



Date: October 15, 2004
To: The Honorable Mayor and Councilmembers
From: Tonia Reyes Uranga, Chair, I-710 Oversight Committee
Subject: **Request by Gateway Cities COG for City Resolution Regarding the I-710 Major Corridor Study Design Concept and Community Recommendations**

On October 28, 2004, the Gateway Cities Council of Governments (Gateway COG) I-710 Oversight Policy Committee (OPC) will be in a position to act on recommendations of their Technical Advisory Committee (TAC) and the Corridorwide Community Advisory Committee (CAC) Tier 2. The Gateway COG is requesting all cities along the I-710 Corridor to forward its City's position regarding the I-710 Major Corridor Study. Specifically they are requesting that each City adopt a resolution which forwards the recommendations of each community, and forwards support for the Tier 2 CAC Report. They are also requesting that each City Council articulate any specific issues that they believe require particular attention during the environmental phase of the project.

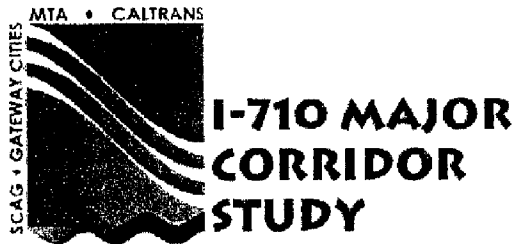
Tier One Community Advisory Committees in cities within the corridor have been developing locally preferred strategies for their communities without the full engagement of their City Councils. Unlike other cities, the City of Long Beach developed its strategy with the City Council through the I-710 Oversight Committee, which served as our Tier One CAC. On June 22, 2004, the Long Beach City Council took an action approving and concurring with the recommendations of the I-710 Oversight Committee incorporating the community recommendations and a systems approach. The approved Long Beach locally preferred strategy was forwarded to the I-710 OPC for incorporation into the corridorwide strategy. Both the physical improvements and the community's recommendations have been incorporated into the corridorwide strategy as well as the Tier 2 report, so technically, this action could be somewhat redundant. However, in keeping with the spirit of full community participation in Long Beach, both the I-710 Oversight Committee and the community should have an opportunity to review the final products of the regional TAC and Tier II Committees before the City Council officially approves these documents.

It is therefore recommended that the matter of adopting a resolution regarding the I-710 Major Corridor Study be referred to the I-710 Oversight Committee.

Respectfully Submitted,
I-710 OVERSIGHT COMMITTEE



Councilmember Tonia Reyes Uranga, Chair



October 6, 2004

«Title» «LastName»
«Company»
«Address1»
«City»

Dear «Title2»:

**REQUEST FOR CITY RESOLUTION REGARDING THE I-710 MAJOR CORRIDOR
STUDY DESIGN CONCEPT AND COMMUNITY RECOMMENDATIONS**

It has been over three years since we launched the I-710 Major Corridor Study. During the first two years a tremendous amount of technical study took place. During the past year that approach was balanced and supplemented by a new community participation process.

Before taking action, the I-710 Oversight Policy Committee (OPC) wants to know that the design concept as developed to date is acceptable to each City to move into the next phase of study.

On October 28, 2004, the I-710 Oversight Policy Committee will be in a position to act on recommendations of the Technical Advisory Committee (TAC) and the Corridor-wide Community Advisory Committee TIER 2 (CAC). At that meeting it is hoped that each I-710 Corridor City can forward your City's position regarding the I-710 Major Corridor Study. In the attached resolution you are being asked to:

- 1) Forward the recommendations of your Tier One Community Advisory Committee, or recommendations of your City Council;
- 2) Forward your support for the Tier 2 Community Advisory Committee Report and;
- 3) Memorialize issues specific to your City if such issues exist. An example may be an interchange of specific interest to you.

Accordingly, we are requesting that your City Council adopt a resolution expressing its support as well as articulating any specific issues that they believe require particular attention during the environmental phase of the project.



Page 2 of 2

We have reached an important milestone with great potential for bringing positive change to our sub-region. We look forward to working with you toward implementation of the many exciting ideas that have emerged from the process. Please call me if you have any questions.

Sincerely

A handwritten signature in black ink, appearing to read 'R. Powers', with a long horizontal flourish extending to the right.

Richard R. Powers
Executive Director

Enclosure

SAMPLE RESOLUTION

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF _____ RECOMMENDING TO THE I-710 OVERSIGHT POLICY COMMITTEE APPROVAL OF THE COMMUNITY BASED DESIGN CONCEPTS AS THE LOCALLY PREFERRED STRATEGY PURSUANT TO THE MAJOR CORRIDOR STUDY FOR THE I-710 FREEWAY; RECOMMENDING APPROVAL OF THE TIER 2 REPORT AS GUIDANCE FOR THE ENVIRONMENTAL PROCESS AND (OPTIONAL: IDENTIFYING CERTAIN IMPACTS OF THE I-710 FOR FURTHER ANALYSIS TO MITIGATE NEGATIVE IMPACTS ON THE RESIDENTS OF THE CITY)

WHEREAS, the City is a member of the Gateway Cities Council of Governments (the "Gateway COG"), a joint powers authority established to address the issues, including transportation issues, which affect cities within the Gateway COG region; and

WHEREAS, the Gateway COG entered into a Memorandum of Understanding dated May 26, 2000 (the "MOU") with the California Department of Transportation (CALTRANS), the Los Angeles County Metropolitan Transportation Authority ("MTA"), and the Southern California Association of Governments ("SCAG") to participate in a Major Corridor Study for Interstate 710 (I-710 MCS); and

WHEREAS, the I-710 MCS constitutes a comprehensive evaluation of the freeway corridor, parallel arterials and other elements of the system's infrastructure, including goods movement and an analysis of quality of life impacts on local communities including public health; and

WHEREAS, the MCS examined numerous alternatives for addressing the concerns associated with the I-710; and

WHEREAS, the I-710 Oversight Policy Committee established both Community and Corridor Level Community Advisory Committees (also known as Tier 1 and Tier 2) to actively participate in the study process; and

WHEREAS this City Council appointed (SELECT THE APPLICABLE LANGUAGE: a Tier 1 Community Advisory Committee which was also represented on the Tier 2 Committee OR a representative to the Tier 2 Committee); and

WHEREAS the Tier 2 Community Advisory Committee and the Technical Advisory Committee have recommended to the Oversight Policy Committee a report entitled "I-710 Major Opportunity/Strategy Recommendations and Conditions"; and

WHEREAS, the City Council supports the design concepts developed by the City of _____ Tier 1 Committee(s) as the locally preferred strategy for purposes of environmental analysis in the next phase of the process; and

OPTIONAL: WHEREAS, the City Council has identified specific issues and concerns in connection with the I-710 corridor that impact the City and its residents and which require further analyses and evaluation of potential mitigation measures for such impacts, and such issues and concerns are attached hereto as Exhibit A and incorporated herein by this reference;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF _____ DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. The above recitals are true and correct.

Section 2. The City Council of the City of _____ hereby recommends to the I-710 Oversight Policy Committee approval of the design concepts developed by the (City if applicable) Tier 1 Committee (s) as the locally preferred strategy pursuant to the Major Corridor Study for the I-710 corridor for purposes of environmental analysis in the next phase of the process of examining potential improvements to the I-710 corridor.

Section 3. The City Council hereby recommends to the Oversight Policy Committee approval of the *Opportunity/Strategy Recommendations and Conditions of the Tier 2 Committee* as guidance for the environmental analysis in the next phase of the process of examining potential improvements to the I-710 Corridor.

OPTIONAL: Section 4. The City Council hereby recommends that the issues, concerns and recommendations set forth in Exhibit A hereto be fully analyzed, evaluated and considered and appropriate mitigations of the impacts upon the environment, community and residents set forth therein be identified in conjunction with the next phase of the process of examining potential improvements to the I-710 corridor.

Section 5. The City Clerk shall certify to the adoption of this Resolution.

PASSED, APPROVED AND ADOPTED this ____ day of June, 2004

, Mayor

ATTEST:

City Clerk

APPROVED AS TO FORM:

City Attorney



City of Long Beach
Working Together to Serve

Memorandum

RECEIVED
CITY CLERK
LONG BEACH, CALIF.
04 JUN 16 PM 1:42

Date: June 16, 2004
To: I-710 Council Oversight Committee
From: Christine F. Andersen, Director of Public Works
Subject: THE I-710 FREEWAY LOCALLY PREFERRED STRATEGY

R 30

The Long Beach City Council I-710 Oversight Committee was appointed on June 17, 2003, charged with the responsibility of addressing the significant policy issues that the City faces regarding the improvements to the I-710 Freeway. This Committee began working with residents and businesses along the I-710 Corridor to develop a solution for improving the I-710 Freeway that serves both the traveling public and the residents and businesses that are most impacted by the I-710 Freeway.

Long Beach residents first voiced their concerns during the I-710 Major Corridor Study, a multi-agency regional study charged with developing an overall strategy to improve the I-710 Freeway from the Port to the I-60 Freeway. That study, which had identified hundreds of homes in Long Beach to be taken, has been set aside and a new process is underway to allow greater input from all of the communities along this 18-mile corridor.

The I-710 Oversight Committee has hosted 20 community meetings and workshops since August 2003, which have been attended by hundreds of Long Beach residents. The meetings were designed to gain input and to share information regarding the concerns of those most impacted by the operation of the I-710 Freeway.

At its initial meeting, the Committee and the City Council approved a number of actions, including the following Guiding Principles to provide a framework for the development of a locally preferred strategy for the improvement of the I-710 Freeway:

GUIDING PRINCIPLES FOR THE IMPROVEMENT OF I-710 FREEWAY

1. Improve public participation in the development and consideration of alternatives to provide technical assistance to facilitate effective public participation.
2. Identify and minimize the cumulative exposure to toxic pollutants and noise for neighborhoods in the affected areas.
3. Minimize right-of-way acquisitions to preserve existing housing, businesses and open space.
4. Reduce air pollution through aggressive diesel emissions reduction programs and the use of alternative fuels.

5. Improve safety by reducing truck/automobile conflicts through improved roadway design.
6. Relieve congestion by employing a comprehensive, regional systems approach that includes freeway, roadway, rail and transit systems.

After hosting several community meetings, it became clear that the design of freeway improvements was just a part of the concerns of the residents along the corridor. On October 23, 2003, the I-710 Oversight Committee adopted the recommendation to acknowledge and address the four key issues that the community is most concerned about through a series of Community Roundtable Workshops. Those issues were:

KEY COMMUNITY ISSUES AND CONCERNS

Approved by the City Council on 11/04/03

1. Loss of Property and Neighborhood Impacts
2. Health, Environment and Noise
3. Truck Congestion, Safety and Impacts
4. Port Issues

Based on these concerns, the Long Beach I-710 City Council Oversight Committee held four community roundtable workshops:

January 22, 2004	Health & Environmental Concerns
January 29, 2004	Preserving Neighborhoods
February 5, 2004	Port Operations and the I-710 Freeway
February 12, 2004	Truck Congestion and Safety

Almost 350 people attended the four roundtable workshops where residents were able to interact with experts and get answers to their questions about the issues they care most about in regards to the I-710 Freeway. All four workshops were moderated by a local resident, with participation from community leaders and experts from various agencies, including the California Air Resources Board, the South Coast Air Quality Management District, Caltrans, Gateway Cities Council of Governments, the Army Corp of Engineers, and the Alameda Corridor Transportation Authority.

Each workshop generated a list of recommendations for the Long Beach I-710 Oversight Committee to consider as part of the planning process. The recommendations were considered by all of the community in attendance, and only those issues that received a consensus vote were included on the list to be brought forward to this committee. The consensus community recommendations were presented by representatives of the community that participated in formulating these recommendations, and were received and filed by the Committee at their meeting on February 25, 2004, and forwarded to the City Council and the regional I-710 committees that are continuing to meet on this issue. Those recommendations are included as Attachment A to this report.

On a parallel track, the Committee also continued to find common ground regarding the development of design concepts to provide guidance to the engineering consultant hired by the City, Meyer, Mohaddes and Associates (MMA), in the development of a Long Beach strategy to improve the I-710 Freeway. Design concepts were approved by the Committee on October 23rd and 28th, 2003:

DESIGN CONCEPTS TO IMPROVE THE I-710 FREEWAY

Approved by the City Council on 11/04/03

1. Eliminate unnecessary truck ramps at the 91 Freeway interchange to minimize right-of-way impacts.
2. Utilize the space between the existing freeway and the Los Angeles River to add capacity and minimize right-of-way impacts.
3. Separate cars from trucks at-grade for increased safety wherever possible, and construct elevated structures only when necessary to minimize right-of-way impacts.
4. Modify existing freeway on-ramps and off-ramps to use "diamond" designs where possible to minimize right-of-way impacts and expand opportunities for green space.
5. Eliminate the Terminal Island Freeway extension to the I-710 Freeway.
6. Redesign the Shoemaker Bridge and realign the ramps into downtown Long Beach to expand Cesar Chavez Park.

As community meetings continued, MMA began the process of developing a design concept for the eight miles of freeway in Long Beach, with the understanding that the City was looking for a systems approach that addressed the issues and concerns of the residents as a condition of any physical improvements to the I-710 Freeway.

On March 18, 2004, after ten community meetings spanning seven months, a draft locally preferred strategy of the mainline improvements was presented to the I-710 Committee, which was released for comment. The draft strategy was presented at seven community meetings hosted by interested neighborhood associations:

- | | |
|------------------|-------------------------------------|
| ▪ March 25, 2004 | West Long Beach Association |
| ▪ April 5, 2004 | Wrigley Association |
| ▪ April 7, 2004 | ProWest Neighbors United |
| ▪ April 8, 2004 | West End Community Association |
| ▪ April 21, 2004 | Coolidge Triangle Homeowners Assoc. |
| ▪ May 10, 2004 | Sutter Academy |
| ▪ May 12, 2004 | Los Cerritos Elementary School |

The Committee also held two additional meetings to consider the comments and revisions to the draft plan that resulted from this series of meetings:

June 16, 2004
I-710 Council Oversight Committee
Page 4

April 26, 2004
May 19, 2004

Update on comments to Draft strategy
I-710 Citywide Town Hall Meeting

Numerous comments were received regarding the physical improvements proposed in the draft plan, which has subsequently been revised, as well as continuing concerns expressed regarding air quality, the impacts from Port operations and safety.

The policy of this Committee has continued to be that any physical improvements to the I-710 Freeway must also address the key issues and concerns that have been raised by the Long Beach community, and should also incorporate a systems approach that includes:

- Port diesel emission improvements
- Truck diesel emission improvements
- Enhanced Alameda Corridor
- On-dock rail
- Local street improvements
- Traffic signal enhancements
- Improved transit
- Fees to offset local impacts

Toward that end, this systems approach, along with the recommendations that have been collected regarding the community's concerns, have been and will continue to be a part of the City's I-710 Locally Preferred Strategy. Attachment B summarizes the more detailed design developed by MMA for the Long Beach I-710 Locally Preferred Strategy. If approved, this strategy will be presented for approval to the City Council on June 22nd, and forwarded to the regional I-710 Oversight Policy Committee and its subcommittees for incorporation into the locally preferred strategy for the full 18-mile I-710 Freeway Corridor.

RECOMMENDED ACTION:

Approve the Long Beach I-710 Locally Preferred Strategy incorporating the community's recommendations and a systems approach.

APPROVED:

CFA:SG:mm/348-13
Attachments

for 
GERALD R. MILLER
CITY MANAGER

cc: Mayor and Members of the City Council

I-710 Oversight Committee

Recommendations of the
Long Beach Community
Approved by Consensus addressing
Key Community Issues and Concerns

HEALTH & ENVIRONMENTAL CONCERNS

PRESERVING NEIGHBORHOODS

PORT OPERATIONS & THE I-710

TRUCK CONGESTION & SAFETY

Since residents commented on various topics at each of the workshops, the following recommendations have been sorted by issue, and include additional community recommendations that did not fall within these categories.

I-710 Oversight Committee
Community Approved Recommendations

HEALTH AND ENVIRONMENT

1.	The Long Beach Health Department should conduct air quality studies near the intersection of the 710 Freeway and the 47 Freeway.
2.	School buses should use alternative fuels to reduce diesel emissions.
3.	The performance of alternative fuels on air pollution should be verified prior to commercial use.
4.	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.
5.	Increase tree plantings in Long Beach by threefold.
6.	Future health studies must include data about deaths related to pollution.
7.	The City of Long Beach should conduct research into the health impacts on the community stemming from local refinery emissions.
8.	The City of Long Beach should conduct research into the health impacts of diesel and other vehicle emission to children. The research should include asthma and other health ailments, including respiratory problems, cancer, allergies, etc.
9.	Trains should use cleaner fuels.
10.	Signage should be visible to traffic at all times in the design of the 710 Freeway
11.	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
12.	Give incentive funding to truck operators to use bio-diesel
13.	Noise pollution should be mitigated for any I-710 Freeway improvements.
14.	Trucks and ships delivering and hauling cargo from the Port of Long Beach should use particulate matter traps
15.	A pilot project for the use of bio-diesel should be implemented

I-710 Oversight Committee
Community Approved Recommendations

PORT OPERATIONS AND THE I-710

1.	A limit on Port expansion should be discussed.
2.	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.
3.	Trucks operating at the Port should use bio-diesel or alternative fuels.
4.	Shipping companies should hire independent truck drivers as employees and they should treat them fairly
5.	On-dock rail capabilities should be expanded.
6.	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.
7.	All empty containers should be shipped to the place of origin and they should be allowed to remain empty in the Port.
8.	The City of Long Beach should research the impacts of Port expansion to the local tourism industry.
9.	Extra fees should be charged to Port tenants and companies hauling cargo from the Port to cover expenses related to local healthcare costs.
10.	The Port should support the use of green diesel and compressed natural gas for trucks hauling cargo from the Port.
11.	The Port should develop aggressive idling legislation to limit diesel truck idling to a maximum of five minutes.
12.	Cargo should be distributed to other regional Ports.
13.	The Port of Long Beach should be downsized
14.	The City of Long Beach should define the maximum capacity of the Port of Long Beach.
15.	The Alameda Corridor Transportation Authority's initiatives should be implemented immediately.
16.	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.
17.	Governing agencies should make it mandatory for ships to slow down as they prepare to dock at the Port of Long Beach.
18.	By 2006, offshore shipping companies should be equipped to use shore power while docked at the Port.
19.	Cargo containers should be standardized which would allow multiple companies to use the containers and reduce the number of empty containers at the Port.
20.	The Port of Los Angeles should participate at the next workshop related to Port Operations
21.	Local Ports should coordinate the use of alternative fuels strategies.
22.	The Port should conduct research on the cost of pollution to local healthcare.
23.	Identify alternative methods to haul cargo from the Port – other than diesel trucks.
24.	Ships should be made to slow down when entering the Port
25.	Diesel emissions from sea vessels and trains need to be addressed by regulatory agencies
26.	Ships should use alternative fuels when docking at the Port of Long Beach

I-710 Oversight Committee
Community Approved Recommendations

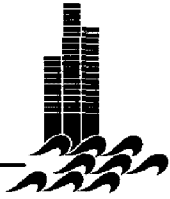
PRESERVING NEIGHBORHOODS

1.	Residents should have free and competent legal advice provided to them to assist them with the property acquisition process.
2.	Residents whose property is not taken but impacted by 710 Freeway improvements should be compensated by Caltrans
3.	The City of Long Beach and Caltrans should inform residents about any property acquisition plans in advance and a timely manner.
4.	The public should be provided an opportunity to view and comment on the new 710 Freeway designs at various public meetings.
5.	Do not take any businesses or homes until all other alternatives and options for improving the 710 Freeway are exhausted.
6.	Caltrans should better maintain the properties they currently own in Long Beach
7.	Caltrans should establish a performance bond for any improvements to the 710 Freeway that would allow for residents to recoup any damages during construction.
8.	Residents should be encouraged to attend meetings about the 710 Freeway and they should continue applying pressure and giving input on this process.
9.	Properties should be referred to as "homes" and not "houses" during discussions about 710 Freeway improvements.
10.	Caltrans should provide contact information to residents about whom to contact regarding damages done to properties because of construction to the 710 Freeway.
11.	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.
12.	Conduct community meetings in the first district to make it easier for residents in that district to attend meetings

I-710 Oversight Committee
Community Approved Recommendations

TRUCK CONGESTION AND SAFETY

1.	A toll on diesel trucks should be imposed to offset the cost of utilizing the Alameda Corridor
2.	Study the spillover traffic and the 710 Freeway. The spillover traffic may create safety issues for pedestrians.
3.	A shuttle train system should be developed to haul cargo to local distribution centers in Southern California.
4.	Use the Terminal Island Freeway and the Alameda Corridor to haul cargo and divert diesel trucks away from the 710 Freeway
5.	The 103 Freeway should be expanded and should proceed left on Sepulveda and Willow and connect to the Alameda Corridor.
6.	Encourage the use of the 110 Freeway to divide truck traffic equally with the 710 Freeway
7.	The City of Long Beach should establish a transportation policy to divert truck traffic to routes other than the 710 Freeway
8.	A toll should be implemented on trucks hauling cargo from the Port and shipping companies should pay the toll
9.	A new truck inspection site should be built on Port of Long Beach property
10.	Truck drivers should be considered when developing new cargo hauling methods



November 16, 2004

**FOR THE REMAINDER OF THE PAGES
FOR THIS AGENDA ITEM,
PLEASE CONTACT
THE LONG BEACH CITY CLERK DEPARTMENT AT

(562) 570-6101
(562) 570-6789 (FAX)
cityclerk@longbeach.gov**

1 RESOLUTION NO. C-

2
3 RESOLUTION OF THE CITY COUNCIL OF THE CITY
4 OF LONG BEACH RECOMMENDING TO THE I-710
5 OVERSIGHT POLICY COMMITTEE APPROVAL OF THE
6 COMMUNITY BASED DESIGN CONCEPTS AS THE
7 LOCALLY PREFERRED STRATEGY PURSUANT TO THE
8 MAJOR CORRIDOR STUDY FOR THE I-710 FREEWAY;
9 RECOMMENDING APPROVAL OF THE TIER 2 REPORT AS
10 GUIDANCE FOR THE ENVIRONMENTAL PROCESS AND
11 FOR FURTHER ANALYSIS TO MITIGATE NEGATIVE
12 IMPACTS ON THE RESIDENTS OF THE CITY

13
14 WHEREAS, the City of Long Beach ("City") is a member of the Gateway
15 Cities Council of Governments (the "Gateway COG"), a joint powers authority
16 established to address the issues, including transportation issues, which affect cities
17 within the Gateway COG region; and

18 WHEREAS, the Gateway COG entered into a Memorandum of
19 Understanding dated May 26, 2000 (the "MOU") with the California Department of
20 Transportation ("CALTRANS"), the Los Angeles County Metropolitan Transportation
21 Authority ("MTA"), and the Southern California Association of Governments ("SCAG") to
22 participate in a Major Corridor Study for Interstate 710 (I-710 MCS); and

23 WHEREAS, the I-710 MCS constitutes a comprehensive evaluation of the
24 freeway corridor, parallel arterials and other elements of the system's infrastructure,
25 including goods movement and an analysis of quality of life impacts on local
26 communities including public health; and

27 WHEREAS, the MCS examined numerous alternatives for addressing the
28 concerns associated with the I-710; and

Robert E. Shannon
City Attorney of Long Beach
333 West Ocean Boulevard
Long Beach, California 90802-4664
Telephone (562) 570-2200

1 WHEREAS, the I-710 Oversight Policy Committee established both
2 Community and Corridor Level Community Advisory Committees (also known as Tier 1
3 and Tier 2 respectively) to actively participate in the study process; and

4 WHEREAS, the City designated the Long Beach I-710 Oversight
5 Committee as its Tier 1 Committee and the City appointed four representatives to the
6 Tier 2 Committee; and

7 WHEREAS, the Tier 2 Community Advisory Committee and the Technical
8 Advisory Committee have recommended to the Oversight Policy Committee a report
9 entitled "I-710 Major Opportunity/Strategy Recommendations and Conditions" (the
10 "Report"); and

11 WHEREAS, the City Council supports the design concepts developed by
12 the Long Beach I-710 Oversight Committee as the locally preferred strategy for
13 purposes of environmental analysis in the next phase of the process; and

14 WHEREAS, the City Council has identified specific issues and concerns
15 in connection with the I-710 corridor that impact the City and its residents and which
16 require further analyses and evaluation of potential mitigation measures for such
17 impacts, and such issues and concerns are attached to the Report;

18 NOW, THEREFORE, the City Council of the City of Long Beach resolves
19 as follows:

20 Section 1. The above recitals are true and correct.

21 Sec. 2. The City Council of the City of Long Beach hereby recommends
22 to the I-710 Oversight Policy Committee approval of the design concepts developed by
23 the Long Beach I-710 Oversight Committee as the locally preferred strategy pursuant to
24 the Major Corridor Study for the I-710 corridor for purposes of environmental analysis in
25 the next phase of the process of examining potential improvements to the I-710
26 corridor.

27 Sec. 3. The City Council hereby recommends to the Oversight Policy
28 Committee approval of the Report of the Tier 2 Committee as guidance for the

Robert E. Shannon
City Attorney of Long Beach
333 West Ocean Boulevard
Long Beach, California 90802-4664
Telephone (562) 570-2200

1 environmental analysis in the next phase of the process of examining potential
2 improvements to the I-710 corridor.

3 Sec. 4. The City Council hereby recommends that the issues, concerns
4 and recommendations set forth in the Report that impact the City and its residents be
5 fully analyzed, evaluated and considered and appropriate mitigations of the impacts
6 upon the environment, community and residents set forth therein be identified in
7 conjunction with the next phase of the process of examining potential improvements to
8 the I-710 corridor.

9 Sec. 5. This resolution shall take effect immediately upon its adoption by
10 the City Council, and the City Clerk shall certify to the vote adopting this resolution.

11
12 I hereby certify that the foregoing Resolution was adopted by the City
13 Council of the City of Long Beach at its meeting of _____, 2004 by the following
14 vote:

15
16 Ayes: Councilmembers: _____

17 _____
18 _____

19 Noes: Councilmembers: _____

20 _____
21 _____

22 Absent: Councilmembers: _____

23 _____
24 _____

25 _____
26 City Clerk

27 DH:dmp
28 11/11/04
I-4N-710