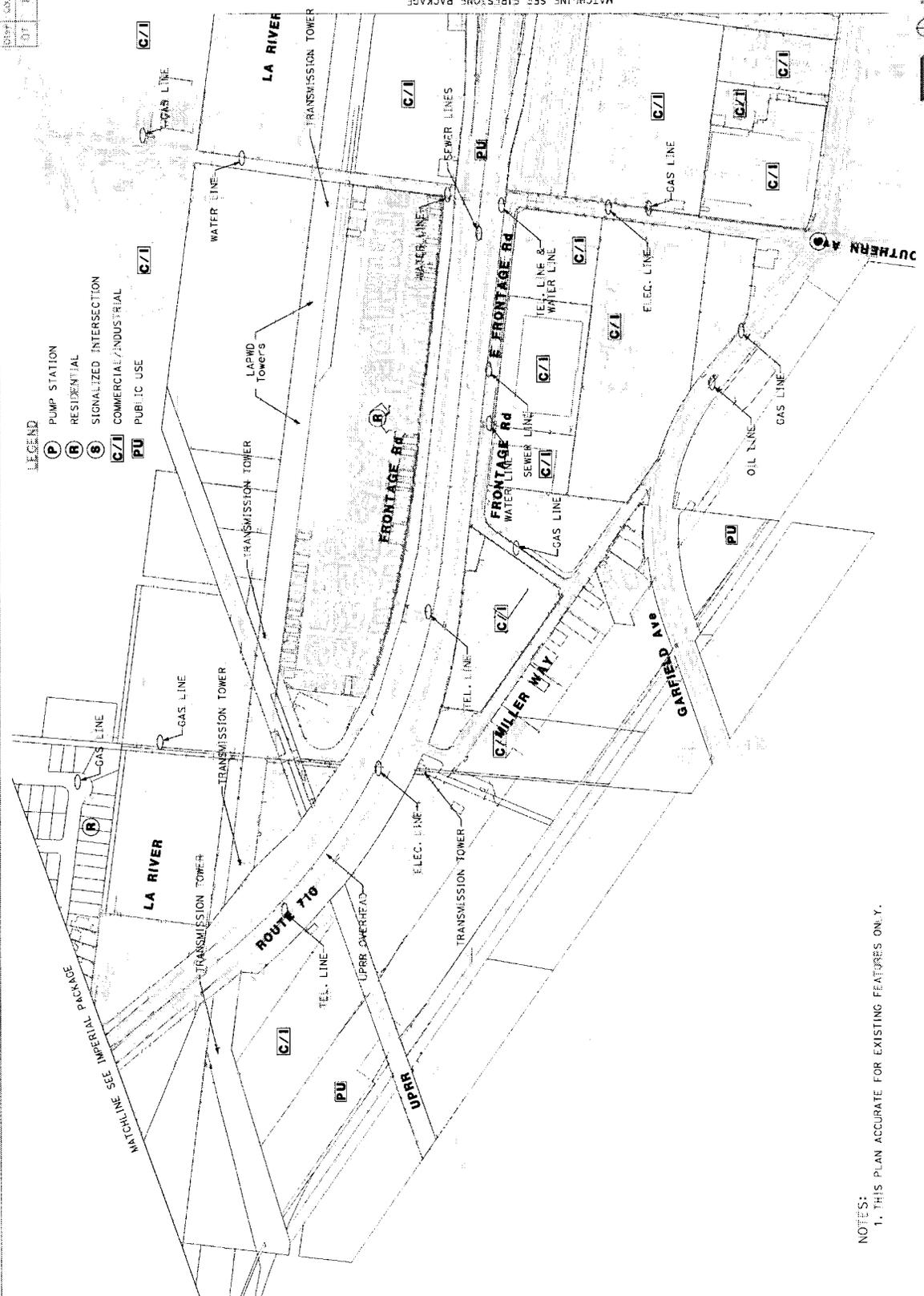


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 TIME PLOTTED => 12:40:34 PM
 USER NAME => Byron.Tran
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**INITIAL GEOMETRIC PLANS
 SOUTHERN AVENUE PACKAGE**

DATE	BY	REVISION
11/14/07	JL	1.0
06/02/06	JL	0.1
		X/CX

- LEGEND**
- (P) PUMP STATION
 - (R) RESIDENTIAL
 - (S) SIGNALIZED INTERSECTION
 - (C/I) COMMERCIAL/INDUSTRIAL
 - (PU) PUBLIC USE



EXISTING FEATURES
 SCALE 1" = 400'
ALTERNATIVE 5 & 6A/B
EX4-1

INTERNAL PROJECT DRAFT - NOT FOR PUBLIC DISTRIBUTION

NOTES:
 1. THIS PLAN ACCURATE FOR EXISTING FEATURES ONLY.

DATE PLOTTED: 11/14/2007
 USER: JEFFREY
 PLOT: 11/14/2007 11:14:00 AM

Dist#	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL NO. SHEETS
07	LA	710	6.0/23.4	

ALTERNATIVE 5

INTERNAL PROJECT DRAFT - NOT FOR PUBLIC DISTRIBUTION

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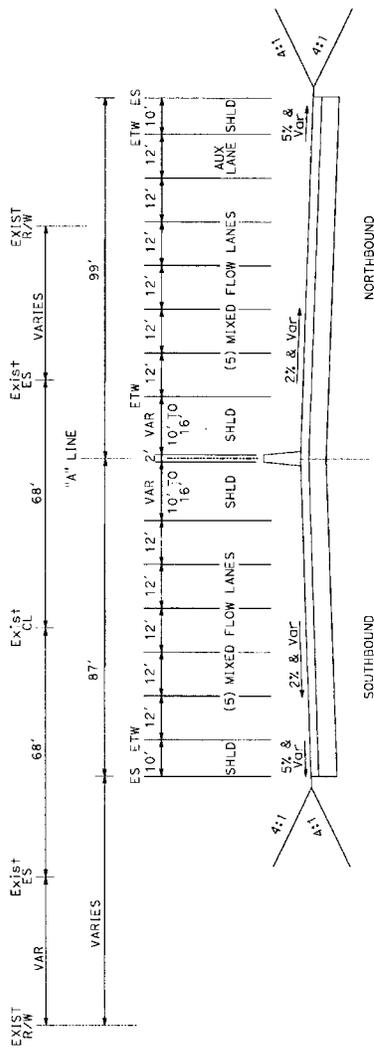


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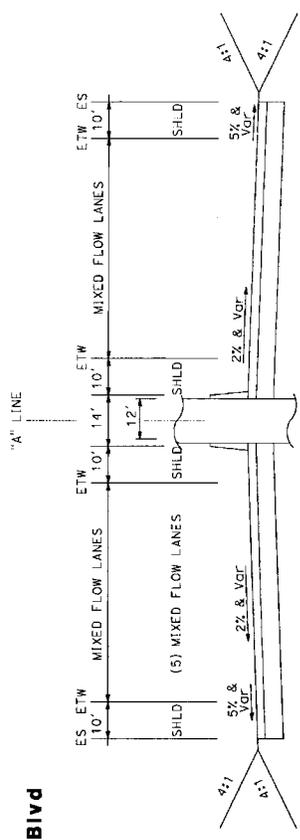
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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	CONSULTANT FUNCTIONAL SUPERVISOR	CHECKED BY	DATE REVISED
STANTEC	DESIGNED BY	REVISD BY	

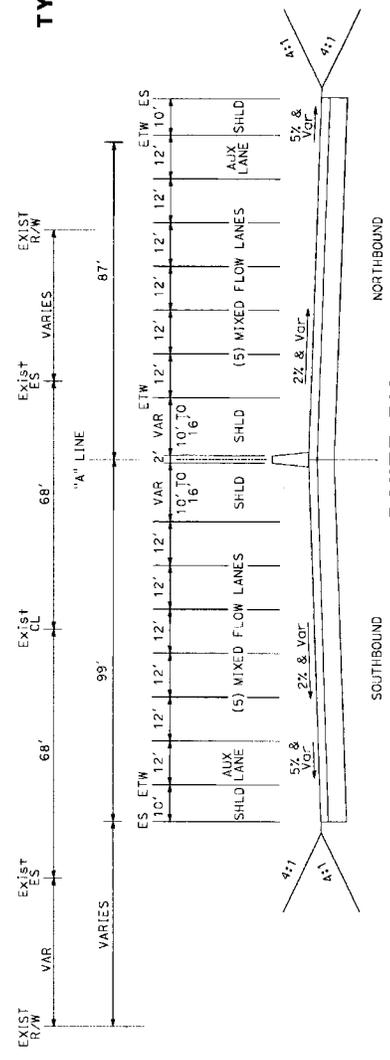
Dist#	COUNTY	ROUTE	POST MILES	SHEET TOTAL
07	LA	710	6.0/23.4	XXX



**ROUTE 710
 BETWEEN EAST FRONTAGE Rd & FIRESTONE Blvd**



**ROUTE 710
 TYPICAL SECTION AT STRUCTURE COLUMNS**



**ROUTE 710
 BETWEEN IMPERIAL HWY & EAST FRONTAGE Rd**

**TYPICAL
 CROSS SECTIONS**
 NO SCALE
ALTERNATIVE 5
X4-1

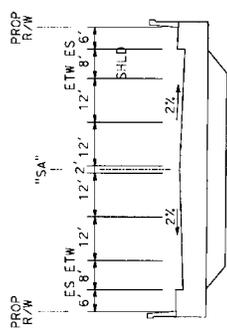
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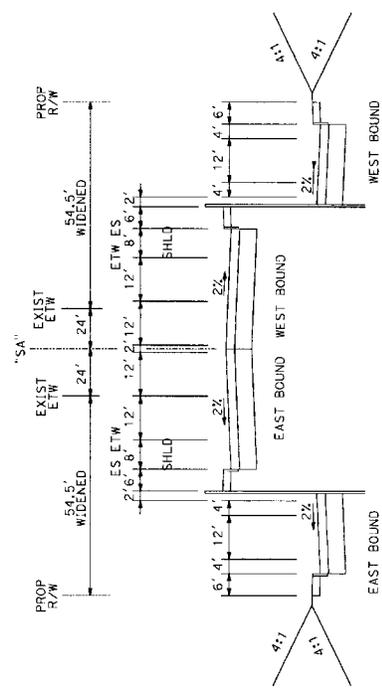
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 IS IN INCHES

EA 249900

Dist#	COUNTY	ROUTE	POST MILES	SHEET TOTAL
07	LA	710	6.0/23.4	XXX



EASTBOUND WESTBOUND
SOUTHERN Ave
LA RIVER BRIDGE



SOUTHERN Ave
BETWEEN ROUTE 710 & W/O GARFIELD Ave



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 CONSULTANT FUNCTIONAL SUPERVISOR

CHECKED BY
 DESIGNED BY
 CALCULATED BY

REVISD BY
 DATE REVISD

TYPICAL CROSS SECTIONS
 NO SCALE

ALTERNATIVE 5

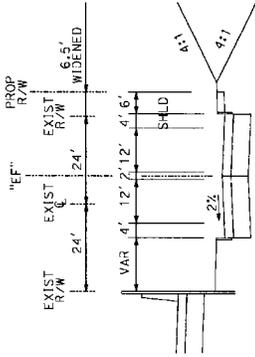
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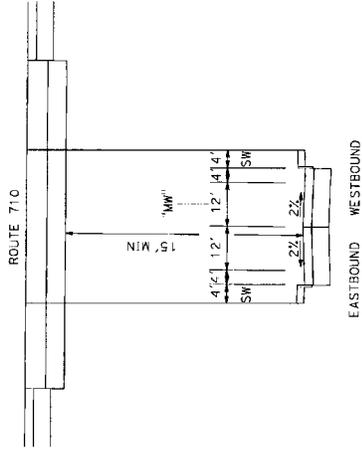
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RELATIVE BORDER SCALE IS IN INCHES
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DIST*	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	710	6.07/23.4		XXX



**"EF" EAST FRONTAGE Rd
BETWEEN EAST FRONTAGE Rd & SOUTHERN Ave**



**MILLER Way
AT ROUTE 710 UNDERCROSSING**

**TYPICAL
CROSS SECTIONS**
NO. SCALE

ALTERNATIVE 5 **X4-3**

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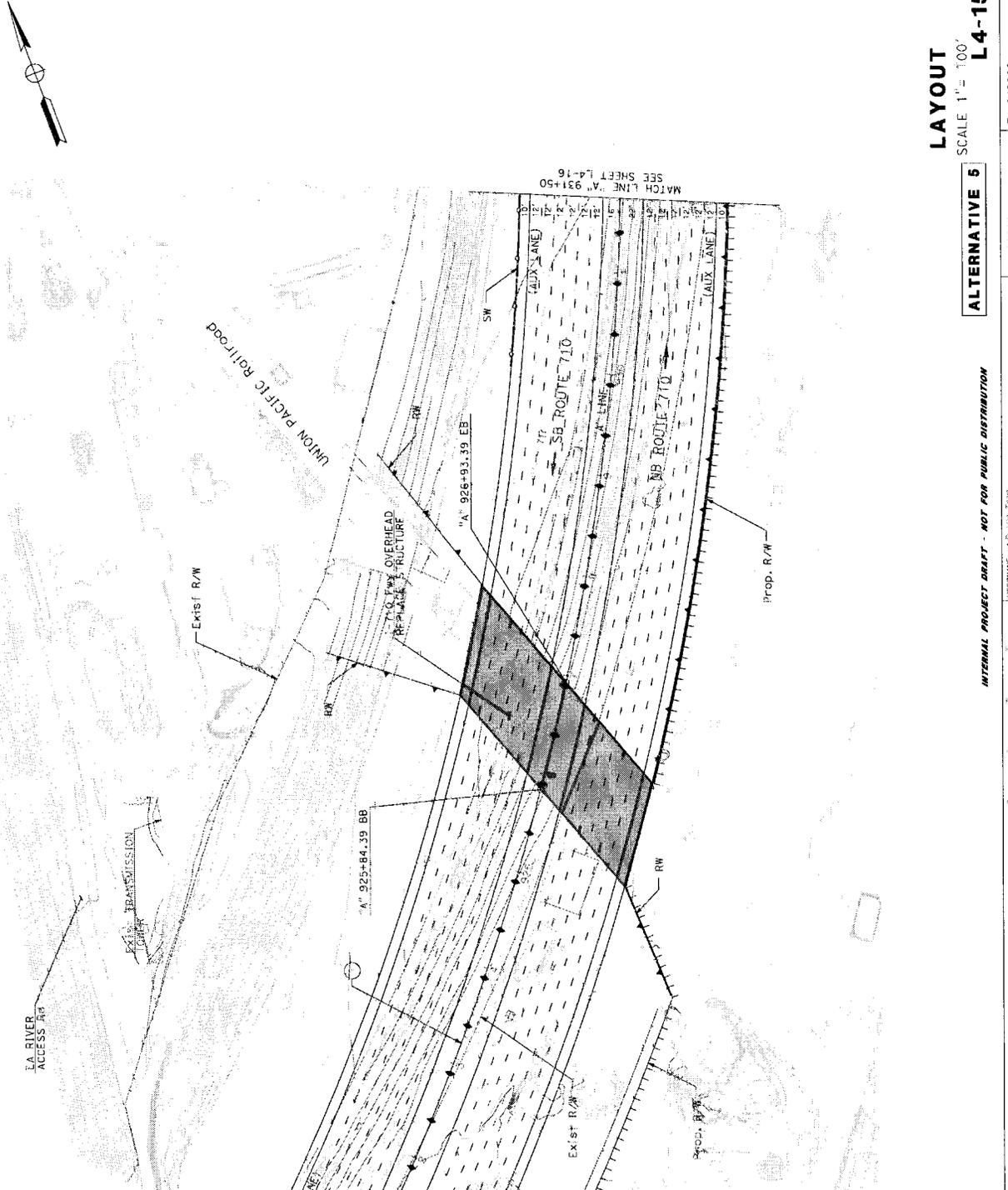
CU 00000

EA 249900



CURVE DATA

R	2500'	Δ	43°45'27"	T	1004.92'	L	1909.26'
⊙							



LAYOUT
SCALE 1" = 100'
L4-15

ALTERNATIVE 5

INTERNAL PROJECT DRAFT - NOT FOR PUBLIC DISTRIBUTION

CU 00000

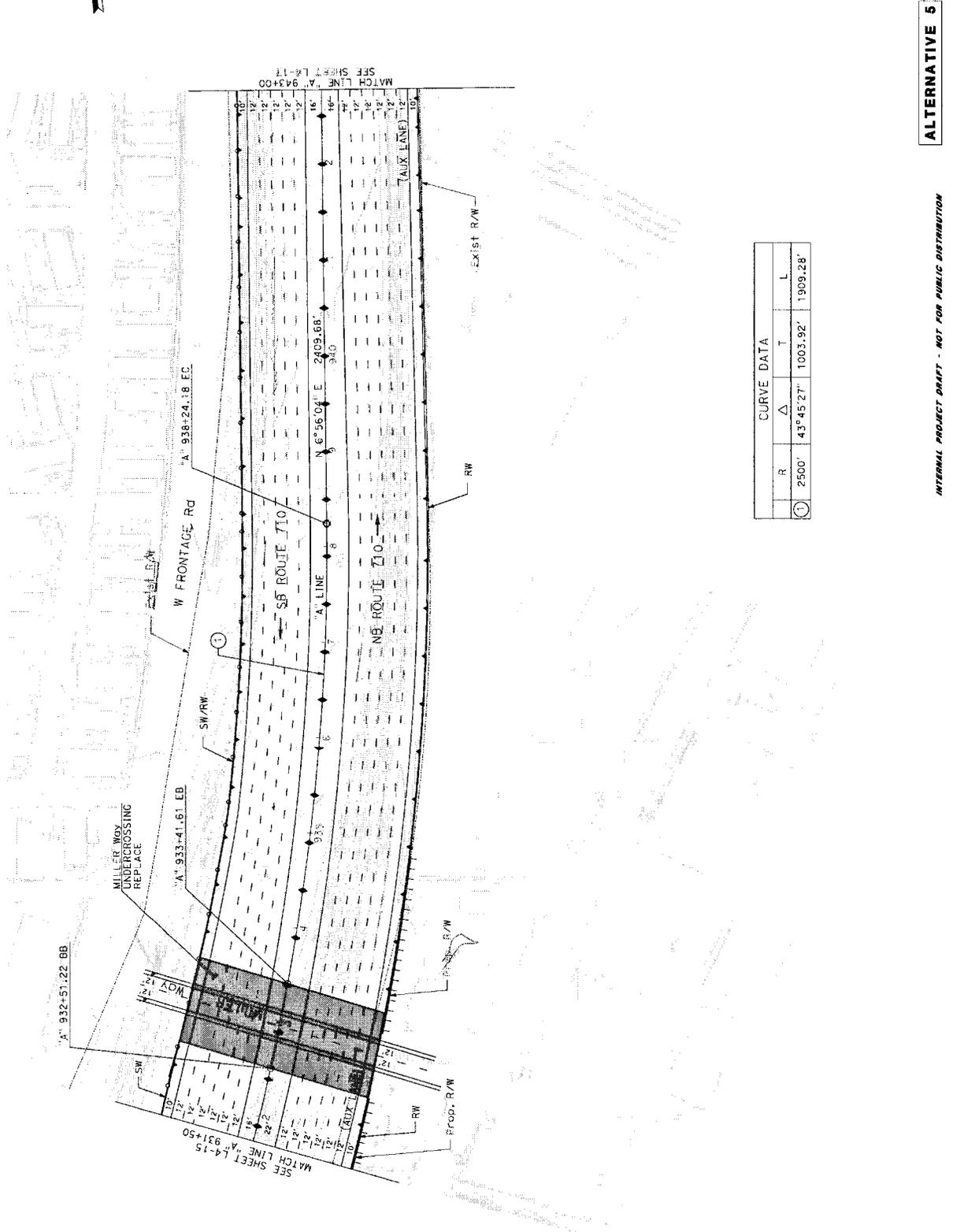
EA 249900

RELATIVE BENCH MARK SCALE 1" = 15' IN INCHES
 USERNAME: []
 DGN FILE: []



DIST	COUNTY	ROUTE	SHEET TOTAL PROJECT	SHEET TOTAL SHEETS
07	LA	710	6.0/23.4	XXX

DIST	COUNTY	ROUTE	TOTAL SHEETS	SHEET NO.	SHEET TITLE
07	LA	710	6.0/23.4	07	LAYOUT



CURVE DATA			
R	Δ	T	L
2500	43°45'27"	1003.92'	1909.28'

LAYOUT
 SCALE: 1" = 100'
ALTERNATIVE 5
L4-16

INTERNAL PROJECT DRAFT - NOT FOR PUBLIC DISTRIBUTION

CU 00000 EA 249900

LAYOUT
 SCALE: 1" = 100'
L4-18

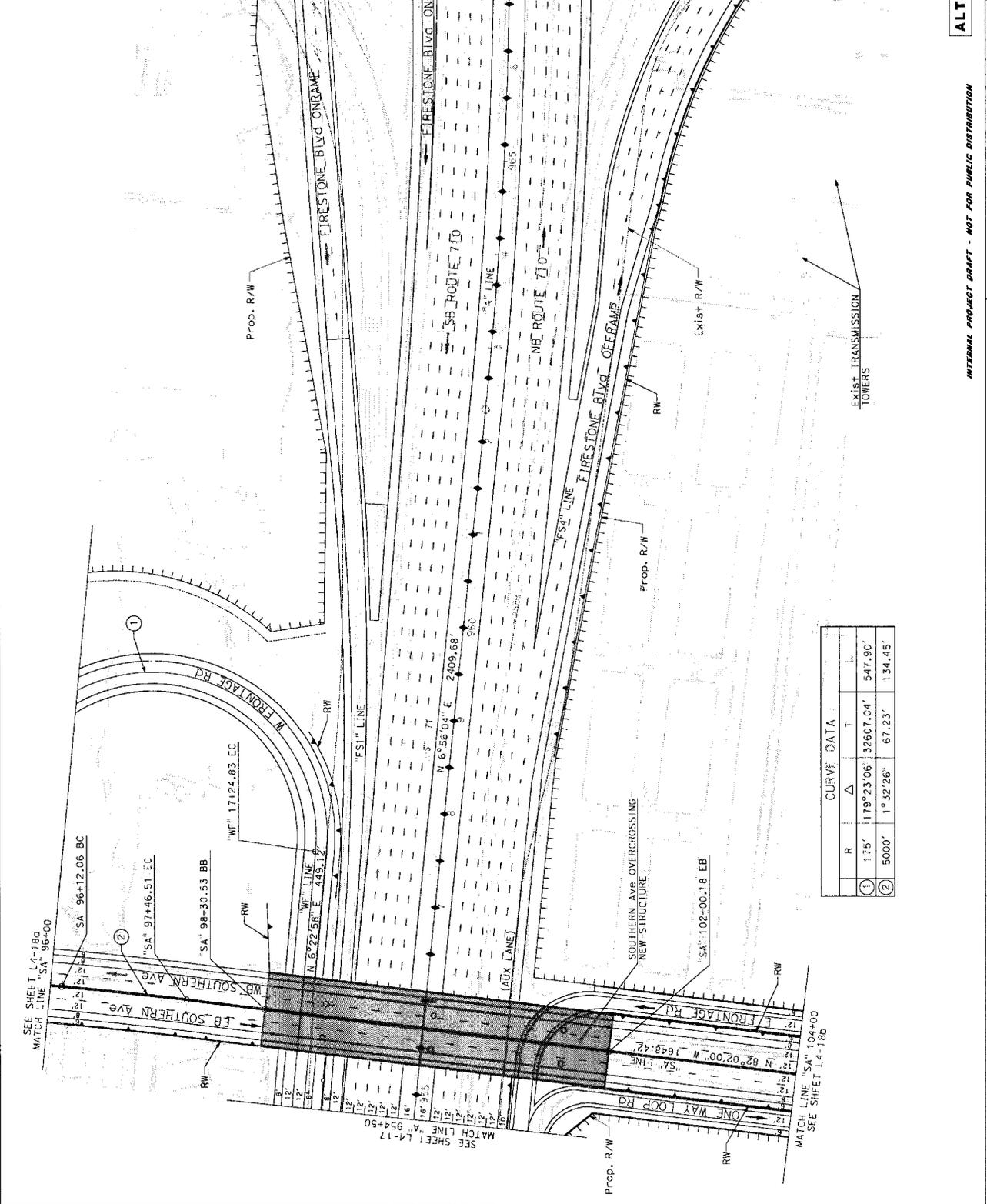
ALTERNATIVE 5

CJ 00000 EA 249900

INTERNAL PROJECT DRAFT - NOT FOR PUBLIC DISTRIBUTION

RELATIVE PROJECT SCALE: 1" = 500'
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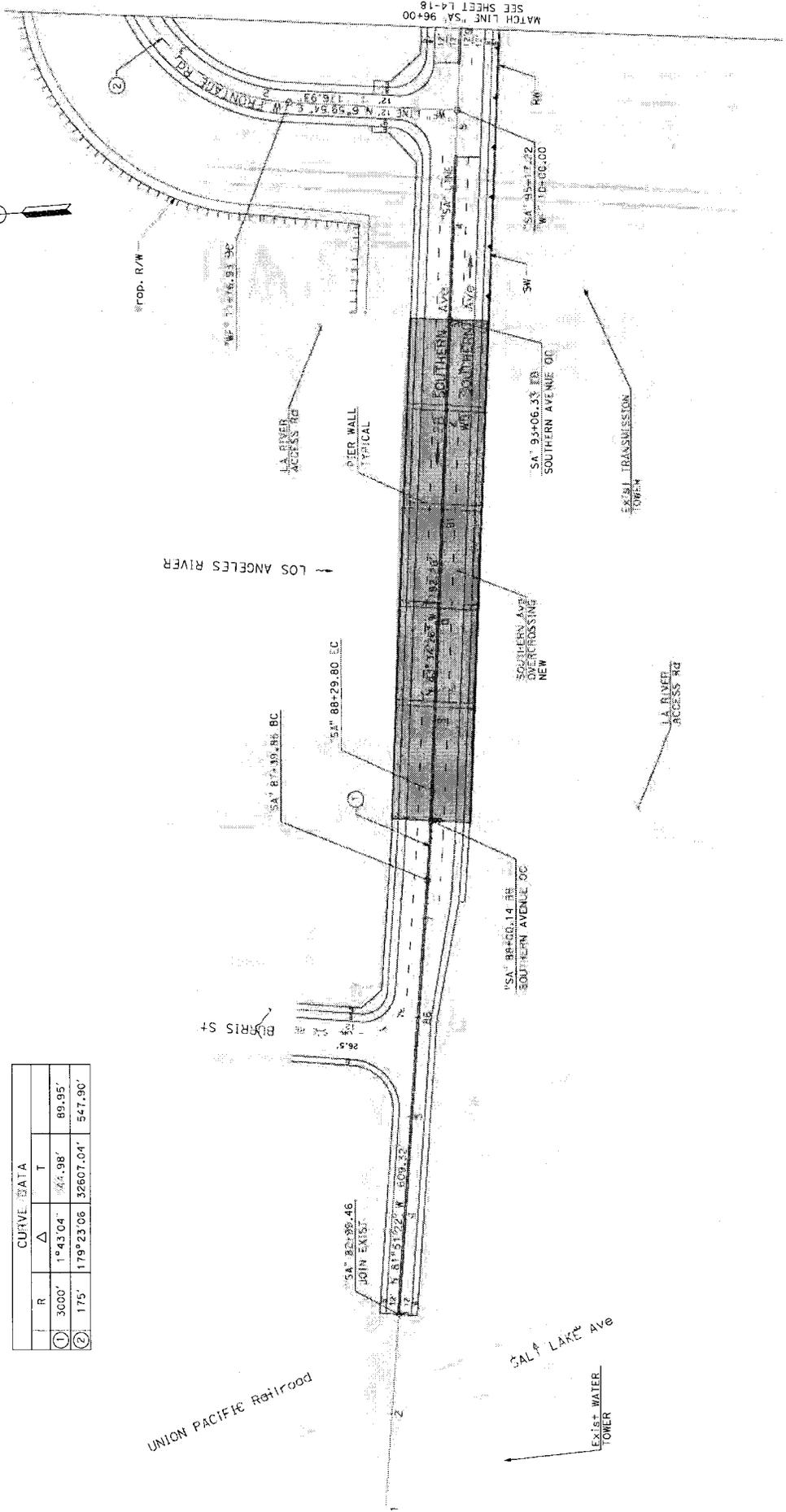
DIST	COUNTY	ROUTE	POST MILES	SHEET TOTAL
07	LA	710	6.0/23.4	XXX
TOTAL PROJECT				XXX



Dist.	COUNTY	ROUTE	POST MILES	SHEET NO.	TOTAL SHEETS
01	LA	710	6.0/23.4	XXX	XXX



CURVE DATA			
I	R	Δ	T
①	3000'	1°43'04"	44.98'
②	175'	179°23'08"	32607.04'



LAYOUT
 SCALE: 1" = 100'

ALTERNATIVE 5

INTERNAL PROJECT DRAFT - NOT FOR PUBLIC DISTRIBUTION

CU 00000

DATE PLOTTED: 06/18/2010 10:00 AM
 L4-18a

PROJECT NO. 06-00000-0000
 SHEET NO. 06-00000-0000

DESIGNED BY: [Name]
 CHECKED BY: [Name]

DATE PLOTTED: 06/18/2010 10:00 AM
 L4-18a

PROJECT NO. 06-00000-0000
 SHEET NO. 06-00000-0000

DATE PLOTTED: 06/18/2010 10:00 AM
 L4-18a

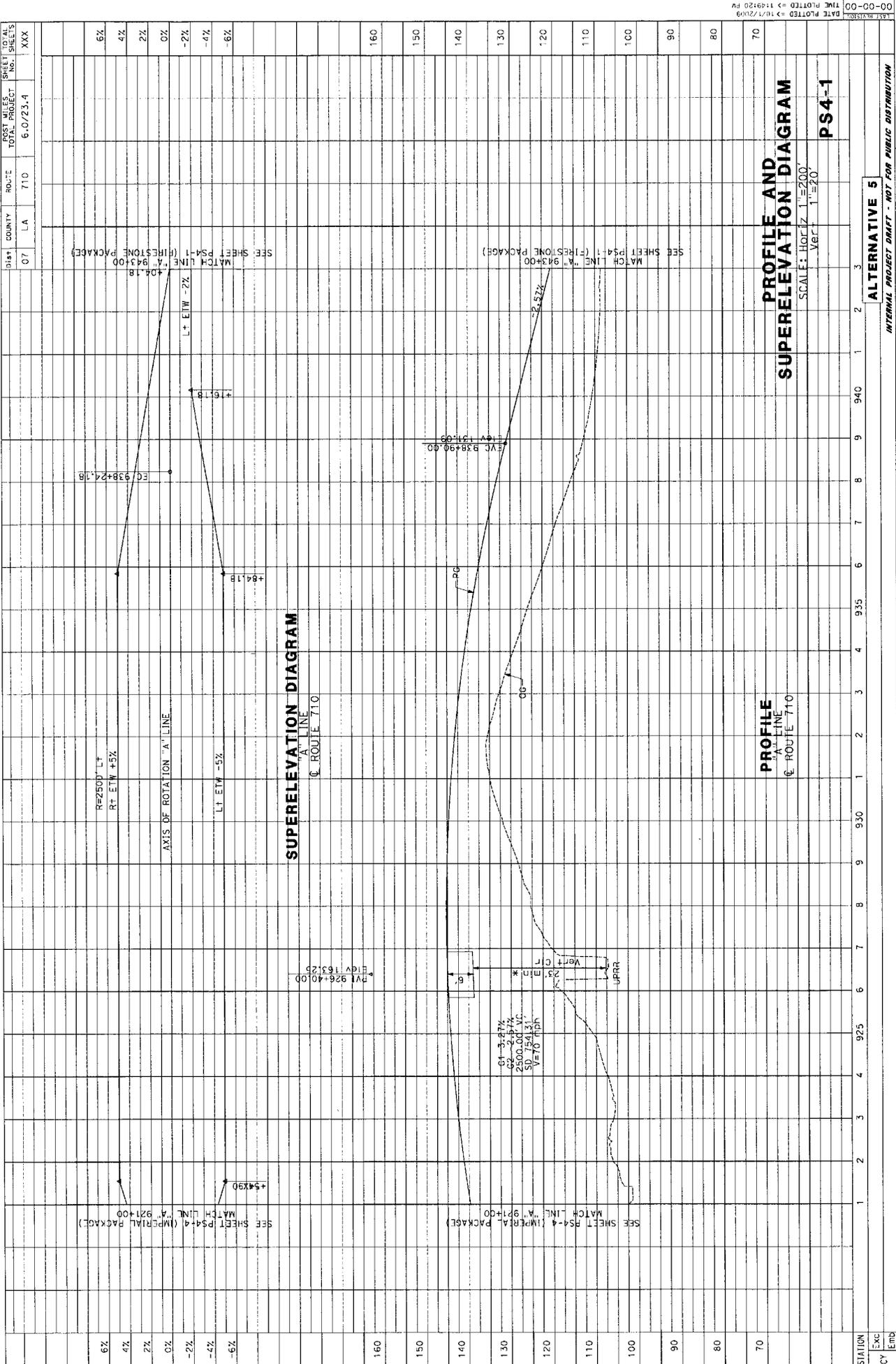
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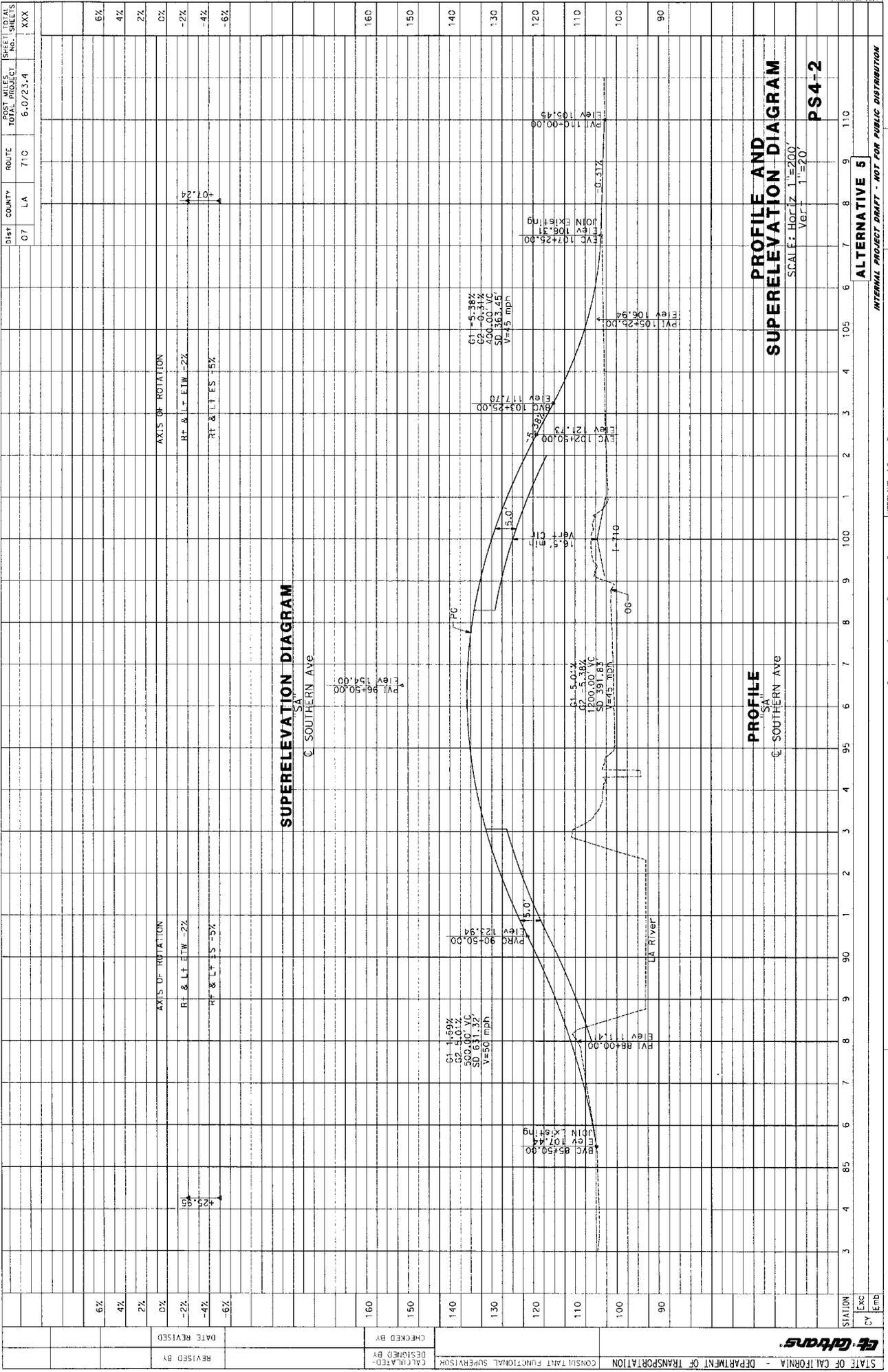


STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

PROJECT NO. 06-00000-0000
 SHEET NO. 06-00000-0000

DATE PLOTTED: 06/18/2010 10:00 AM
 L4-18a





STATION	Exc	Emb
3		
4		
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95		
6		
7		
8		
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100		
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105		
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9		
110		

SUPERELEVATION DIAGRAM
 SA
 SOUTHERN AVE

PROFILE
 SA
 SOUTHERN AVE

PROFILE AND SUPERELEVATION DIAGRAM

SCALE: Horiz 1"=200'
 Vert 1"=20'

PS4-2

ALTERNATIVE 5

INTERNAL PROJECT DMMT - NOT FOR PUBLIC DISTRIBUTION

CU 00000

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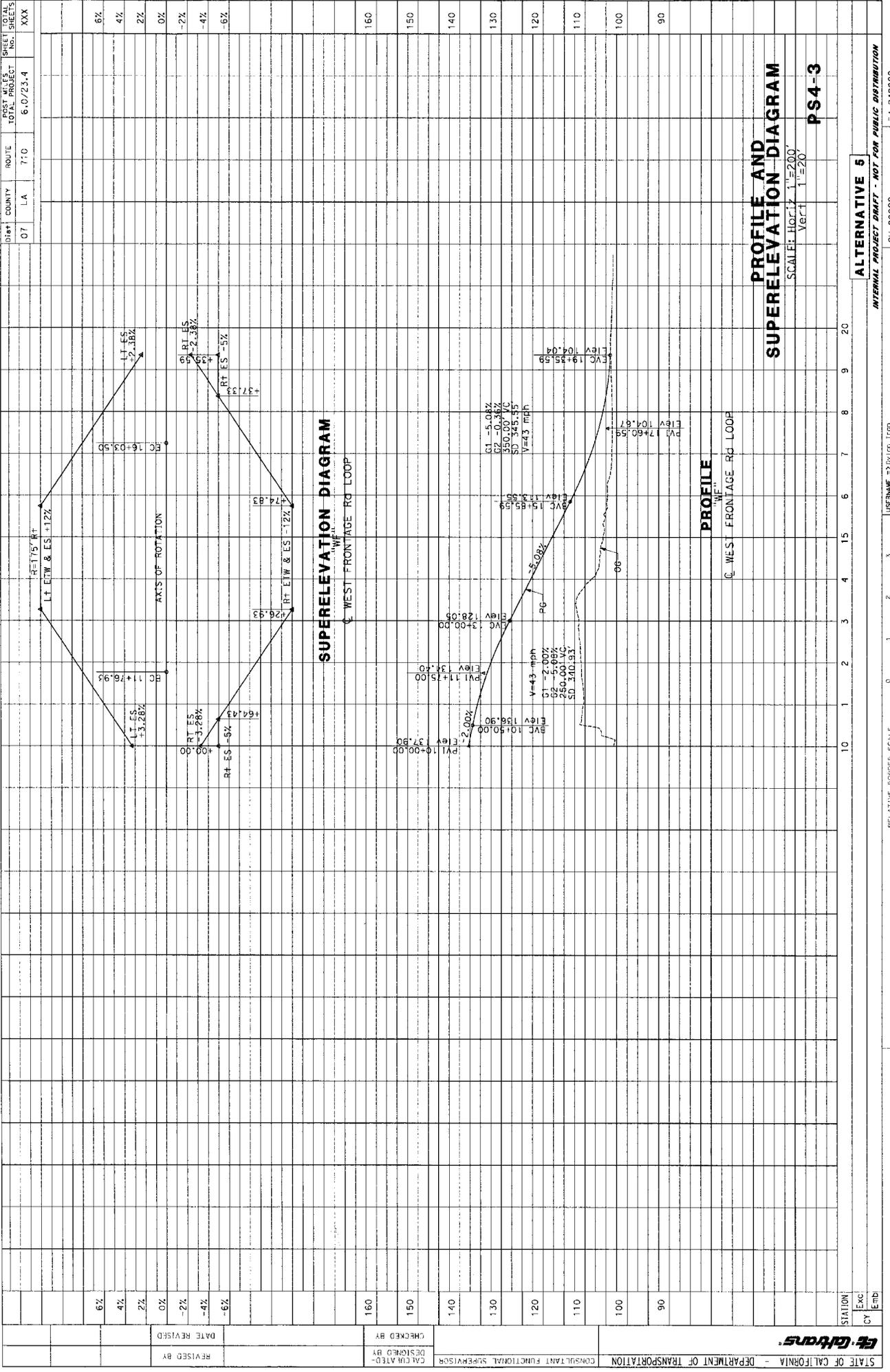
RELATIVE BORDER SCALE
 IS IN INCHES

EA 249900

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	710	6.0/23.4	XXX	XXX

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	CONSULTANT FUNCTIONAL SUPERVISOR	DESIGNED BY	CHECKED BY
DATE REVISOR	DATE REVISOR	DATE REVISOR	DATE REVISOR





STATION	Exc	Emb
160		
150		
140		
130		
120		
110		
100		
90		

PROFILE AND SUPERELEVATION DIAGRAM
 SCALE: HORZ 1"=200'
 VERT 1"=20'
PS4-3

ALTERNATIVE 5

INTERNAL PROJECT DRAFT - NOT FOR PUBLIC DISTRIBUTION
 CU 00000 EA 249900

RELATIVE VERTICAL SCALE IS IN INCHES
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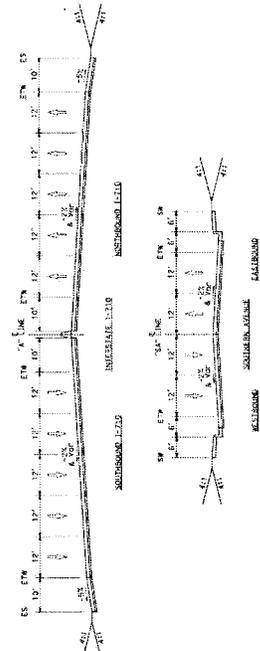
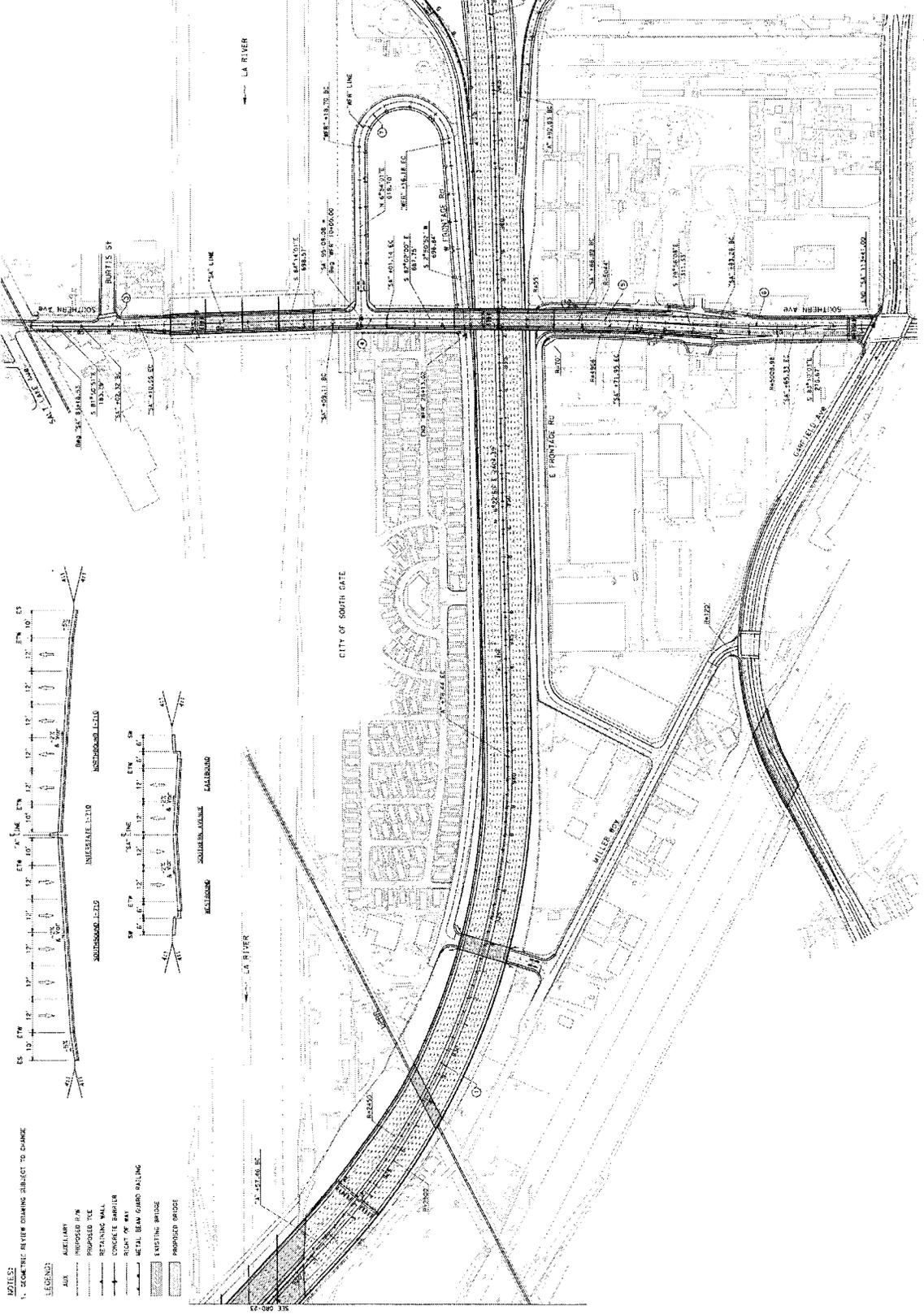
Table 2.4-1 Local Interchanges, Crossings, and Frontage Roads with I-710 – Alternative 5A

No.	Location	Improvements
21	Martin Luther King Jr. Blvd.	SB one-lane off-ramp will be moved further north, combining with the SB Imperial Hwy. off-ramp
22	Imperial Hwy.	<ul style="list-style-type: none"> ▪ Existing modified four-quadrant cloverleaf configuration will be replaced by a single-point urban interchange. ▪ Imperial Hwy. will be reconstructed to three through lanes in each direction between Wright Rd. and the Los Angeles River bridge
23	Southern Ave.	New overcrossing will span I-710, the Los Angeles River, and frontage roads
24	E. Frontage Rd.	Reconstruct but will remain a two-way street with one lane in each direction
25	W. Frontage Rd.	Addition of two-way street extending from W. Frontage Rd. to connect to Southern Ave.
26	Firestone Blvd.	<ul style="list-style-type: none"> ▪ Existing partial cloverleaf configuration will be retained. However, the interchange will be entirely reconstructed with a new overcrossing and new ramps ▪ Firestone Blvd. will be reconstructed to three through lanes in each direction between National Ave. and the Los Angeles River bridge
27	Florence Ave.	Existing four-quadrant configuration will be replaced by a single-point urban interchange configuration
28	Slauson Ave.	New connection to I-710 and will feature a single-point urban interchange configuration
29	Atlantic Blvd./Bandini Blvd. Interchange	Replaced by a two-quadrant cloverleaf
30	Bandini Blvd.	Reconstruct to carry three through lanes in each direction
31	Atlantic Blvd.	Realign and reconstruct between the Los Angeles River bridge and the 26th St. overcrossing
32	Washington Blvd.	The existing NB and SB ramps will be modified to meet the reconstruction and widening of the I-710 mainline

EB = eastbound
 I-710 = Interstate 710
 NB = northbound

SB = southbound
 WB = westbound

NO.	R	Δ	L	Δ	L
1	2484.00'	44°14'13"	1511.23'	1800.07'	
2	4500.00'	107°13'37"	402.48'	800.23'	
3	5500.00'	27°31'10"	104.13'	208.26'	
4	5500.00'	2°25'57"	64.03'	128.06'	
5	5500.00'	2°25'57"	64.03'	128.06'	
6	5500.00'	2°25'57"	64.03'	128.06'	
7	5500.00'	2°25'57"	64.03'	128.06'	
8	5500.00'	2°25'57"	64.03'	128.06'	
9	5500.00'	2°25'57"	64.03'	128.06'	
10	5500.00'	2°25'57"	64.03'	128.06'	
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12	5500.00'	2°25'57"	64.03'	128.06'	
13	5500.00'	2°25'57"	64.03'	128.06'	
14	5500.00'	2°25'57"	64.03'	128.06'	
15	5500.00'	2°25'57"	64.03'	128.06'	
16	5500.00'	2°25'57"	64.03'	128.06'	
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23	5500.00'	2°25'57"	64.03'	128.06'	
24	5500.00'	2°25'57"	64.03'	128.06'	
25	5500.00'	2°25'57"	64.03'	128.06'	
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76	5500.00'	2°25'57"	64.03'	128.06'	
77	5500.00'	2°25'57"	64.03'	128.06'	
78	5500.00'	2°25'57"	64.03'	128.06'	
79	5500.00'	2°25'57"	64.03'	128.06'	
80	5500.00'	2°25'57"	64.03'	128.06'	
81	5500.00'	2°25'57"	64.03'	128.06'	
82	5500.00'	2°25'57"	64.03'	128.06'	
83	5500.00'	2°25'57"	64.03'	128.06'	
84	5500.00'	2°25'57"	64.03'	128.06'	
85	5500.00'	2°25'57"	64.03'	128.06'	
86	5500.00'	2°25'57"	64.03'	128.06'	
87	5500.00'	2°25'57"	64.03'	128.06'	
88	5500.00'	2°25'57"	64.03'	128.06'	
89	5500.00'	2°25'57"	64.03'	128.06'	
90	5500.00'	2°25'57"	64.03'	128.06'	
91	5500.00'	2°25'57"	64.03'	128.06'	
92	5500.00'	2°25'57"	64.03'	128.06'	
93	5500.00'	2°25'57"	64.03'	128.06'	
94	5500.00'	2°25'57"	64.03'	128.06'	
95	5500.00'	2°25'57"	64.03'	128.06'	
96	5500.00'	2°25'57"	64.03'	128.06'	
97	5500.00'	2°25'57"	64.03'	128.06'	
98	5500.00'	2°25'57"	64.03'	128.06'	
99	5500.00'	2°25'57"	64.03'	128.06'	
100	5500.00'	2°25'57"	64.03'	128.06'	



- NOTES:**
 1. GEOMETRIC REVIEW DRAWING SUBJECT TO CHANGE
- LEGEND:**
- ▲ AUXILIARY
 - PROPOSED P/V
 - RETAINING WALL
 - CONCRETE BARRIER
 - METAL BEAM GUARD RAILING
 - EXISTING BRIDGE
 - PROPOSED BRIDGE

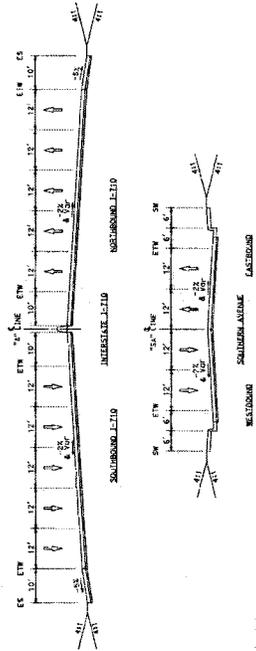
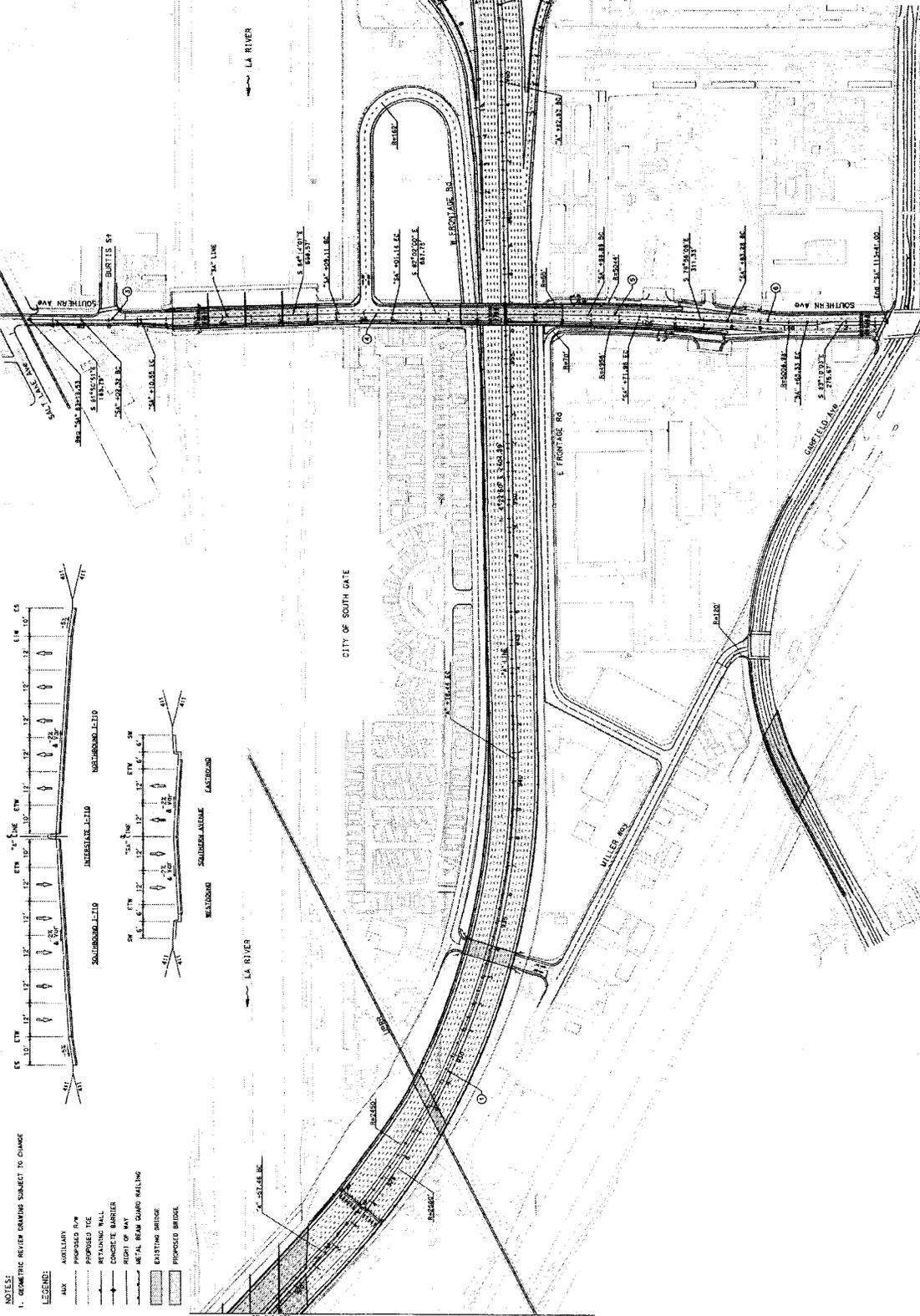
SCALE 1"=100'

GRD-24

1-710 EIR/EIS ALT 5C
 SOUTHERN AVENUE
 GEOMETRIC REVIEW DRAWING

JUNE, 2015

STATION	PC	PT	PI	PE	LC	EA	EA	EA
1+00.00	1+00.00	1+00.00	1+00.00	1+00.00	1+00.00	1+00.00	1+00.00	1+00.00
2+00.00	2+00.00	2+00.00	2+00.00	2+00.00	2+00.00	2+00.00	2+00.00	2+00.00
3+00.00	3+00.00	3+00.00	3+00.00	3+00.00	3+00.00	3+00.00	3+00.00	3+00.00
4+00.00	4+00.00	4+00.00	4+00.00	4+00.00	4+00.00	4+00.00	4+00.00	4+00.00
5+00.00	5+00.00	5+00.00	5+00.00	5+00.00	5+00.00	5+00.00	5+00.00	5+00.00
6+00.00	6+00.00	6+00.00	6+00.00	6+00.00	6+00.00	6+00.00	6+00.00	6+00.00
7+00.00	7+00.00	7+00.00	7+00.00	7+00.00	7+00.00	7+00.00	7+00.00	7+00.00
8+00.00	8+00.00	8+00.00	8+00.00	8+00.00	8+00.00	8+00.00	8+00.00	8+00.00
9+00.00	9+00.00	9+00.00	9+00.00	9+00.00	9+00.00	9+00.00	9+00.00	9+00.00
10+00.00	10+00.00	10+00.00	10+00.00	10+00.00	10+00.00	10+00.00	10+00.00	10+00.00



NOTES:
 1. GEOMETRIC REVIEW DRAWING SUBJECT TO CHANGE

LEGEND:

- AUXILIARY
- PROPOSED ROW
- REVISION WALL
- CONCRETE CURB
- 24" RIBBON CURB WALLING
- EXISTING BRIDGE
- PROPOSED BRIDGE

SCALE 1"=100'

GRD-24

I-770 EIR/EIS ALT. 5C

SOUTHERN AVENUE

GEOMETRIC REVIEW DRAWING

MARCH, 2015

9-13-65

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RESOLUTION NO. 2663

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SOUTH GATE, CALIFORNIA, DECLARING ITS INTENTION TO ORDER THE ACQUISITION AND CONSTRUCTION OF CERTAIN IMPROVEMENT WORK CONSISTING OF PARKING FACILITIES AND APPURTENANCES AND APPURTENANT WORK WITHIN SAID CITY; DESCRIBING THE PROPOSED ACQUISITION AND IMPROVEMENT; SPECIFYING THE EXTERIOR BOUNDARIES OF THE DISTRICT TO BE BENEFITED BY SAID WORK AND TO BE ASSESSED TO PAY THE COST AND EXPENSE THEREOF; DETERMINING THAT BONDS SHALL BE ISSUED TO REPRESENT ASSESSMENTS TO BE LEVIED; PROVIDING FOR THE DISPOSAL OF ANY SURPLUS REMAINING IN THE IMPROVEMENT FUND AFTER THE COMPLETION OF THE IMPROVEMENT; AND REFERRING THE PROPOSED IMPROVEMENT TO THE CITY ENGINEER AND DIRECTING SAID CITY ENGINEER TO MAKE AND FILE A WRITTEN REPORT WITH THE CITY CLERK OF THE CITY OF SOUTH GATE.

(Parking Assessment District No. 3)

WHEREAS, this City Council proposes, as hereinafter more particularly set forth, to take proceedings under the Municipal Improvement Act of 1913 (Division 12 of the Streets and Highways Code) for the acquisition and construction of certain improvement work consisting of parking facilities and appurtenances and appurtenant work within the City of South Gate, California;

NOW, THEREFORE, the City Council of the City of South Gate, California, DOES HEREBY RESOLVE, DETERMINE AND ORDER as follows:

Section 1. That the public interest and convenience require and that it is the intention of the City Council of said City of South Gate to order the following work to be done or improvements to be made and installed in said City, to wit:

1. The acquisition of the following parcels of real property for the purpose of using same as public parking lots:

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A. Lot 1 consisting of Lots 159, 160, 149 and the South half of Lot 148, Tract No. 4707, as recorded in Map Book 52, of official records at page 14, records of the County of Los Angeles, State of California.

B. Lot 2 consisting of Lot 488 and Lot 500, Tract No. 6000, as recorded in Map Book 65, of official records at pages 29-32, records of the County of Los Angeles, State of California.

C. Lot 3 consisting of Lot 629, Tract No. 6000, as recorded in Map Book 65, of official records at pages 29-32, records of the County of Los Angeles, State of California.

D. Lot 4 consisting of Lots 225 and 226, Tract No. 6557, as recorded in Map Book 77, of official records at pages 39-40, records of the County of Los Angeles, State of California.

E. Lot 5 consisting of Lot 124 and Lot 109, Tract No. 6557, as recorded in Map Book 77, of official records at pages 39-40, records of the County of Los Angeles, State of California.

2. The cleaning and grading of the above named parcels, including removal of existing structures or other obstructions as necessary, paving, the installation of lighting facilities as necessary, and the construction of cement block walls, safety lighting, bumper blocks, the painting of parking stall lines and directional lines and areas, traffic control lanes and signing, and the installation of appropriate information signs on all the parcels, together with any necessary work and materials appurtenant to any of the foregoing or necessary to comply with city ordinances.

1 Section 2. This City Council hereby makes the
2 expense of said work chargeable upon a district, which
3 district this City Council hereby declares to be the district
4 benefited by the said work and to be assessed to pay the
5 cost and expense thereof. For a description of said district
6 reference is hereby made to a map of said district on file
7 in the office of the said City Clerk and designated "Map of
8 Parking Assessment District No. 3" which map or plat indicates
9 by a boundary line the extent of the territory included in
10 the said proposed district and shall govern for all details
11 as to the extent of said assessment district.

12 Section 3. That serial bonds bearing interest at
13 a rate not to exceed six percent (6%) per annum shall be
14 issued to represent each assessment of fifty dollars (\$50)
15 or over remaining unpaid for thirty (30) days after the
16 date of recordation of the assessment. Said serial bonds
17 shall extend over a period ending nine (9) years from the
18 second day of January next succeeding the next September
19 1st following their date. Said bonds may be redeemed by
20 the owners or any persons interested in any lot or parcel
21 of land described therein, in the manner provided in said
22 Streets and Highways Code, at any time before maturity,
23 and before commencement of proceedings for sale, upon pay-
24 ment to the City Treasurer of the amount then unpaid on
25 the principal sum thereof; with interest thereon calculated
26 up to the due date of the next maturing interest coupon,
27 and all penalties accrued and unpaid together with a premium
28 of 5% of said unpaid principal. Said bonds are as authorized
29 under the Municipal Improvement Act of 1913, Division 12,
30 Chapter 7, of the Streets and Highways Code of the State of
31 California, and are to be issued pursuant to and as provided
32 in the Improvement Act of 1911, Division 7 of said Code.

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Section 4. That assessments under fifty dollars (\$50) shall be subject to the penalties and costs and collected as provided for cash assessments in the Street Opening Act of 1903.

Section 5. That the said work is to be done under and proceedings therefor are to be under and pursuant to the said Municipal Improvement Act of 1913.

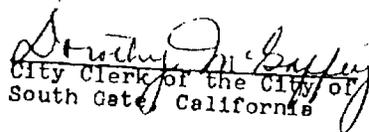
Section 6. That the City Engineer is hereby directed to procure the required information and prepare and present to this City Council the written report on said work or improvement required by said Municipal Improvement Act of 1913, as set forth in Section 10203 and 10204 of said Streets and Highways Code.

Section 7. That any surplus remaining in the improvement fund after the completion of the work or improvement shall be used for the maintenance and operation of the improvement.

ADOPTED, SIGNED AND APPROVED this 13th day of September, 1965.


Mayor of the City of South Gate,
California

ATTEST:


City Clerk of the City of
South Gate, California

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STATE OF CALIFORNIA
COUNTY OF LOS ANGELES, } SS.
CITY OF SOUTH GATE.

I, DOROTHY McGAFFEY, City Clerk of the City of South Gate, California, do hereby certify that the whole number of members of the City Council of said City is five; that the foregoing RESOLUTION being RESOLUTION No. 2663 was duly passed and adopted by the said City Council, approved and signed by the Mayor of said City, and attested by the City Clerk of said City, all at a regular meeting of the said Council held on the 13th day of September, 1955 and that the same was so passed and adopted by the following vote:

Ayes: Councilmen... Henville, Weaver, Hardy, Sawyer, Dellmann
Noes: Councilmen... None
Absent: Councilmen... None
Not Voting: Councilmen... None

Witness my hand and the seal of said City this 13th day of September, 1955

Dorothy McGaffey
City Clerk of the City of South Gate, California

(SEAL)

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STATE OF CALIFORNIA
COUNTY OF LOS ANGELES
CITY OF SOUTH GATE } ss.

I, DOROTHY MCGAFFEY, City Clerk of the City of South Gate, California, DO HEREBY CERTIFY that the above and foregoing is a full, true and correct copy of Resolution No. 2663, and that the same has not been amended or repealed.

DATED: September 13th, 1965.

Dorothy McGaffey
City Clerk of the City of
South Gate, California

(SEAL)

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RESOLUTION NO. 2664
RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF SOUTH GATE, CALIFORNIA, APPRO-
VING REPORT AND FIXING TIME AND PLACE
OF HEARING THEREON.
(Parking Assessment District No. 3)

WHEREAS, this City Council has heretofore adopted its resolution of intention, Resolution No. 2663, declaring its intention to take proceedings under the Municipal Improvement Act of 1913, Division 12 of the Streets and Highways Code of the State of California for the acquisition and construction of certain improvement work consisting of parking facilities and appurtenances and appurtenant work; and

WHEREAS, this City Council has heretofore directed the City Engineer to procure the required information and prepare and present to this City Council the written report on said proposed work or improvement required by said Municipal Improvement Act of 1913; and

WHEREAS, the City Engineer has prepared said report and presented the same to this City Council and this City Council has examined said report;

NOW, THEREFORE, the City Council of the City of South Gate, California, DOES HEREBY RESOLVE, DETERMINE AND ORDER as follows:

Section 1. That said report be and the same hereby is approved and the City Clerk of said city hereby is directed to endorse the fact and date of such approval on said report and to file said report in his office.

Section 2. That the 25th day of October, 1965. at the hour of 7:00 o'clock P.M. at the Council Chambers of this

1 City Council in the City of South Gate, California, are hereby
2 fixed as the time and place of hearing on said approved report,
3 and such hearing shall be held by this City Council.

4 Section 3. The City Clerk is hereby directed to
5 cause a notice of such hearing to be published once a week
6 for two successive weeks, the first publication to be made
7 at least 20 days before the date set for hearing of protests.
8 The South Gate News Press, a newspaper of general circulation
9 published and circulated in the City of South Gate, is hereby
10 selected as the newspaper in which notice of such hearing
11 shall be published.

12 Section 4. That said City Clerk is hereby directed
13 to mail notices of such hearing as provided in said Municipal
14 Improvement Act of 1913, postage prepaid, to all persons owning
15 real property which is proposed to be assessed to pay any part
16 of the cost of said work, whose names and addresses appear on
17 the last equalized assessment roll or as known to the City
18 Clerk including the mailing of such notices to every owner of
19 property assessed by the State under Section 14 of Article
20 XIII of the Constitution at the address thereof shown on the
21 last board roll transmitted to the County Auditor. Said mailing
22 is to be completed at least 20 days before the date set for
23 hearing of protests.

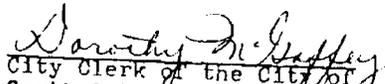
24 Section 5. The City Clerk is hereby directed to
25 cause notices of the passage of this resolution to be conspicu-
26 ously posted on all open streets within said assessment district,
27 at not more than 300 feet apart on each street so posted, but
28 not less than three in all, except that in the case where there
29 are no such open streets said notices shall be posted in three
30 conspicuous places within the assessment district. Said posting
31 is to be completed at least 20 days before the date set for
32 hearing of protests.

1 Section 6. Said City Clerk is hereby directed
2 to file a copy of the assessment district map or diagram in
3 the office of the County Clerk of Los Angeles County within
4 15 days of the adoption of said resolution of intention and in
5 no event less than 15 days prior to the date of hearing fixed
6 in Section 2 hereof. Said map or diagram shall bear the
7 certificate of said City Clerk evidencing the date and
8 adoption of said resolution of intention.

9 ADOPTED, SIGNED AND APPROVED this 13th day of
10 September, 1965.

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Mayor of the City of
South Gate, California

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16 ATTEST:

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18 City Clerk of the City of
South Gate, California

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STATE OF CALIFORNIA
COUNTY OF LOS ANGELES, } SS.
CITY OF SOUTH GATE.

I, DOROTHY McGAFFEY, City Clerk of the City of South Gate, California, do hereby certify that the whole number of members of the City Council of said City is five; that the foregoing RESOLUTION being RESOLUTION No. 2664 was duly passed and adopted by the said City Council, approved and signed by the Mayor of said City, and attested by the City Clerk of said City, all at a regular meeting of the said Council held on the 13th day of September, 1965 and that the same was so passed and adopted by the following vote:

Ayes: Councilmen Henville, Weaver, Hardy, Sawyer, Dellmann
Noes: Councilmen None
Absent: Councilmen None
Not Voting: Councilmen None

Witness my hand and the seal of said City this 13th day of September, 1965

Dorothy McGaffey
City Clerk of the City of South Gate, California

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STATE OF CALIFORNIA }
COUNTY OF LOS ANGELES } ss.
CITY OF SOUTH GATE }

I, DOROTHY MCGAFFEY, City Clerk of the City of South Gate, California, DO HEREBY CERTIFY that the above and foregoing is a full, true and correct copy of Resolution No. 2664, and that the same has not been amended or repealed.

DATED: September 13th, 1965.

Dorothy McGaffey
City Clerk of the City of
South Gate, California

(SEAL)

- PRKG ASSESSMENT
DIST #3
Hearing on
assessments
(cont'd)** Mayor Dellmann stated that due to the absence of Councilman Weaver at this meeting and the announced absence of Councilman Hardy at the meeting of November 22, 1965, and on the advice of Special Counsel O'Heilvery & Myers, the hearing on assessments for Parking Assessment District No. 3 will be continued until the meeting of December 13, 1965.
- ZONE CHANGE
On San Carlos &
San Gabriel
(Sav-On Drugs)
Hearing (cont'd)** The City Clerk stated that this was the time set for hearing with regard to Planning Commission Resolution No. 372, which recommends approval of the request of Sav-On Drugs, Inc. for a Zone change from R-3 to C-3 for certain properties located south of Tweedy Boulevard between San Carlos and San Gabriel Avenues. She stated further that the Affidavits of Publication and of Mailing Notice of Hearing are on file in her office and that no written protests have been received.
- Following a ruling by City Attorney Gattes that a 4/5ths majority vote would be required in order either to grant or deny the above application for a zone change, Mayor Dellmann stated that in view of the absence of Councilman Weaver at this meeting, the hearing would be continued until the meeting of November 22, 1965.
- At this time Councilman Sawyer stated for the record that because of a personal interest in the above matter through his own business enterprises, he would neither speak before Council nor vote on this zone change, since doing so would constitute a conflict of interests.
- ZONING
Re telephone
exchange & com-
munications
equip bldg** Following reading of the title of Ordinance No. 977, it was moved by Councilman Sawyer, seconded by Vice Mayor Henville, and unanimously carried, Councilman Weaver being absent, that further reading be waived.
- Adopted on motion of Councilman Hardy, seconded by Councilman Sawyer and unanimously carried, Councilman Weaver being absent, was Ordinance No. 977, which amends the Municipal Code by adding the definition of "Communications Equipment Building" and including it in the permitted uses in C-R and C-3 Zones; and by deleting the terminology "Telephone Exchange" from the permitted uses in C-R and C-3 Zones.
- ZONING
Reclassifying
certain uses re
communications** Following reading of the title of Ordinance No. 978, it was moved by Councilman Hardy, seconded by Councilman Sawyer, and unanimously carried, Councilman Weaver being absent, that further reading be waived.
- Adopted on motion of Councilman Hardy, seconded by Councilman Sawyer, and unanimously carried, Councilman Weaver being absent, was Ordinance No. 978, which amends the Municipal Code by providing that "electric distribution substations," "microwave installations," and "utility substations" if located in the R-3, C-R, and C-3 Zones, and has any tower or portion of a receiver that extends 6' or more in height and is not enclosed within a building, shall be subject to issuance of an unclassified use permit; and by providing for the placement of the term "microwave installations, where any tower or portion of the receiver extends more than 6' in height and is not enclosed within a building" in the Unclassified Use Chapter of the Code.
- MUNICIPAL CODE
45-day notice
re appeals** Following reading of the title of Ordinance No. 979, it was moved by Councilman Hardy, seconded by Vice Mayor Henville, and unanimously carried, Councilman Weaver being absent, that further reading be waived.
- Adopted on motion of Councilman Hardy, seconded by Councilman Sawyer and unanimously carried, Councilman Weaver being absent, was Ordinance No. 979, which amends the Municipal Code by providing that within and not to exceed 45 days following receipt of a written appeal the City Council shall conduct a public hearing on Planning Commission matters which have been appealed to the City Council.
- ZONE CHANGE
(Zimmerman)** Following reading of the title of Ordinance No. 980, it was moved by Councilman Hardy, seconded by Councilman Sawyer and unanimously carried, Councilman Weaver being absent, that further reading be waived.
- Adopted on motion of Councilman Hardy, seconded by Councilman Sawyer and unanimously carried, Councilman Weaver being absent, was Ordinance No. 980, which amends the Municipal Code by providing that property located at 8656-8697 Madison Avenue (the southerly 40' of Lot 23 and all of Lots

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RESOLUTION NO. 3049

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SOUTH GATE, CALIFORNIA, DECLARING ITS INTENTION TO ESTABLISH A PARKING AND BUSINESS IMPROVEMENT AREA, TO PROVIDE FOR THE LEVY OF AN ADDITIONAL BUSINESS LICENSE TAX ON BUSINESSES CONDUCTED WITHIN SUCH AREA, DESCRIBING THE BOUNDARIES OF THE PROPOSED AREA, THE PROPOSED USES TO WHICH THE PROPOSED REVENUE SHALL BE PUT, THE INITIAL OR ADDITIONAL RATE OR LEVY OF THE LICENSE TAX, FIXING THE TIME AND PLACE OF A HEARING TO BE HELD BY THE CITY COUNCIL TO CONSIDER THE ESTABLISHMENT OF SUCH AN AREA, AND DIRECTING THE GIVING OF NOTICE OF SUCH HEARING.

WHEREAS, the Downtown Merchants Association circulated a petition among the businessmen along Tweedy Boulevard in the City of South Gate requesting the formation of a Business Improvement District in that area between State Street and Hunt Avenue in the said City; and

WHEREAS, said petition was submitted to the City Council of said City urging the said City Council to implement the Parking and Business Improvement Area Law of 1965; and

WHEREAS, the City Council of said City, proposes that said Business Improvement District be extended to include all C-C, C-2, C-R, C-3 and C-M Zoned areas lying within the following described area: On the north by Missouri Avenue, on the south by Michigan Avenue, on the west by the east side of Long Beach Boulevard, and on the east by the west side of Hunt Avenue;

R-3049

1 NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SOUTH GATE,
2 CALIFORNIA, DOES RESOLVE AS FOLLOWS:

3
4 SECTION 1. That the City Council of the City of South Gate,
5 California, hereby declares its intention to establish a parking
6 and business improvement area under the "Parking and Business
7 Improvement Act Law of 1965", being Part 5 of Division 18 of the
8 Streets and Highways Code, Sections 36000 through 36081 of said
9 Streets and Highways Code.

10 SECTION 2. The description of the boundaries of the proposed
11 area are set forth in "EXHIBIT A" attached hereto and incorporated
12 herein by reference. A map delineating said proposed boundaries
13 is attached hereto marked "EXHIBIT B" and incorporated herein by
14 reference.

15 SECTION 3. The proposed uses to which the proposed revenue
16 shall be put are as follows:

- 17 a. The acquisition, construction or maintenance of
18 parking facilities for the benefit of the area.
19 b. Decoration of any public place in the area.
20 c. Promotion of public events which are to take
21 place on or in public places in the area.
22 d. Furnishing of music in any public place in
23 the area.
24 e. The general promotion of retail trade activities
25 in the area.
26

27 SECTION 4. The initial or additional rate or levy of the
28 license tax of the businesses within the Parking and Business
29 Improvement Area as finally established is hereby made, and the
30 tax or additional business license tax imposed upon each such
31 business shall be in an amount equal to two (2) times the business
32 license tax applicable to each such business.

1 SECTION 5. That Monday, the 14th day of September, 1970, at
2 7:00 o'clock P.M., in the Council Chambers of the South Gate City
3 Hall, 8650 California Avenue, South Gate, California, is hereby
4 fixed and designated as the date, hour and place of a hearing to
5 be held by the South Gate City Council to consider the establish-
6 ment of such parking and business improvement area, the boundaries
7 thereof, the proposed uses to which the proposed revenue shall be
8 put, the initial or additional rate or levy of the license tax,
9 and all related and pertinent matters, including protests to any
10 of the foregoing.

11 SECTION 6. The City Clerk shall give notice of the time,
12 place and purpose of said hearing by the publication of the within
13 Resolution once in the South Gate Press, a newspaper of general
14 circulation, published and circulated in said City, and by mailing
15 a complete copy of the within Resolution to each business in the
16 proposed or established area, such publication and mailing to be
17 complete on or before September 3, 1970.

18 SECTION 7. That the City Clerk shall certify to the passage
19 and adoption of this resolution; shall cause the same to be
20 entered in the book of original resolutions of said City; and shall
21 make a minute of the passage and adoption thereof in the records
22 of the proceedings of the City Council of said City in the minutes
23 of the meeting at which the same is passed and adopted.

24 Passed, approved and adopted this 27th day of July, 1970.

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27
28 Billie L. Day
Mayor of the City of
South Gate, California.

29 ATTEST:

30
31 Dorothy McSaffey
City Clerk of the City of
32 South Gate, California.

(SEAL)

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STATE OF CALIFORNIA
COUNTY OF LOS ANGELES, } SS.
CITY OF SOUTH GATE.

I, DOROTHY MCGAFFEY, City Clerk of the City of South Gate, California, do hereby certify that the whole number of members of the City Council of said City is five; that the foregoing..... RESOLUTION being..... RESOLUTION No. 3049 was duly passed and adopted by the said City Council, approved and signed by the Mayor of said City, and attested by the City Clerk of said City, all at a regular meeting of the said Council held on the 27th day of July, 1970 and that the same was so passed and adopted by the following vote:

Ayes: Councilmen Henville, Wakefield, Sawyer, Gafkowski, Cox
Noes: Councilmen None
Absent: Councilmen None
Not Voting: Councilmen None

Witness my hand and the seal of said City this 27th day of July, 1970

Dorothy McGaffey
City Clerk of the City of South Gate, California

(SEAL)

R-3049

"EXHIBIT A"

DESCRIPTION OF TWEEDY BOULEVARD
PARKING AND BUSINESS IMPROVEMENT DISTRICT

Beginning at the intersection of the northeasterly line of Long Beach Boulevard as it existed on July 16, 1970 and the northerly line of Lot 86, Tract No. 4753, as shown on map recorded in Book 50, page 51 of Maps, in the office of the Recorder of the County of Los Angeles, State of California; thence easterly along said northerly line to the northeasterly corner of said Lot 86; thence southerly in a direct line to the southeasterly corner of Lot 88, said Tract No. 4753; thence easterly in a direct line to the northwesterly corner of Lot 92, said Tract; thence southerly in a direct line to the southwesterly corner of said Lot 92; thence southeasterly in a direct line to the northwesterly corner of Lot 94, said Tract No. 4753; thence southerly and easterly along the westerly and southerly lines of said Lot 94, to the southeasterly corner of said Lot, which is also in the westerly line of Lot 8, Tract No. 12959, as shown on map recorded in Book 246, page 9, of Maps in the office of said recorder; thence southerly along said westerly line and its southerly prolongation to the center line of the 20 foot vacated alley lying adjacent to and southerly of said Lot 8; thence easterly along said center line and its easterly prolongation to an intersection with the easterly line of Madison Avenue (50 foot wide) shown on map filed in Book 12, page 14, of Record of Surveys, in the office of said Recorder, being "Part of Lot 2, Subdivision of the Estate of Robert Tweedy Deceased"; thence northerly along said easterly line to the southwest corner of Parcel No. 26; thence easterly along the southerly line of said parcel to its southeast corner; thence northerly along the easterly line of said parcel and its northerly prolongation to an intersection with the southerly line of Missouri Avenue as it existed on July 16, 1970; thence easterly along said Southerly line to an intersection with the westerly line of Deeble Street, as shown on map of Tract No. 5487, recorded in Book 59, page 5, of Maps in the office of said Recorder; thence southerly along said westerly line to an intersection with the westerly prolongation of the southerly line of the first alley north of Tweedy Boulevard,

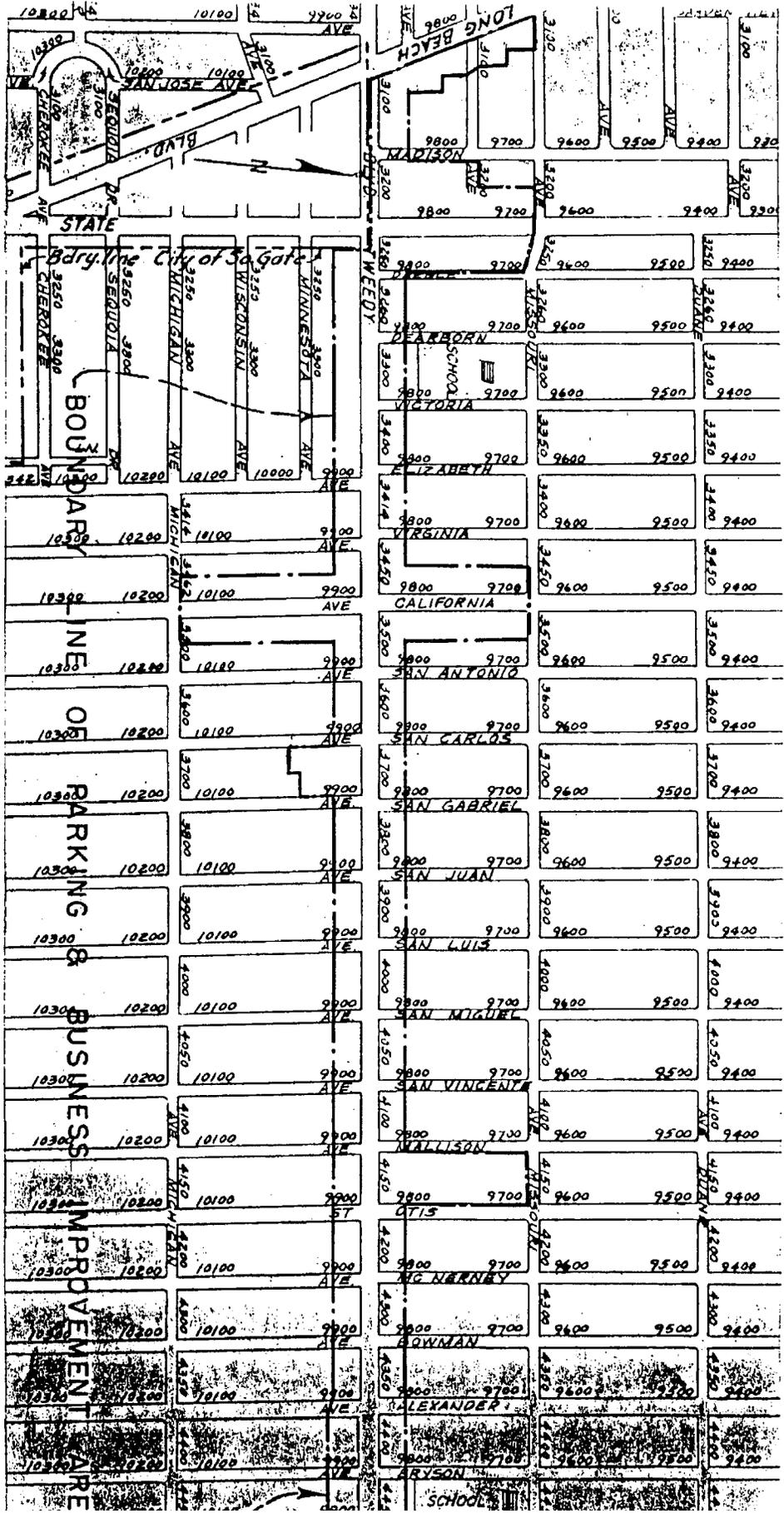
as shown on map of said Tract; thence easterly along said prolongation and southerly line to an intersection with the southerly prolongation of the easterly line of Lot 465, Tract No. 5248 as shown on map recorded in Book 56, page 41 of Maps, in the office of said Recorder; thence northerly in a direct line to the northeast corner of Lot 484, said Tract No. 5248, which is also in the southerly line of said Missouri Avenue; thence easterly along said southerly line to the northeast corner of Lot 331, Tract No. 4707, as shown on map recorded in Book 52, page 14, of Maps in the office of said Recorder; thence southerly in a direct line to an intersection with southerly prolongation of the easterly line of Lot 312, said Tract No. 4707, and the southerly line of the first alley north of Tweedy Boulevard; thence easterly along said southerly line to an intersection with the easterly line of Mallison Avenue as shown on map of Tract No. 6000, recorded in Book 65, pages 29 to 32 inclusive, of Maps in the office of said recorder; thence northerly along said easterly line to an intersection with the southerly line of said Missouri Avenue; thence easterly along said southerly line to an intersection with the westerly line of Otis Street as it existed on July 16, 1970; thence southerly along said westerly line to an intersection with the westerly prolongation of the southerly line of the first alley north of Tweedy Boulevard as shown on map of said Tract No. 6000; thence easterly along said prolongation and southerly line to an intersection with the westerly line of Hunt Avenue (50 feet wide), being also the northeast corner of Lot 921, said Tract No. 6000; thence southerly along said westerly line and its southerly prolongation to the southerly line of Tweedy Boulevard (80 feet wide); thence westerly along said southerly line and its westerly prolongation to an intersection with the northerly prolongation of the westerly line of said Hunt Avenue; thence southerly along said prolongation and said westerly line to an intersection with the northerly line of the first alley south of said Tweedy Boulevard, being also a point in said westerly line that is 35 feet southerly of the southeast corner of Lot 1, Tract No. 3739 as shown on map

recorded in Book 12, page 45 of Maps, in the office of said Recorder; thence westerly along the said northerly alley line and its westerly prolongation to the southeast corner of Lot 2665, Tract No. 5772 as shown on map recorded in Book 65, page 49 of Maps, in the office of said Recorder; which is also in the westerly line of San Gabriel Avenue as shown on map of said Tract No. 5772; thence southerly along said westerly line to the southeasterly corner of Lot 2672, said Tract No. 5772; thence westerly along the southerly line of said Lot to its southwest corner; thence southerly in a direct line to the southeast corner of Lot 2648, said Tract No. 5772; thence westerly along the southerly line of said Lot to its southwest corner, which is also in the easterly line of San Carlos Avenue as shown on map of said Tract; thence northerly along said easterly line to an intersection with the easterly prolongation of the northerly line of the said first alley south of Tweedy Boulevard; thence westerly along said prolongation and northerly line to an intersection with the northerly prolongation of the easterly line of Lot 2284, said Tract No. 5772; thence southerly along said prolongation and easterly to the southeast corner of Lot 2259, said Tract No. 5772, said corner being also in the northerly line of Michigan Avenue, as shown on map of said Tract No. 5772; thence westerly along said northerly line to the southwest corner of Lot 2133, said Tract No. 5772; thence northerly in a direct line to an intersection with the said northerly line of the first alley south of Tweedy Boulevard, and the northerly prolongation of the westerly line of Lot 2108, said Tract No. 5772; thence westerly along said northerly line to the southwest corner of Lot 1916, said Tract No. 5772; thence southwesterly to the southeasterly corner of Lot 1783, said Tract No. 5772; thence westerly along the southerly lines of Lots 1783, 1782, 1781 and 1780, to the southwest corner of said Lot 1780, which is also the southeast corner of Lot 1, Tract No. 4936, as shown on map recorded in Book 53, page 100 of Maps in the office of said Recorder; thence westerly along the southerly lines of Lots 1 to 8 inclusive to the southwest corner of said Lot 8, which is also in the westerly boundary line of the City of South Gate; thence northerly and westerly along the said City boundary line

to an intersection with the southeasterly prolongation of the north-
easterly line of said Long Beach Boulevard; thence northwesterly
along said prolongation and northeasterly line to the place of
beginning.

5/10/48

" EXHIBIT B "



Affidavit of Publication

STATE OF CALIFORNIA }
COUNTY OF LOS ANGELES } ss

Carmela Cognata being first duly sworn, deposes and says: that he is, and at all of the times hereinafter mentioned was, a citizen of the United States of America, over the age of eighteen years, and a resident of the County of Los Angeles, State of California; that he was, at, and during all of the time of the publication of the instrument hereunto attached the principal clerk of the printer and publisher of the South Gate Press, a newspaper of general circulation, printed, published and circulated in the City of South Gate, in said County and State; that said newspaper had been so printed, published and circulated for more than one year immediately preceding the publication of the instrument hereunto annexed; that said newspaper is, and was, at all of the times herein mentioned, a newspaper of general circulation within the meaning of Section 6000 Series of the Government Code of the State of California; that as provided by said section, said newspaper is published for the dissemination of local telegraphic news and intelligence of a general character, having bona fide subscription list of paying subscribers; that said newspaper is not and was not at any of the times herein referred to, devoted to the interests, or published for the entertainment or instruction of a particular class, profession, trade, calling, race or denomination, or for any number of classes, professions, trades, callings, races or denominations, and that said newspaper is not devoted to or published for, nor was it at any of the times herein mentioned devoted to or published for the purpose, whether avowed or otherwise, of entertaining or instructing such classes, professions, trades, callings, races or denominations, or any of such classes, professions, trades, callings, races or denominations.

That the notice, order, ordinance, resolution or instrument hereunto attached on page 2 hereof in all respects, including subject matter, and size and arrangement of type, is a full, true, and correct copy of the said notice, ordinance, resolution or instruments, in words and figures exactly as published; that the same was set and printed in type not smaller than nonpareil and that the body of the same was preceded with words printed black-face type not smaller than nonpareil, describing and expressing in general terms the purpose and character of the notice, order, ordinance, resolution or instrument intended to be published as will appear from an inspection of the said annexed instrument; that the Resolution No 3049

of which the annexed is a printed copy as hereinabove stated, was published and printed in said newspaper at least 1 times by So Gate Press commencing on the 27 day of August, A. D. 1970, and ending on the 27 day of August A. D. 1970, and as often during said time as said newspaper was authorized to publish said notice.

Carmela Cognata

Subscribed and sworn to before me this 31st day of August, A. D., 1970.
Robert M. Ensey
City Clerk of the City of South Gate, County of Los Angeles, State of California

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ORDINANCE NO. 1129

AN ORDINANCE OF THE CITY OF SOUTH GATE,
CALIFORNIA, AMENDING THE MUNICIPAL CODE
OF SAID CITY, BY ADDING A NEW CHAPTER
2.64 "PARKING AND BUSINESS IMPROVEMENT
AREA BUSINESS LICENSE" TO TITLE 2
[LICENSES -- BUSINESS REGULATIONS] OF
SAID CODE: ESTABLISHING A PARKING AND
BUSINESS IMPROVEMENT AREA, SPECIFYING
THE INITIAL OR ADDITIONAL RATE OR LEVY
OF THE LICENSE TAX TO BE IMPOSED ON
BUSINESSES, AND SPECIFYING THE USES TO
WHICH THE REVENUE SHALL BE PUT.

The City Council of the City of South Gate, California, does
ordain as follows:

SECTION 1. That on July 27, 1970, the City Council of the
City of South Gate, California adopted Resolution No. 3049,
entitled:

"A RESOLUTION OF THE CITY COUNCIL OF
THE CITY OF SOUTH GATE, CALIFORNIA,
DECLARING ITS INTENTION TO ESTABLISH
A PARKING AND BUSINESS IMPROVEMENT
AREA, TO PROVIDE FOR THE LEVY OF AN
ADDITIONAL BUSINESS LICENSE TAX ON
BUSINESSES CONDUCTED WITHIN SUCH AREA,
DESCRIBING THE BOUNDARIES OF THE PRO-
POSED AREA, THE PROPOSED USES TO WHICH
THE PROPOSED REVENUE SHALL BE PUT, THE
INITIAL OR ADDITIONAL RATE OR LEVY OF
THE LICENSE TAX, FIXING THE TIME AND
PLACE OF A HEARING TO BE HELD BY THE

1 CITY COUNCIL TO CONSIDER THE ESTABLISH-
2 MENT OF SUCH AN AREA, AND DIRECTING THE
3 GIVING OF NOTICE OF SUCH HEARING."

4 That pursuant thereto a hearing was duly held by and before
5 said City Council on September 14, 1970, at 7:00 o'clock P.M. in
6 the Council Chambers of the South Gate City Hall, 8650 California
7 Avenue, concerning the formation of the Parking and Business Im-
8 provement Area therein described and proposed. That said hearing
9 was continued until September 28, 1970. That said City Council
10 did on the 28th day of September, 1970 adopt Resolution No. 3056,
11 amending the proposed uses to which the proposed revenue shall be
12 put and amending the proposed tax or additional rate or levy to
13 be imposed. That the description of the boundaries of such Area
14 are set forth in Section 2 of this Ordinance in Section 2.64.020
15 thereof.

16 That the businesses in the Area established by this Ordinance
17 shall be subject to the provisions of the tax or additional tax as
18 specified in Section 2 of this Ordinance. That the initial or
19 additional rate or levy, of the license tax to be imposed upon each
20 such business is specified in Section 2 of this Ordinance. That a
21 Parking and Business Improvement Area is hereby and by the adoption
22 of this Ordinance has been established. That the uses to which the
23 revenue shall be put shall be only those specified in Section 2 of
24 this Ordinance.

25 SECTION 2. That a new Chapter, to be known, numbered and
26 designated "CHAPTER 2.64 PARKING AND BUSINESS IMPROVEMENT AREA
27 BUSINESS LICENSE", shall be and the same is hereby added to Title
28 2 [LICENSES -- BUSINESS REGULATIONS] of the Municipal Code of the
29 City of South Gate, and which said new Chapter shall read as follow
30 to wit:
31

32

CHAPTER 2.64

PARKING AND BUSINESS IMPROVEMENT AREA BUSINESS LICENSE

- 2.64.010 CREATION.
- 2.64.020 BOUNDARIES.
- 2.64.030 DELINEATION.
- 2.64.040 USES AND PURPOSE.
- 2.64.050 FUND CREATION -- SOURCE OF FUNDS -- PURPOSE.
- 2.64.060 RATE OF LEVY OF BUSINESSES.
- 2.64.070 PAYMENT OF TAX.
- 2.64.080 APPLICABILITY OF GENERAL BUSINESS LICENSE PROVISIONS.
- 2.64.090 PAYMENT PREREQUISITE TO LICENSE.

2.64.010 CREATION. Pursuant to the Parking and Business Improvement Act Law of 1965, being Part 5 of Division 18 of the Streets and Highways Code of the State of California, Sections 36000 through 36081, there is hereby established a Parking and Business Improvement Area Business License Area, which is herein-after in this Chapter referred to simply as said Area.

2.64.020 BOUNDARIES. The boundaries of said Area are specifically described as follows:

All that property in the City of South Gate, County of Los Angeles, State of California, bounded and described as follows:

Beginning at the intersection of the northeasterly line of Long Beach Boulevard as it existed on July 16, 1970 and the northerly line of Lot 86, Tract No. 4753, as shown on map recorded in Book 50, page 51 of Maps, in the office of the Recorder of the County of Los Angeles, State of California; thence easterly along said northerly line to the north-easterly corner of said Lot 86; thence southerly in a direct line to the southeasterly corner of Lot 88, said Tract No. 4753; thence easterly in a direct line to the northwesterly corner of Lot 92, said Tract; thence southerly in a direct line to the

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southwesterly corner of said Lot 92; thence southeasterly in a direct line to the northwesterly corner of Lot 94, said Tract No. 4753; thence southerly and easterly along the westerly and southerly lines of said Lot 94, to the southeasterly corner of said Lot, which is also in the westerly line of Lot 8, Tract No. 12959, as shown on map recorded in Book 246, page 9, of Maps in the office of said recorder; thence southerly along said westerly line and its southerly prolongation to the center line of the 20 foot vacated alley lying adjacent to and southerly of said Lot 8; thence easterly along said center line and its easterly prolongation to an intersection with the easterly line of Madison Avenue (50 foot wide) shown on map filed in Book 12, page 14, of Record of Surveys, in the office of said Recorder, being "Part of Lot 2, Subdivision of the Estate of Robert Tweedy Deceased"; thence northerly along said easterly line to the southwest corner of Parcel No. 26; thence easterly along the southerly line of said parcel to its southeast corner; thence northerly along the easterly line of said parcel and its northerly prolongation to an intersection with the southerly line of Missouri Avenue as it existed on July 16, 1970; thence easterly along said Southerly line to an intersection with the westerly line of Deeble Street, as shown on map of Tract No. 5487, recorded in Book 59, page 5, of Maps in the office of said Recorder; thence southerly along said westerly line to an intersection with the westerly prolongation of the southerly line of the first alley north of Tweedy Boulevard, as shown on map of said Tract; thence easterly along said prolongation and southerly line to an intersection with the southerly prolongation of the easterly line of Lot 465, Tract No. 5248 as shown on map recorded in Book 56, page 41 of Maps, in the office of said Recorder; thence northerly in a direct line to the northeast corner of Lot 484, said Tract No. 5248, which is also in the southerly line of said Missouri Avenue; thence easterly along said southerly line to the northeast corner of Lot 331, Tract No. 4707, as shown on map recorded in Book 52, page 14, of Maps in the office of said Recorder; thence southerly in a direct line to an intersection with southerly prolongation of the easterly line of Lot 312, said Tract No. 4707, and the southerly line of the first alley north of Tweedy Boulevard; thence easterly along said southerly line to an intersection with the easterly line of Mallison Avenue as shown on map of Tract No. 6000, recorded in Book 65, pages 29 to 32 inclusive, of Maps in the office of said Recorder; thence northerly along said easterly line to an intersection with the southerly line of said Missouri Avenue; thence easterly along said southerly line to an intersection with the westerly line of Otis Street as it existed on July 16, 1970; thence southerly along said westerly line to an intersection with the westerly prolongation of the southerly line of the first alley north of Tweedy Boulevard as shown on map of said Tract No. 6000; thence easterly along said prolongation and southerly line to an intersection

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with the westerly line of Hunt Avenue (50 feet wide), being also the northeast corner of Lot 921, said Tract No. 6000; thence southerly along said westerly line and its southerly prolongation to the southerly line of Tweedy Boulevard (80 feet wide); thence westerly along said southerly line and its westerly prolongation to an intersection with the northerly prolongation of the westerly line of said Hunt Avenue; thence southerly along said prolongation and said westerly line to an intersection with the northerly line of the first alley south of said Tweedy Boulevard, being also a point in said westerly line that is 35 feet southerly of the southeast corner of Lot 1, Tract No. 3739 as shown on map recorded in Book 12, page 45 of Maps, in the office of said Recorder; thence westerly along the said northerly alley line and its westerly prolongation to the southeast corner of Lot 2665, Tract No. 5772 as shown on map recorded in Book 65, page 49 of Maps, in the office of said Recorder; which is also in the westerly line of San Gabriel Avenue as shown on map of said Tract No. 5772; thence southerly along said westerly line to the southeasterly corner of Lot 2672, said Tract No. 5772; thence westerly along the southerly line of said Lot to its southwest corner; thence southerly in a direct line to the southeast corner of Lot 2648, said Tract No. 5772; thence westerly along the southerly line of said Lot to its southwest corner, which is also in the easterly line of San Carlos Avenue as shown on map of said Tract; thence northerly along said easterly line to an intersection with the easterly prolongation of the northerly line of the said first alley south of Tweedy Boulevard; thence westerly along said prolongation and northerly line to an intersection with the northerly prolongation of the easterly line of Lot 2284, said Tract No. 5772; thence southerly along said prolongation and easterly to the southeast corner of Lot 2259, said Tract No. 5772, said corner being also in the northerly line of Michigan Avenue, as shown on map of said Tract No. 5772; thence westerly along said northerly line to the southwest corner of Lot 2133, said Tract No. 5772; thence northerly in a direct line to an intersection with the said northerly line of the first alley south of Tweedy Boulevard, and the northerly prolongation of the westerly line of Lot 2108, said Tract No. 5772; thence westerly along said northerly line to the southwest corner of Lot 1916, said Tract No. 5772; thence southwesterly to the southeasterly corner of Lot 1783, said Tract No. 5772; thence westerly along the southerly lines of Lots 1783, 1782, 1781 and 1780, to the southwest corner of said Lot 1780, which is also the southeast corner of Lot 1, Tract No. 4936, as shown on map recorded in Book 53, page 100 of Maps in the office of said Recorder; thence westerly along the southerly lines of Lots 1 to 8 inclusive to the southwest corner of said Lot 8, which is also in the westerly boundary line of the City of South Gate; thence northerly and westerly along the said City boundary line to an intersection with the southeasterly prolongation of the northeasterly line of said Long Beach Boulevard;

1 one or more of the purposes specified in Section 2.64.040.

2
3 2.64.060 RATE OF LEVY OF BUSINESSES. The initial or addi-
4 tional rate or levy of the business license tax imposed upon the
5 businesses within said Area, is hereby fixed, levied, determined
6 and established as follows:

7 That the amount of tax upon each such business
8 shall be in an amount equal to the general busi-
9 ness license tax applicable to each such business,
10 but in no event shall said tax exceed the sum of
11 Four Hundred (\$400.00) Dollars for any one licensee.

12 2.64.070 PAYMENT OF TAX. The additional rate or levy of
13 the license tax hereby levied shall be due and payable and shall
14 be paid at the same time and in the same manner that the business
15 license tax imposed by Chapter 2.08 of this Title is due and
16 payable in accordance with the terms of this Chapter.

17 2.64.080 APPLICABILITY OF GENERAL BUSINESS LICENSE PROVI-
18 SIONS. The provisions of Sections 2.08.060, 2.08.085, 2.08.135,
19 2.08.195, 2.08.270, 2.08.340, 2.08.430, 2.08.455, 2.08.295, 2.08.
20 300, 2.08.335, 2.08.350, 2.08.355, 2.08.375, 2.08.440, 2.08.460,
21 and 2.08.470 shall be applicable to all businesses in the area
22 described in Section 2.64.020 and subject to the additional levy
23 of the general business license tax imposed by Section 2.64.050.
24

25 2.64.090 PAYMENT PREREQUISITE TO LICENSE. No business
26 license shall be issued pursuant to this Title unless the addi-
27 tional business license tax imposed by this Chapter is paid togeth-
28 er with the business license payable pursuant to and imposed by
29 Section 2.64.050. (Added by Ord. 1129 §2;11-2 -70)."
30

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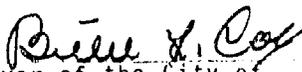
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1 SECTION 3. That the Municipal Code, as amended, is hereby
2 amended as hereinabove in Section 2 of this Ordinance set forth.

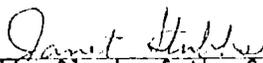
3 SECTION 4. That this ordinance shall take effect and be in
4 full force and virtue as of the January 1, 1971 Business License
5 year.
6

7 SECTION 5. That the City Clerk shall certify to the passage
8 and adoption of this ordinance; shall cause the same to be entered
9 in the book of original ordinances of said City; shall make a
10 minute of the passage and adoption thereof in the records of the
11 proceedings of the City Council of the said City in the minutes
12 of the meeting at which the same is passed and adopted; and shall,
13 within fifteen (15) days after the passage and adoption thereof,
14 cause the same to be published once in the South Gate Press, a
15 newspaper of general circulation, published and circulated in said
16 City, and which is hereby designated for that purpose.

17 Passed, approved and adopted this 2nd day of November, 1970.
18

19 
20 Mayor of the City of
21 South Gate, California.

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23 ATTEST:

24
25  Chief Deputy
26 City Clerk of the City of
27 South Gate, California.

28 (SEAL)
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STATE OF CALIFORNIA
COUNTY OF LOS ANGELES, } SS.
CITY OF SOUTH GATE.
I, JANET STUBBS, Chief Deputy
/ ~~ROBERTA WALKER~~ City Clerk of the City of South Gate, California, do hereby
certify that the whole number of members of the City Council of said City is five; that the
foregoing ORDINANCE being ORDINANCE No. 1129
was duly passed and adopted by the said City Council, approved and signed by the Mayor
Chief Deputy an adjourned
of said City, and attested by the City Clerk of said City, all at / regular meeting of the
said Council held on the 2nd day of November 19 70

and that the same was so passed and adopted by the following vote:

Ayes: Councilmen..... Henville, Wakefield, Sawyer, Gafkowski, Cox.....
.....
Noes: Councilmen..... None.....
Absent: Councilmen..... None.....
Not Voting: Councilmen..... None.....

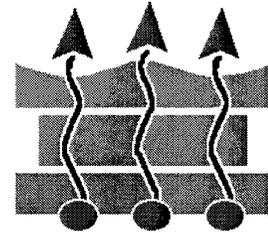
Witness my hand and the seal of said City this... 2nd ... day of ... November ... 19 70

Janet Stubbs
Chief Deputy City Clerk of the City of South Gate, California

(SEAL)

August 7, 2015
(trg 5335)

Mr. Steve LeFever
CITY OF SOUTH GATE
8650 California Avenue
South Gate, CA 90280-3075



**THE
REYNOLDS GROUP**
A California Corporation

**SITE: FORMER TARGET / LAZAR SITE
3500-3506 TWEEDY BOULEVARD
SOUTH GATE, CALIFORNIA**

**LARWQCB#: R-23710
GLOBAL ID: T0603705416**

**SUBJECT: ROUGH BUDGET ESTIMATE TO TREAT
GASOLINE IMPACT**

Dear Mr. LeFever,

You asked me to provide a rough engineer's budget estimate of the cost to cure the gasoline contamination at the subject property. The ultimate goal would be to receive a "no further action letter" or "closure letter" from the overseeing agency -- currently the Los Angeles Regional Water Quality Control Board (LARWQCB).

As you are aware the project was terminated during active soil vapor extraction of gasoline from the subsurface soils and has been "dormant" for several years. Some gasoline likely still exists in the soils and has penetrated downward into the groundwater beneath the property and past the property boundaries to other sites. The extent of the gasoline in the groundwater is not fully understood; however, there are some existing groundwater monitoring wells that can give a partial understanding of the magnitude of the problem if sampled. The LARWQCB has recently re-engaged on the project and has prodded the City to take some action. You told me on the phone earlier this week that the City has responded to the LARWQCB.

Based on my experience with such cases over the last 25 years and the current state of regulations, there would be several steps that generally occur to move along the pathway to closure:

1. Reassess the soils to determine if soil remediation is required or Human Health Risks are exceeded..... (<\$100,000)
2. Complete the groundwater assessment and perform ongoing semi-annual groundwater monitoring for up to six years during the additional remediation period (<\$250,000)

Mr. Steve LeFever, **CITY OF SOUTH GATE**
Re: 3500-3506 Tweedy Blvd., South Gate, CA
August 7, 2015
Page 2

3. Complete Soils Remediation in two to three years if required (<\$250,000)
4. Implement, as necessary, Groundwater Remediation over four years (approximately \$500,000)

Our rough engineer's budget estimate to resolve the matter is on the order of \$1,100,000. Of course, this is just an estimate and could vary significantly lower or higher depending on the outcomes of Steps #1 and #2.

I am traveling internationally for the next two weeks, and will call you upon my return to discuss this matter. In the meantime, if you have changes to this draft document, please reach my assistant, Rosanne Fischer, at 714-730-5397 Ext. 114 or by email to fischer@reynolds-group.com . Thank you.

Sincerely,

THE REYNOLDS GROUP
a California corporation by:



F. Edward Reynolds, Jr.
California Registered Civil Engineer #38677

cc: Patricia Dean, **TRG**



Handwritten signature: Ernest Brown



ERNEST G. BROWN JR.
GOVERNOR

Handwritten signature: Matthew Rodriguez



MATTHEW RODRIGUEZ
SECRETARY FOR ENVIRONMENTAL PROTECTION

Los Angeles Regional Water Quality Control Board

July 1, 2015

Mr. Steve Lesever
City of South Gate
8650 California Avenue
Southgate, CA 90280-3075

SUBJECT: 2015-2016 ANNUAL ESTIMATION LETTER FOR SITE CLEANUP COST RECOVERY PROGRAM

CASE/SITE: CITY OF SOUTH GATE - FREEDOM FORD AT 7916 LONG BEACH BOULEVARD, SOUTH GATE, CALIFORNIA 90280 (SCP NO. 0475B, SITE ID NO. 2040191)

Dear Mr. Lesever:

The California Regional Water Quality Control Board, Los Angeles Region (Regional Board) is the lead agency overseeing the environmental investigation and cleanup of the City Of South Gate - Freedom Ford under the authority of the Porter-Cologne Water Quality Control Act (Cal. Water Code §§13000 et seq.) and other applicable laws and regulations. Section 13304 of the California Water Code authorizes the Regional Board to recover reasonable expenses from a responsible party for overseeing the investigation and cleanup of discharges of waste that have adversely affected or threaten to adversely affect the waters of the state or cause nuisance. It is the Regional Board's intent to continue to recover costs for regulatory oversight work conducted at the subject site(s). In compliance with section 13365 of the California Water Code, this annual estimation letter provides you the following information regarding costs for regulatory oversight work:

1. A detailed estimate of the work to be performed or services to be provided;
2. A statement of the expected outcome of that work;
3. The billing rates for all individuals and classes of employees expected to engage in the work; and
4. An estimate of all expected charges to be billed to you by this agency.

I. Estimate of Work to be Performed

The Regional Board staff estimate that during the Regional Board's 2015/2016 fiscal year (July 1, 2015 to June 30, 2016) regulatory oversight work may include, but is not limited to, the following tasks to be performed with respect to your site(s):

1. Review technical reports and conceptual site models that are intended to identify the sources of waste, to investigate the waste pathways, and to fully delineate the vertical and lateral extent of waste in soil matrix, soil vapor and groundwater;
2. Request and review additional assessment work plans and reports, remedial action plans, progress and monitoring reports, and other technical reports as necessary;
3. Prepare comment letters on various reports and communicate findings to responsible parties;

CHARLES STRINGER, CHAIR | SAMUEL UNGER, EXECUTIVE OFFICER

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4. Conduct site inspections, observe field activities, collect split samples, and meet with environmental consultants and responsible parties;
5. Conduct internal and external communication (i.e. meetings, memos) and respond to public inquiries about or related to the site investigation and remediation; and
6. Provide environmental documentation to address the California Environmental Quality Act, where required, regarding the site cleanup.
7. Implement public participation activities which may include producing baseline community assessments, factsheets and work notices, developing a circulation/ mailing list of interested, affected and potentially affected parties, creating a Public Participation Plan, conducting public meetings, and providing written responses to public comments.

II. Statement of Expected Outcome

The expected outcome of work that will be performed during fiscal year 2015/2016 includes:

- Prepare and issue directive orders regarding the site;
- Provide written comments on technical reports;
- Verify the adequacy of technical reports; and
- Prepare correspondence to public inquiries about the site investigations and cleanups as needed.

III. Billing Rates

Attached are the Site Cleanup Program, Monthly Salary Scales by Job Classification (Attachment 1) for employees expected to perform the work and the Reimbursement Process for Regulatory Oversight (Attachment 2). The names and classifications of employees that work on and charge time to this site will be listed on the invoices. The average billing rate is about \$150.00 per hour.

If you have any questions regarding billing, please contact the Division of Financial Assistance (DFA) at the Site Cleanup Program (SCP) Message Line: (916) 341-5643 or via email: DFA-SCP@waterboards.ca.gov.

IV. Estimation of Expected Charges

- A. Regional Board staff expects to charge about 50 hours for work related to this site during fiscal year 2015/2016. Based on the average billing rate of \$150.00 per hour, the estimated billing charge by the Regional Board staff for this site during this fiscal year is about \$7,500 which does not include possible contract charges stated in B (see below). **Please note that this is neither a commitment nor a contract for regulatory oversight. It is only an estimate of the work which may be performed.**
- B. To better evaluate the potential health risk, including soil vapor intrusion into indoor air, from the detected or residual waste posed to the current/future occupants of the site and the immediate site vicinity, the Regional Board has established a contract with the State Office of Environmental Health Hazard Assessment (OEHHA), to have their toxicologists review the submitted health risk assessment work plans and reports. OEHHA will review, evaluate if appropriate, and provide comments on risk assessment work plans and reports. When requested, OEHHA toxicologists will provide the Regional Board consultation services on issues concerning human health and/or environmental risks.

Mr. Steve Lesever
City of South Gate
SCP NO. 0475B

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July 1, 2015

Under the Cost Recovery Program, the responsible party is required to reimburse the Regional Board for the costs incurred by OEHHA. Charges by OEHHA staff will be included in our invoices under the contract charges category. All quarterly invoices generated for this project will be sent to your billing contact by the Site Cleanup Program, State Water Resources Control Board.

V. Other Requirements

1. **Change of Ownership:** You must notify the Executive Officer in writing at least 30 days in advance of any proposed transfer of this cost reimbursement account's responsibility to a new owner, with a specific date for the transfer. In addition, you shall notify the succeeding owner of the existence of this cost reimbursement account by letter, a copy of which shall be forwarded to the Regional Board.
2. **Public Participation:** With increased public interest in our programs and the public knowledge of threat to human health and the environment, the Regional Board has increased efforts to get the public more involved in our decision making process. The Regional Board provides information and opportunities for public participation consistent with State law (including California Health and Safety Code section 25356.1 and California Water Code sections 13307.5 and 13307.6). You may be required to prepare and implement public participation activities including, but not limited to producing baseline community assessments, factsheets and work notices, developing a circulation/ mailing list of interested, affected and potentially affected parties, creating a Public Participation Plan, and facilitating public meetings. Regional Board staff will provide you with additional guidance as appropriate.
3. **Electronic Submittals:** In September 2004, the State Water Resources Control Board adopted regulations (Chapter 30, Division 3 of Title 23 & Division 3 of Title 27, California Code of Regulation) requiring the electronic submittal of information for all site cleanup programs, starting January 1, 2005. Currently, all of the information on electronic submittals and GeoTracker contacts can be found at http://www.waterboards.ca.gov/ust/electronic_submittal.

To comply with the above referenced regulations, you are required to upload all technical reports, documents, and well data to GeoTracker by the due dates specified in the Regional Board letters and orders issued to you or for the site. However, we may request that you submit hard copies of selected documents and data to the Regional Board in addition to electronic submittal of information to GeoTracker.

If you have any questions, please contact David Young at (213) 576-6733 (david.young@waterboards.ca.gov).

Sincerely,


Samuel Unger, PE
Executive Officer

Attachments: 1. Monthly Salary Scales by Job Classification
2. Reimbursement Process for Regulatory Oversight

CHARLES SPRINGER, CHAIR | SAMUEL UNGER, EXECUTIVE OFFICER

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**STATE WATER RESOURCES CONTROL BOARD
SITE CLEANUP PROGRAM (SCP)
BILLING COST EXPLANATION
Fiscal Year 2015-2016**

Employee Salary and Benefit by Classification [1]	Salary/Benefits Range	
7500 - AEO CEA	\$ 9,017	\$ 20,132
4558 - Admin Officer II	\$ 6,920	\$ 8,598
5871 - Assistant Chief Counsel	\$ 13,372	\$ 15,488
5393 - Associate Governmental Program Analyst (Statewide)	\$ 6,588	\$ 8,246
5778 - Attorney	\$ 6,997	\$ 12,190
5795 - Attorney III	\$ 11,503	\$ 14,758
5780 - Attorney IV	\$ 13,016	\$ 16,314
4707 - Business Serv Asst (Spec)	\$ 3,736	\$ 5,717
3756 - Engineering Geologist (SWRCB)	\$ 6,817	\$ 12,833
0760 - Environmental Program Manager I (Managerial) (SWRCB)	\$ 14,225	\$ 16,154
0756 - Environmental Program Manager I (Supervisory) (SWRCB)	\$ 12,865	\$ 15,994
0769 - Environmental Program Manager II (SWRCB)	\$ 14,931	\$ 16,962
0762 - Environmental Scientist (SWRCB)	\$ 4,538	\$ 8,676
3843 - Exec Officer I	\$ 15,911	\$ 18,073
3842 - Exec Officer II	\$ 16,299	\$ 18,514
5601 - Information Officer I (Spec)	\$ 6,588	\$ 8,246
1419 - Key Data Operator	\$ 3,224	\$ 4,587
1282 - Legal Secretary	\$ 4,548	\$ 5,980
1441 - Office Assistant (General) (Statewide)	\$ 3,105	\$ 4,272
1379 - Office Assistant (Typing) (Statewide)	\$ 3,209	\$ 4,358
1138 - Office Technician (General) (Statewide)	\$ 3,950	\$ 4,948
1139 - Office Technician (Typing) (Statewide)	\$ 3,626	\$ 5,034
3851 - Principal Water Resources Control Engineer	\$ 15,523	\$ 17,632
5373 - Public Participation Specialist	\$ 6,588	\$ 8,246
3826 - Sanitary Engineering Associate (Statewide)	\$ 7,245	\$ 9,068
3782 - Sanitary Engineering Technician (Statewide)	\$ 4,989	\$ 7,171
3751 - Senior Engineering Geologist (Statewide)	\$ 12,015	\$ 15,038
0764 - Senior Environmental Scientist (SWRCB)	\$ 11,126	\$ 13,831
0765 - Senior Environmental Scientist (Spec)	\$ 8,031	\$ 9,989
3224 - Senior Legal Typist	\$ 3,877	\$ 5,420
3844 - Senior Water Resources Control Engineer (SWRCB)	\$ 12,015	\$ 15,038
5157 - Staff Services Analyst (General)	\$ 4,218	\$ 6,857
4800 - Staff Services Manager I	\$ 7,590	\$ 9,449
5815 - Supervising Attorney	\$ 11,508	\$ 14,626
3748 - Supervising Engineering Geologist (Statewide)	\$ 12,776	\$ 15,994
3849 - Supervising Water Resources Control Engineer (SWRCB)	\$ 12,776	\$ 15,994
3850 - Supervising Water Resources Control Engineer (MGR)	\$ 14,129	\$ 16,051
3846 - Water Resources Control Engineer (SWRCB)	\$ 6,817	\$ 12,767
<u>Intermittent Employees:</u>		
1120 - Seasonal Clerk	\$ 9.18/hr	\$ 10.35/hr
1931 - Scientific Aid	\$ 11.81/hr	\$ 14.01/hr
4871 - Student Assistant Engineering (Statewide)	\$ 11.78/hr	\$ 18.16/hr

Note: The State is currently in negotiations with the unions so the upper limits of these ranges may be subject to change.

Operating Expenses and Equipment [2] (both State and Regional Board offices)
Indirect Costs (Overhead = cost of doing business) 125%

Billing Example

Water Resources Control Engineer	
Salary and Benefits:	\$12,767
Overhead (indirect costs):	<u>\$15,959</u>
Total Cost per month	\$28,726

Divided by 173 hours per month equals per hour: \$166.05
(Due to the various classifications that expend SCP resources and an average of \$ 150.00 per hour can be used for projection purposes.)

- [1] The name and classification of employees performing oversight work will be listed on the invoice you receive.
[2] The examples are estimates based on recent billings. Actual charges may be slightly higher or lower.

REIMBURSEMENT PROCESS FOR REGULATORY OVERSIGHT

We have identified your facility or property as requiring regulatory cleanup oversight. Pursuant to the Porter-Cologne Water Quality Control Act, reasonable costs for such oversight can be recovered by the Regional Water Quality Control Board (RWQCB) from the responsible party. The purpose of the enclosure is to explain the oversight billing process structure.

INTRODUCTION

The Porter-Cologne Water Quality Control Act authorizes the State Water Resources Control Board (SWRCB) to set up Cost Recovery Programs. The Budget Act of 1993 authorized the SWRCB to establish a Cost Recovery Program for Site Cleanup Program (SCP). The program is set up so that reasonable expenses incurred by the SWRCB and RWQCBs in overseeing cleanup of illegal discharges, contaminated properties, and other unregulated releases adversely impacting the State's waters can be reimbursed by the responsible party. Reasonable expenses will be billed to responsible parties and collected by the Fee Coordinator at the SWRCB in the Division of Financial Assistance (DFA).

THE BILLING SYSTEM

Each cost recovery account has a unique Site ID number assigned to it. Whenever any oversight work is done, the hours are entered into the SCP Cost Recovery/daily logs database. The cost of the staff hours is calculated by the State Accounting System based on the employee's salary and benefit rate and the SWRCB overhead rate.

SWRCB and RWQCB Administrative charges for work such as accounting, billing preparation, general program meetings and program specific training cannot be charged directly to an account. This work will be charged to Administrative accounting codes one per Region. The Accounting Office totals these administrative charges for the billing period and distributes them back to all of the accounts based on the number of hours charged to each account during that billing period. These charges show as State Board Program Administrative Charges and Regional Board Program Administrative Charges on the Invoice.

The current billing period charges will include associated labor costs, risk assessment contract charges, overhead charges, SWRCB/DFA Administrative charges, and RWQCB Administrative charges. The overhead charges are based on the number of labor hours charged to the account. The overhead charges consist of rent, utilities, travel, supplies, training, and accounting services. Most of these charges are paid in arrears. The Accounting Office keeps track of these charges and distributes them back monthly to only those accounts having Labor hours charged to them for the period being billed. No site will be billed for overhead during a billing period unless Labor hours have been posted to the RWQCB employee's daily logs residing in the SCP Cost Recovery database.

Invoices are issued quarterly, one quarter in arrears. If a balance is owed, a check is to be remitted to the SWRCB with the invoice remittance stub within 30 days after receipt of the invoice. The Fee Coordinator inputs a record of all checks received directly or by the Accounting Office on a daily basis.

ATTACHMENT 2

Copies of the invoices are sent to the appropriate RWQCBs so that they are aware of the oversight work invoiced. Questions regarding the work performed should be directed toward your RWQCB case worker.

DISPUTE RESOLUTION

If a dispute regarding oversight charges cannot be resolved with the RWQCB, Section 13320 of the California Water Code provides a process whereby persons may petition the SWRCB for review of RWQCB decisions. Regulations implementing Water Code Section 13320 are found in the Title 23 of the California Code of Regulations, Section 2050.

DAILY LOGS

A detailed description (daily log) of the actual work being done at each specific site is kept by each employee in the Regional Water Board who works on the cleanup oversight at the property. This information is provided on the quarterly invoice using standardized work activity codes to describe the work performed. *Upon request, a more detailed description of the work performed is available from the RWQCB staff.*

REMOVAL FROM THE BILLING SYSTEM

After the cleanup is complete, the RWQCB will submit a closure form to the SWRCB to close the account. If a balance is due, the Fee Coordinator will send a final billing for the balance owed. The responsible party should then submit a check to the SWRCB to close the account.

AGREEMENT

No cleanup oversight will be performed unless the responsible party of the property has agreed in writing to reimburse the State for appropriate cleanup oversight costs and submitted to the RP. You may wish to consult an attorney in this matter. As soon as the letter is received, the account will be added to the active Site Cleanup program Cost Recovery billing list and oversight work will begin.

If you have any questions regarding billing, please contact the Division of Financial Assistance (DFA) at the Site Cleanup Program (SCP) Message Line: (916) 341-5643 or via email: DFA-SCP@waterboards.ca.gov