



SOUTH GATE CITY COUNCIL REGULAR MEETING AGENDA

Tuesday, February 8, 2022 at 6:30 p.m.

**NO IN-PERSON MEETING
ZOOM & TELECONFERENCE ONLY
DIAL-IN-NUMBER: 1 (669) 900-6833
MEETING ID: 879 4977 9955**

<https://us02web.zoom.us/j/87949779955>

I. Call To Order/Roll Call With Invocation & Pledge

CALL TO ORDER	Al Rios, Mayor
INVOCATION	Bishop Juan Carlos Mendez, Centro Cristiano Bel El
PLEDGE OF ALLEGIANCE	Carmen Avalos, City Clerk
ROLL CALL	Carmen Avalos, City Clerk

II. City Officials

MAYOR

Al Rios

CITY CLERK

Carmen Avalos

VICE MAYOR

Maria del Pilar Avalos

CITY TREASURER

Gregory Martinez

COUNCIL MEMBERS

Maria Davila

Denise Diaz

Gil Hurtado

INTERIM CITY MANAGER

Chris Jeffers

CITY ATTORNEY

Raul F. Salinas

III. Meeting Compensation Disclosure

Pursuant to Government Code Section 54952.3: Disclosure of compensation for meeting attendance by City Council Members is \$650 monthly regardless of the amount of meetings.

IV. Public Hearings

1. Ordinance Amending Section 8/12/090 (Preferential Parking Districts), Of Chapter 8.12 (Stopping, Standing And Parking Of Vehicles), Of Title * (Traffic), Of The South Gate Municipal Code

The City Council will consider at the conclusion of the public hearing, waiving the reading in full and introducing an **Ordinance** _____ amending Section 8.12.090 (Preferential Parking Districts), of Chapter 8.12 (Stopping, Standing and Parking of Vehicles), to Title 8 (Traffic), of the South Gate Municipal Code. (PW)

Documents:

[ITEM 1 REPORT 02082022.PDF](#)

V. Comments From The Audience

During this time, members of the public and staff may address the City Council regarding any items not listed on the agenda and within the subject matter jurisdiction of the City Council. Comments from the audience will be limited to five (5) minutes per speaker; unless authorized by the Mayor, the time limit may not be extended by utilizing another member's time. There will be no debate or action on items not listed on the agenda unless authorized by law.

Note: The City Council desires to provide all members of the public with the opportunity to address the Council. Nevertheless, obscene language, comments intended to disrupt or interfere with the progress of the meeting or slanderous comments will not be tolerated and may result in ejection and/or may constitute a violation of South Gate Municipal Code Section 1.04.110.

VI. Reports And Comments From City Officials

During this time, members of the City Council will report on matters pertaining to their service on various intergovernmental boards and commissions as a representative of the City pursuant to Assembly Bill 1234. City Council Members will also have an opportunity to comment on

matters not on the agenda.

Following the City Council Members, reports and comments will be heard by the City Clerk, City Treasurer, City Manager and Department Heads.

VII. Consent Calendar Items

Agenda Items **2, 3, 4, 5, 6, 7, 8, 9, and 10** are consent Calendar Items. All items including Ordinances, Resolutions and Contracts, may be approved by adoption of the Consent Calendar, individually and collectively by one (1) motion. There will be no separate discussion of these items unless Members of the City Council, the public, or staff request that specific items be removed from the Consent Calendar for separate discussion and action.

Any Motion to introduce or adopt an Ordinance on the Consent Calendar shall be: (1) a motion to waive the reading of the Ordinance and introduce the Ordinance or (2) a motion to waive the reading of the Ordinance and adopt the Ordinance, as appropriate.

2. Resolution Authorizing Remote Teleconference Meetings Of The City Council From Feb. 12 - Mar. 11, 2022

The City Council will consider adopting a **Resolution**_____ authorizing remote teleconference meetings of the City Council, all City subordinate bodies, and all City non-profit corporation Boards and their subordinate bodies, for the period of February 12 - March 11, 2022.
(CLERK)

Documents:

[ITEM 2 REPORT 02082022.PDF](#)

3. Resolution Amending Resolution No. 6454 (Salary Resolution And Position Classification) To Include Revenue Manager

The City Council will consider adopting a **Resolution**_____ amending Resolution No. 6454 (Salary Resolution and Position Classification Plan) to include a Revenue Manager in the Administrative Services Department, approving the corresponding job specification and updating the appropriate salary pay table. (ADMIN SVCS)

Documents:

[ITEM 3 REPORT 02082022.PDF](#)

4. Resolution Amending Resolution No. 6454 (Salary Resolution And Position Classification) For Administrative Assistant And Community Development Intern Positions

The City Council will consider adopting a **Resolution** _____ amending Resolution No. 6454 (Salary Resolution and Position Classification Plan) to update the job specifications of the Administrative Assistant-Police position in the Police Department and the Community Development Intern position in the Community Development Department. (ADMIN SVCS)

Documents:

[ITEM 4 REPORT 02082022.PDF](#)

5. Resolution Approving Destruction Of Obsolete Documents And Records

The City Council will consider: (CLERK)

- a. Adopting a **Resolution** _____ authorizing the destruction of obsolete records pursuant to Government Code 34090 of the State of California; and
- b. Approving the destruction subject to final review and approval by the City Attorney.

Documents:

[ITEM 5 REPORT 02082022.PDF](#)

6. Amendment No. 6 To Contract 3340 With SAFNA Engineering & Consulting To Prepare Requests For Proposals

The City Council will consider: (PW)

- a. Amending the Capital Improvement Program to add the Facilities Security System Improvements, City Project No. 692-GEN;
- b. Appropriating \$8,500 in General Funds, \$4,700 in Water Funds and \$1,800 in Sewer Funds to Account No. 311-790-49-9118 to fund the Facilities Security System Services, City Project No. 692-GEN;
- c. Approving **Amendment No. 6 to Contract No. 3340** with SAFNA Engineering & Consulting, a division of SAFNA Corporation, formerly a division of Heateflex Corporation, to provide professional services to prepare Request for Proposals for the Facilities Security System

Improvements, City Project No. 692-GEN and Sewer Rate Study, in an amount not to exceed \$22,500; and

d. Authorizing the Mayor to execute Amendment No. 6 to Contract No. 3340 in a form acceptable to the City Attorney.

Documents:

[ITEM 6 REPORT 02082022.PDF](#)

7. Assumption Agreement With The Recreation Parks Open Space District For Tree Planting Project Grant

The City Council will consider: (PARKS)

a. Approving an **Assignment and Assumption of Grant Agreement (Contract No. _____)** for Grant #2659 for South Gate Tree Planting; and

b. Authorizing the Mayor to sign the agreement in a form acceptable to the City Attorney.

Documents:

[ITEM 7 REPORT 02082022.PDF](#)

8. Modified Use Of 2019 State Homeland Security Grant Program Funds, FAIN #EMW-2019-SS-00035

The City Council will consider approving the modified use of Homeland Security Grant Program - California Governor's Office of Emergency Services (Cal OES) funds 2019 SHSP, FAIN #EMW-2019-SS-00035 in the amount of \$51,788. (PD)

Documents:

[ITEM 8 REPORT 02082022.PDF](#)

9. Purchase Agreement For Three Graffiti Removal Trucks For The Public Works Graffiti Abatement Program

The City Council will consider: (PW)

a. Authorizing the purchase of three (3) Ford F-550 Super Cab-N-Chassis equipped with Graffiti Body (Ford F-550 Unit), through Sourcewell and from 72 Hour, LLC dba National Auto Fleet Group through the National Joint Powers Alliance Cooperative Contract Purchasing Program, necessary for graffiti abatement services in the amount of \$407,563; and

b. Authorizing the City Manager to execute the documents necessary to purchase the Ford F-550 Units in forms acceptable to the City Attorney.

Documents:

[ITEM 9 REPORT 02082022.PDF](#)

10. Minutes

The City Council will consider: (CLERK)

A. Approving the Regular Meeting minutes of January 11, 2022.

Documents:

[ITEM 10 REPORT 02082022.PDF](#)

VIII. Reports, Recommendations And Requests

11. Summary Report On Atlantic Corridor Master Plan

The City Council will consider receiving and filing the Atlantic Corridor Complete Street Evaluation and Master Plan report.

Documents:

[ITEM 11 REPORT 02082022.PDF](#)

12. Warrant Register February 8, 2022

The City Council will consider approving the Warrants and Cancellations for February 8, 2022: (ADMIN SVCS)

Total of Checks: \$3,339,608.17

VOIDS: (\$ 1,400.00)

Total Payroll Deductions: (\$ 367,315.13)

Grand Total: \$2,970,893.04

Cancellations: 92910, 94780, 95533

Documents:

[ITEM 12 REPORT 02082022.PDF](#)

IX. Adjournment

Adjournment in memory of Naomi Nixon, retired South Gate employee, Parks & Recreational Commissioner and Azalea Queen.

I, Carmen Avalos, City Clerk, certify that a true and correct copy of the foregoing Meeting Agenda was posted February 2, 2022 at 9:15 a.m. as required by law.

Carmen Avalos, CMC

City Clerk

Materials related to an item on this Agenda submitted to the City Council after distribution of the agenda packet are available for public inspection in the City Clerk's Office

8650 California Avenue, South Gate, California 90280
(323) 563-9510 * fax (323) 563-5411 * www.cityofsouthgate.org

In compliance with the American with Disabilities Act, if you need special assistance to participate in the City Council Meetings, please contact the Office of the City Clerk.

Notification 48 hours prior to the City Council Meeting will enable the City to make reasonable arrangements to assure accessibility.

FEB 01 2022


City of South Gate
CITY COUNCIL

AGENDA BILL

For the Regular Meeting of: **February 8, 2022**

Originating Department: **Public Works**

Department Director:


Arturo Cervantes

Interim City Manager:


Chris Jeffers

SUBJECT: ORDINANCE AMENDING SECTION 8.12.090 (PREFERENTIAL PARKING DISTRICTS), OF CHAPTER 8.12 (STOPPING, STANDING AND PARKING OF VEHICLES), OF TITLE 8 (TRAFFIC), OF SOUTH GATE MUNICIPAL CODE

PURPOSE: To amend the South Gate Municipal Code with respect to how preferential parking districts are formed, modified and terminated.

RECOMMENDED ACTIONS: The City Council will consider at the conclusion of the public hearing, waiving the reading in full and introducing an Ordinance amending Section 8.12.090 (Preferential Parking Districts), of Chapter 8.12 (Stopping, Standing and Parking of Vehicles), to Title 8 (Traffic), of the South Gate Municipal Code.

NOTICING REQUIREMENTS: A public hearing notice was duly published in the *Los Angeles Wave*, a newspaper of general circulation, on Thursday, January 27, 2022.

FISCAL IMPACT: None. However, additional revenue will be received from permit issuance as the number of resident and visitor permits allowed to be issued under the proposed ordinance will increase.

ALIGNMENT WITH COUNCIL GOALS: The Citywide Parking Study was included in the City Council's Fiscal Year 2018/19 Work Program to "Continue Creating and Protecting Strong and Sustainable Neighborhoods." The recommended action is pursuant to the Citywide Parking Study.

ANALYSIS: The Public Works Department, with input from the City Manager, Police Department, and the City Attorney's Office, has analyzed Section 8.12.090 (Preferential Parking Districts) and has determined that it would be advisable to make a number of changes to that Section. The proposed ordinance would modify that Section to make those changes. Primarily, those changes would modify the manner in which new districts may be proposed for the City Council's consideration, expand the number of short-term guest parking permits which may be issued, address the issuance of permits for parcels containing accessory dwelling units, add a new category of "special event" permits, and add additional exemptions to conform to state law. The changes also include adding or modifying definitions of relevant terms to align with the definitions

of those same terms contained in the Vehicle Code. A number of other minor changes are also proposed, for purposes of internal consistency and clarity.

The table below summarizes the proposed ordinance:

Existing Ordinance	Proposed Amendment
Proposal to initiate a proceeding to form a preferential parking district to be made by a petition signed by two-thirds majority vote.	<p>A petition from residents to initiate the proceeding to form a preferential parking district may be denied at the City Manager's discretion.</p> <p>In addition to residents, the City Manager shall have the authority to initiate a preferential parking district proceeding however pursuant to a parking study.</p>
One parking permit may be issued per parcel with a single family residence, which is effective for a one-year period.	Two permits may be issued per parcel with a single family residence, including parcels that have an Accessory Dwelling Unit, which is effective for a two-year period.
Not Applicable	Parcels containing a garage or other structure that has been converted to a dwelling unit in violation of Chapter 11.43 of the zoning code shall not qualify to receive residential parking permits.
Visitor parking permits may be obtained once every six months for each for 14 days.	Provides two type of visitor parking permits. A one-day permit may be purchased daily. A seven-day permit may be purchased once every six months.
Does not include special event parking permits.	Authorizes the Chief of Police to temporarily suspend enforcement for City recognized holidays or special events.
Preferential Parking District Program is administered by Administrative Services Department.	Preferential Parking District Program is administered by the Police Department.
Preferential parking is in effect and enforced from 10:00 PM to 6:00 PM, unless otherwise approved by City Council.	Preferential parking is in effect and enforced during the time approved by the City Council at the time the preferential parking district is established by council action.
	Exempts commercial vehicles making pickups or deliveries of goods, wares, merchandise, and/or construction materials and vehicles operated by gardeners, plumbers, electricians, pest-control companies, and other persons providing services to residents in the district.

BACKGROUND: On-street parking issues on residential streets have been prevalent citywide for many years. The common issue is that it is difficult to find parking on residential streets, particularly in the evening hours and on weekends. Demand for parking exceeds parking availability in many of the City's residential neighborhoods. According to input received from residents, the range of issues that contribute to the parking problem is vast. On October 12, 2021, the City Council approved the Citywide Parking Study. The study included a multi-faceted strategy to enhance parking conditions over the short-, mid- and long-term. It established a set of eight guiding principles that are supported with a toolkit of 181 parking solutions. The priority tool kit included 34 priority recommendations within which was a recommendation to revise the preferential parking district, as follows:

- Guiding Principal Area #1, 1.02 - Pursue City Council approval to modify programs, policies, and ordinances that impact on-street parking conditions, such as, Preferential Parking Districts (PPD), parking restrictions, development policies, private property improvements, etc.
- Guiding Principal Area #2, 2.04 - Implement pilot programs in advance of implementing parking solutions that could be impactful to the community, such as area wide Preferential Parking Districts and marking of on-street parking stalls.
- Guiding Principal Area #2, 2.05 - Prioritize the assessment of the City's Preferential Parking District and recommend improvements to optimize its effectiveness.

The long range plan in the parking study included other recommendation such as the following:

- Guiding Principal Area #2, 2.12 - Create a standardized process to review, approve and administer new preferential parking districts throughout the City.
- Guiding Principal Area #8, 8.10 - Increase the number of allowable permits per property.
- Guiding Principal Area #8, 8.13 - Establish a process to remove or redefine existing residential preferential parking districts, achieved in a similar way as the petition and parking survey count method proposed as the basis for establishing new residential parking restrictions.

The current process to establish a preferential parking district includes a petition signed by 66% of residents, a survey by the Public Works Director to verify the petition with one vote per parcel, a public hearing of the proposed district, consideration by the City Council and implementation by the Public Works Department. The proposed ordinance provides that the City Manager may also approve initiating the process to establish a preferential parking district pursuant to a parking study after which the Director of Public Works may conduct the survey.

The Citywide Parking Study was developed with a sound understanding of community concerns and preferred parking solutions as civic engagement was a high priority. As a part of the process, five community meetings were held in January 2019, with over 400 participants. Subsequently, an online survey was held in the month of April 2019, with 762 participants. Thousands of comments were received from over 1,200 residents. The parking solutions were prepared considering the input received from these residents. Therefore, residents provided input that led to the recommendation to amend the preferential parking district ordinance.

As noted above, on October 12, 2021, the City Council approved the Citywide Parking Study. Actions have been taken to implement it. Some examples include activating the Parking Task Force; restriping a segment of Atlantic Avenue to increase on-street parking capacity; adopting a Resolution authorizing a modification to the California Vehicle Code Section 22514, to reduce the stopping, parking or standing distance restriction from 15 feet to at least 5 feet on both side of a fire hydrant, where necessary to increase parking capacity; and initiating a parking pilot program on Firestone Plaza.

Pursuant to the authority granted by Vehicle Code sections 22507 and 22507.5, the City has the power to create parking districts and to grant preferential parking rights to users thereof. This enables the City to alleviate parking shortages in residential and other neighborhoods by establishing permit systems that allow overnight, on-street parking only by residents and that create restrictions on daytime parking in certain business areas and school zones. The process for the creation, modification and termination of these preferential parking districts and the issuance of related parking permits is set forth in Section 8.12.090 (Preferential Parking Districts) of the South Gate Municipal Code.

- ATTACHMENTS:**
- A. Proposed Ordinance
 - B. Public Hearing Notice

AC/CH:lc

ORDINANCE NO. ____

**CITY OF SOUTH GATE
LOS ANGELES COUNTY, CALIFORNIA**

**ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SOUTH GATE,
CALIFORNIA, AMENDING SECTION 8.12.090 (PREFERENTIAL PARKING
DISTRICTS), OF CHAPTER 8.12 (STOPPING, STANDING AND PARKING OF
VEHICLES), OF TITLE 8 (TRAFFIC), OF THE SOUTH GATE MUNICIPAL CODE**

WHEREAS, Section 8.12.090 (Preferential Parking Districts) of the South Gate Municipal Code authorizes the City to create parking districts and to grant preferential parking rights to users thereof, pursuant to the authority given to the City under Vehicle Code Sections 22507 and 22507.5; and

WHEREAS, the City Council deems it advisable to amend Section 8.12.090 (Preferential Parking Districts) to modify the types of preferential parking rights available, to modify the ways in which those rights are issued, and to make other changes to said Section.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SOUTH GATE, CALIFORNIA, DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1. Section 8.12.090 of the South Gate Municipal Code is hereby amended as specified on Exhibit "A" attached hereto and incorporated herein by this reference, by deleting the stricken words and adding the underlined words.

SECTION 2. All references herein to "this Ordinance" shall include, without limitation, the text set forth in Exhibit "A" attached hereto.

SECTION 3. If any Section, sentence, clause, or phrase of this Ordinance is for any reason held to be invalid or unconstitutional by a decision of any court of any competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have passed this Ordinance, and each and every Section, subsection, sentence, clause, and phrase thereof not declared invalid or unconstitutional without regard to whether any portion of the ordinance would be subsequently declared invalid or unconstitutional.

SECTION 4. This Ordinance shall be in full force and effect thirty (30) days after its final passage and adoption.

SECTION 5. The City Clerk shall certify to the adoption of this Ordinance and shall cause a copy of the same to be published in a manner prescribed by law.

PASSED, APPROVED and ADOPTED this ____ day of _____, 2022.

CITY OF SOUTH GATE:

By: _____
Al Rios, Mayor

ATTEST:

By: _____
Carmen Avalos, City Clerk
(Seal)

APPROVED AS TO FORM:

By: _____
Raul F. Salinas, City Attorney

Exhibit A

8.12.090 Preferential parking districts.

A. Purpose. This section is enacted pursuant to authority granted by Sections 22507 and 22507.5 of the Vehicle Code to alleviate serious problems in certain residential areas of the city due, in part, to the demand for on-street parking in densely populated residential neighborhoods, the misuse of available off-street parking, the parking of motor vehicles on streets therein by nonresidents thereof for extended periods of time, and the ignoring underuse of public transit alternatives to automobile travel available to said nonresidents, resulting in neighborhood decline in said areas by reason of traffic congestion, noise, air pollution, traffic hazards, and inability of residents therein to park their motor vehicles near their residences.

B. Definitions. For the purpose of this section, the following words and phrases are defined and shall be construed as hereinafter set out unless it shall be apparent from the context that they have a different meaning:

“Commercial vehicle” means any vehicle having any of the following attributes: (i) more than two axles, (ii) a length in excess of or any single commercial vehicle or combination of said vehicles which exceed twenty feet; (iii) a width in excess of in length, any single commercial vehicle or combination of said vehicles ninety inches or more in width, or any single commercial vehicle or combination of said vehicles having; (iv) a manufacturer’s gross vehicle weight rating of ten thousand pounds or more; or (v) any other motor vehicle identified in Section 260(a) of the California Vehicle Code. A commercial vehicle includes a truck tractor, but does not include a large motor vehicle or nonmotorized vehicle as defined herein or a pickup truck without a camper or sports utility vehicle.

“Commuter vehicle” means a motor vehicle owned or controlled by a person who is not a resident of a residential parking permit area and is parked in a residential parking permit area.

~~“Director of finance” means the director of the finance department or his/her designee.~~

“Director of public works” means the director of public works or his/her designee.

“Guest” means any person visiting, or intending to visit, for any purpose, a resident in the preferential parking district.

“House car” means a motor vehicle originally designed, or permanently altered, and equipped for human habitation, or to which a camper has been permanently attached. A motor vehicle to which a camper has been temporarily attached is not a house car unless the motor vehicle has an axle that is designed to support a portion of the weight of the camper.

“Large motor vehicle” means any house car, pickup truck with camper, recreational vehicle or other vehicle that measures more than twenty-two feet in length or is more than ninety-six inches in width. The term “large motor vehicle” does not include a commercial vehicle as defined herein, a pickup truck without a camper or sports utility vehicle.

“Motor vehicle” means a passenger vehicle, pickup truck without a camper, or sports utility vehicle. House cars are excluded.

“Multifamily dwelling units” means detached or attached conforming or nonconforming apartments, condominiums, town homes, duplexes, triplexes, and fourplexes, etc.

“Nonmotorized vehicle” means any trailer or any other device that is not self-propelled.

“Parcel” means property with one or more single-family dwelling units.

“Petition” means a formal request signed by a two-thirds majority of the voters for creation, termination, and/or amending amendment of a preferential parking district.

“Police chief” means the police chief or his/her designee.

“Preferential parking district,” “district” or “zone” means both sides of a residential street segment(s) between intersections, designated by resolution of the city council, wherein vehicles displaying a valid parking permit shall be exempt from parking restrictions established pursuant to the provisions of this chapter. Districts may include commercial streets however only for the side of the street segment that is entirely developed with residential properties. All

applicable California Vehicle Code and South Gate Municipal Code sections shall be observed.

“Property owner” means the name(s) appearing on the last equalized assessment roll for the property.

“Resident” means a person who lives in a single-family dwelling unit with an address in the specific residential parking permit district.

“Single-family dwelling unit” means a detached building designated exclusively for occupancy by one family.

“Survey” means a form approved by the director of public works and signed by a two-thirds majority of the residents, in case of single-family dwelling units, and property owners, in case of multifamily dwelling units or businesses, within the proposed district.

“Truck tractor” means a motor vehicle designed and used primarily for drawing other vehicles and not so constructed as to carry a load, other than a part of the weight of the vehicle and the load so drawn.

“Voters” means residents of a single-family dwelling unit, property owners of multifamily dwelling units or businesses, and authorized representatives of property owners of multifamily dwelling units such as a property manager or resident manager; provided, that not more than one vote per parcel shall be counted.

C. Designation, Termination, or Amendment ~~Process~~ of Preferential Parking Districts Upon Petition of Residents.

~~There shall be two procedures for establishing a preferential parking district~~

—Petition of Residents

1. Upon receipt of a written petition signed by a two-thirds majority (66%) of the voters in favor of creating, terminating, and/or amending a preferential parking district for the length of a street segment terminating at two intersections, and identifying the time during which parking is proposed to be restricted within said district, the director of public works shall submit the petition to the city manager. The city manager shall, at his or her discretion, approve the petition or deny the petition. If the city manager approves the petition, he or she shall direct the director of public

works to conduct a survey to verify the petition. If the city manager denies the petition, the director of public works shall not conduct a survey.

2. The survey must have at least a two-thirds majority of the voters (one vote per parcel) in favor of creating, terminating, and/or amending a preferential parking district. The survey shall indicate and set forth the positive desire of all signatories for preferential parking privileges by affixing their signature, printed name, and address to the survey calling for the creation, termination, and/or amendment of a proposed district, and the time during which parking is proposed to be restricted within the proposed district. Regarding the one-vote-per-parcel requirement, if the parcel contains an accessory dwelling unit, the vote must be cast by the resident(s) of the primary dwelling and not by the resident(s) of the accessory dwelling unit. Moreover, in any other situation in which the parcel contains multi-family dwelling units, the vote must be cast by the owner of the parcel and may not be cast by any other resident of any accessory dwelling unit, apartment, condominium or other dwelling unit located on the parcel.

3. A public hearing shall be held on the “proposed district.” The city clerk shall mail notice of the hearing at least ten days prior to the hearing to all property owners, residents and commercial occupants within the proposed district.

4. At the conclusion of the public hearing, the city council may designate, by resolution, upon the streets thereof, the preferential parking districts, and the director of public works is authorized to establish parking restrictions. The resolution shall establish the streets and boundaries of such district.

5. No resolution designating a preferential parking district shall be enforceable until the thirty-first day following the date of installation of signs or markings giving notice of the designation of the preferential parking district.

6. Nonconforming/conforming apartments, condominiums, duplexes, triplexes, fourplexes, and/or townhouses, and business, etc., shall be included in preferential parking district voting proceedings for creation, termination, and/or amending preferential parking district.

7. The city council may create, terminate, and/or amend a preferential parking district upon receipt of the petition and completion of a survey containing signatures and printed name and address of at least a two-thirds majority of the residents, one vote per parcel, within the existing or proposed district.

8. No new petition will be accepted within ~~six~~twelve months of the adoption of a resolution by the city council creating, terminating, and/or amending a preferential parking district.

~~9. Preferential parking districts (zones) shall comply with the requirements of this section effective December 31, 2007.~~

~~910.~~ Notwithstanding subsection (C)(8) of this section, the city council may, without any prior notice, by resolution, terminate and dissolve any previously established district.

D. Designation, Termination, or Amendment of Preferential Parking Districts Upon Recommendation of City Manager

1. The City Manager, or his or her designee, may at any time and from time to time cause an area-specific or street-specific parking study to be conducted to evaluate whether parking shortages in that street or area could be materially alleviated by the establishment of a new (or amendment of an existing) preferential parking district, or to evaluate whether an existing preferential parking district should be terminated.

2. Concurrent with or following that study, the city manager may cause the director of public works to conduct a survey within the proposed district to secure input from residents as to whether they support creating, terminating, and/or amending the preferential parking district being considered by the city manager. The survey shall indicate the area comprising the district. The survey shall indicate the parking restrictions to be imposed within the district (where a new district is to be established or an existing district is to be modified) or removed (where an existing district is to be terminated). Residents may respond to the survey but are not required to do so. Each resident who chooses to respond must indicate his or her name and address, sign the response, and return it to the public works department by the time specified in the survey instructions. The response deadline shall not be sooner than thirty (30) days after the

date on which the survey is distributed to residents. The results of the survey shall be advisory only, and shall not be determinative of whether or not the district shall be established, modified or terminated.

3. Based on the results of the traffic study and the resident survey, the city manager may recommend to the city council, or may designate the director of public works to recommend to the city council, at a noticed public hearing, that the preferential parking district be established, amended or terminated.
4. Following that hearing, the city council may by resolution or ordinance establish a new preferential parking district, or amend or terminate an existing preferential parking district, based on the city manager's or director of public works' recommendation. In establishing a new or modifying an existing district, the city council shall establish the streets and boundaries of the district and the time(s) during which parking is proposed to be restricted within the district.
5. No resolution or ordinance designating a preferential parking district shall be enforceable until the thirty-first day following the date of installation of signs or markings giving notice of the designation of the preferential parking district.
6. Nonconforming/conforming apartments, condominiums, duplexes, triplexes, fourplexes, and/or townhouses, and business, etc., shall be included in preferential parking district voting proceedings for creation, termination, and/or amending preferential parking district.
7. Notwithstanding anything in this subsection (D), the city council may, without any prior notice, by resolution, terminate and dissolve any previously established district.

DE. Permits—Issuance.

1. The police chief ~~director of finance~~ shall issue preferential parking permits. Preferential parking permits shall be of two types: residential parking permits, and guest parking permits.
2. Residential parking permits may be issued as follows:

a. A parcel which contains one single family residence and no other residences is entitled to receive up to two (2) residential parking permits. A parcel which contains one or more Accessory Dwelling Units (ADU) for which a permit has been issued in accordance with Chapter 11.43 of this zoning code shall be entitled to one (1) residential parking permit for the primary dwelling and one (1) residential parking permit for the first permitted ADU. Notwithstanding the foregoing, in no event shall more than two (2) parking permits be issued for any parcel, regardless of the number of dwelling units on that parcel. Further notwithstanding the foregoing, a parcel containing a garage or other structure that has been converted to a dwelling unit in violation of Chapter 11.43 of this zoning code shall not qualify to receive any residential parking permits. A parcel containing an apartment building or condominium building, or otherwise developed with multifamily dwelling units, shall be entitled to receive only one (1) residential parking permit, which shall be issued to the owner of the apartment building or to the condominium owners association. ~~One residential parking permit may be issued to the resident for each parcel upon which one single-family dwelling unit exists. If multifamily dwelling units exist on one parcel, then one residential parking permit may be issued to the property owner or his/her authorized representative. If a single-family dwelling unit or multiple-family units straddle a parcel line of a legally plotted lot, or if more than one adjacent parcel are held in common ownership, and used in conjunction with a single-family dwelling unit or multiple-family dwelling units, the owner, in case of multifamily dwelling units, and owner/tenant, in case of single-family dwelling unit, shall be entitled to one residential parking permit.~~ For each residential permit, the following are required:

- i. A completed application form in the resident's name and address;
- ii. A current DMV vehicle registration for each vehicle as to which the applicant is requesting a permit;
- iii. Proof of residency/ownership in the resident's/owner's name reflecting the permit address in the district. Acceptable proof of residency shall be a current vehicle registration, a utility bill, car insurance policy, driver's license or lease agreement. In case of

more than one dwelling unit per parcel, the applicant shall be the property owner who shall designate the permittee.

3. Guest parking permits may be issued as follows:

~~ba.~~ One or more guest parking permits may be issued per each residence within the district. ~~parcel upon which one single-family dwelling unit exists. If multifamily dwelling units exist on one parcel, then one guest parking permit may be issued to the property owner or his/her designee. If a single-family dwelling unit or multiple-family dwelling units straddle a parcel line of a legally plotted lot, or if more than one adjacent parcel are held in common ownership, and used in conjunction with a single-family dwelling unit or multiple-family dwelling units, the owner, in case of multifamily dwelling units, and the owner/tenant, in case of single-family dwelling units, shall be entitled to one guest parking permit.~~

b. There shall be two types of guest parking permits: a one (1) day visitor guest parking permit and a seven (7) day visitor guest parking permit. The one day visitor guest parking permit may be purchased once per day and is valid for no more than 24 hours commencing at noon on the day of issuance and expiring at noon on the following calendar day. The seven (7) day visitor guest parking permit may be purchased once every six months and is valid for no more than ~~fourteen~~ seven (7) consecutive calendar days. Use of a guest permit is limited to visitors and providers of services to the resident and is not limited to a particular vehicle. The resident is responsible for the proper use of the guest parking permit. For each guest parking permit, the following are required:

i. A completed application form;

~~ii. A current DMV vehicle registration for each vehicle as to which the applicant is requesting a guest parking permit;~~

iii. Proof of residency/ownership in the resident's/owner's name reflecting the permit address in the district. Acceptable proof of residency shall be a current vehicle registration, a utility bill, car insurance policy, driver's license or lease agreement.

~~34.—Residents of a single-family dwelling unit or property owners (or their authorized representatives) of multiple-family dwelling units may obtain one additional permit from the director of finance if satisfactory evidence can be provided that one or more of the following conditions exist on the property:~~

~~a.—Unique physical conditions, not created by the property owner, limiting the resident's ability to park motor vehicles on site, such as driveway access limitations.~~

~~b.—Insufficient on-site parking spaces available to the residents during the hours that preferential parking restrictions are in effect.~~

~~c.—All code-allowed (legally authorized) parking areas are being used for parking purposes by current licensed and operable vehicles.~~

~~d.—Other justifications as stipulated in subsection N of this section.~~

~~The applicability of the requested one additional permit shall be determined and approved at the sole discretion of the finance director.~~

4. Preferential parking permits may be issued only for motor vehicle(s) such as passenger, noncommercial vehicles, pickup trucks, and vans, and only upon application of a resident or property owner whose legal address is on a street, or portion thereof, designated as part of a preferential parking district.

5. Preferential parking permits are prohibited for motorcycles and the following type of vehicles: ~~vehicles over twenty feet long, over five tons,~~ commercial vehicles ~~(s) such as: taxicabs, tow trucks,~~ large motor vehicles ~~(s) such as motor homes, bob-tail trucks,~~ nonmotorized vehicles ~~(s) such as boat trailers, travel trailers, utility trailers~~ and other similar vehicles as defined in applicable sections of the California Vehicle Code and/or the South Gate Municipal Code.

6. Permits shall be issued to currently licensed and operable vehicles. Unregistered or inoperable vehicles are ineligible to receive permits.

7. No permit shall be issued for parking a vehicle which has a gross weight in excess of the maximum vehicle weight permitted on the street upon which the vehicle will be parked.

8. A preferential parking district permit shall not guarantee or reserve to the permit holder thereof an on-street parking space within the designated preferential parking district.

9. No permit shall be issued to any applicant until that applicant has paid all of his or her outstanding parking citations, including civil penalties, and/or any related fees.

EE. Permit—Application and Term.

1. Each residential parking permit shall be issued by the police chief ~~director of finance~~ and shall be valid for two calendar years from January 1 of the first year to December 31 of the second year. ~~a term of twelve-month period.~~ A permitted resident shall be responsible to renew his/her permit ~~annually on the anniversary date of the original permit issuance.~~ Permits may be renewed annually by filing a renewal application with the police chief ~~director of finance~~ (or online if and when available). Each permit or renewal application shall be submitted to the police chief ~~director of finance~~ and shall contain such information as the police chief ~~director of finance~~ deems necessary for the proper processing of the application. The application shall also contain a statement to the effect that the applicant agrees that the permit applied for may not be sold or transferred in any manner, except that a guest permit may be used by various visitors and service people visiting the applicant's residence. The application shall also state that the sale or transfer of a permit in violation of this section shall be subject to a fine in the amount of one hundred dollars (or such other amount specified on the city's schedule of fees as approved by the city council from time to time), and that any misuse of any permit issued under this section is grounds for revocation of the permit by the police chief pursuant to this section.

2. An application may be submitted by either the owner of the property for which a permit is sought or the tenant of such property, but in the case of an application submitted by a tenant, the owner of the property shall also be required to sign the application. A written notarized authorization from property owner consenting to issuance of a parking permit to the tenant can be used in lieu of property owner's signature on the application.

~~3. In case a property is owned by more than two owners, the signatures of all owners are required. In case the property is owned by a partnership, the signature of all partners is required.~~

FG. Permit—Fee. Applications for issuance of initial permits, renewal permits, guest permits, transfer permits in the case of a holder of a permit in one preferential parking district moving to another preferential parking district and desiring a new permit for the latter district, or a replacement permit in the case of a lost or mutilated permit, shall be filed with the ~~police chief~~ director of finance and shall be accompanied by such nonrefundable fee therefor as may be established from time to time by resolution of the city council. The ~~police chief~~ director of finance shall not issue a replacement permit unless the ~~police chief~~ director of finance has received satisfactory evidence that the permit being replaced has been lost or mutilated. Fees for preferential parking permits and/or signs including but not limited to annual permits, renewals, guest parking permits, transfer permits, etc., shall be established by resolution of the city council.

GH. Permits—Display. Residential parking permits shall be firmly attached to the vehicle as directed by the ~~police chief~~ finance director.

HI. Permits—Revocation or Fine for Misuse.

1. The police chief is authorized to revoke a preferential parking permit of any person found to be in violation of any of the provisions of this chapter and, upon the written notification thereof, such person shall surrender the permit to the police chief or prove its destruction or disfigurement to the police chief's satisfaction. Additionally, the sale or transfer of a permit in violation of this section shall constitute an infraction punishable by a fine of one hundred dollars (or such other amount specified on the city's schedule of fees as approved by the city council from time to time).

2. The police chief is authorized to revoke a preferential parking permit of any vehicle that is unsafe, or constitutes an attractive nuisance, or has been parked in the district for more than seventy-two hours.

3. Any person whose preferential parking permit has been revoked shall not be issued a new permit until expiration of a period of one year following the date of revocation and until such person has met the

application requirements and has paid the fee required for a renewal permit.

IJ. Signposting. The director of public works shall place and maintain or cause to be placed and maintained in the district appropriate preferential parking signs, indicating thereon the parking limitation applicable to the district and the exemption of vehicles with permits.

JK. Enforcement of Preferential Parking. Preferential parking referenced in this chapter shall be in effect and enforced during the hours set by the city council at the time the preferential parking district is established by council action. of ten p.m. to six a.m. unless otherwise approved by the city council. Notwithstanding the foregoing, the police chief is authorized in his or her discretion to temporarily suspend enforcement in any or all such districts (i) on holidays recognized by the City or (ii) to avoid conflict with special events being held in or adjacent to the district in which enforcement is to be temporarily suspended.

KL. Parking Privileges for Permit Holders. Any motor vehicle displaying valid, unrevoked preferential parking permits may be parked on any of the streets or portions of streets in the preferential parking districts for which said permits have been issued without being limited by time restrictions on parking, other than those in effect for purposes of street sweeping or of prohibiting parking or stopping at any time or for the purpose of prohibiting parking more than seventy-two consecutive hours, set forth in this title and applicable generally to parking of vehicles. Preferential parking permits shall not guarantee or reserve to the holder thereof any on-street parking space.

LM. Exempt Vehicles. Except as provided below, all other motor vehicles parked within a preferential parking district shall be subject to the parking restrictions and penalties as provided by applicable provisions of this section, California Vehicle Code and other applicable state law:

1. Vehicles owned or operated by any governmental agency, or contractor of a governmental agency, or utility company, being used in the course of business;
2. Emergency life support and health care vehicles being used in the course of business;

3. Vehicles displaying a special valid license plate or placard pursuant to Section [22511.5](#) of the California Vehicle Code.

4. Commercial vehicles making pickups or deliveries of goods, wares, merchandise, and/or construction materials.

5. Vehicles operated by gardeners, plumbers, electricians, pest-control companies, and other persons providing services to residents in the district.

MN. Violations Designated Unlawful Acts.

1. No person shall falsely represent himself or herself as eligible for preferential parking permits or furnish false information in an application therefor to the [South Gate Police Department](#)~~finance department~~.

2. No person shall park or leave standing in a preferential parking district a motor vehicle on which is displayed a preferential parking permit which has been issued pursuant to the provisions of this section for a different ~~passenger motor vehicle, pickup truck, or van~~.

3. No person shall copy, produce, or otherwise bring into existence a facsimile or counterfeit preferential parking permit.

4. No person shall park or leave standing in a preferential parking district a motor vehicle on which is displayed a facsimile or counterfeit preferential parking permit.

5. No person whose preferential parking permit has been revoked shall refuse or fail to surrender the permit to the [police chief](#) ~~director of finance~~ when requested by the police chief, ~~or the administrative services director~~, in writing, to do so.

6. No person shall park or leave standing in a preferential parking district a motor vehicle on which is displayed an expired preferential parking permit.

7. No person shall park or leave standing in a preferential parking district a motor vehicle on which is not displayed a valid preferential parking permit.

8. Violation of this section shall constitute an infraction.

NO. Rules and Regulations. The ~~police chief~~director of finance, from time to time, may promulgate rules and regulations consistent with the purpose and provisions of this section to facilitate implementation of this section, which rules and regulations may include, but need not be limited to, procedures for the application, issuance of additional permits and renewal of permits and display of permits hereunder and provision for a limitation of the number of permits that may be issued per parcel.

(Ord. 2234 § 1, 9-25-07; Ord. 2219 § 1, 9-26-06; Ord. 1958 § 1, 9-28-93; Ord. 1931 § 3, 11-10-92; Ord. 1919 § 1 (part), 7-14-92)

JAN 25 2022

FILED

CITY OF SOUTH GATE
NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the City Council of South Gate, California will conduct a Public Hearing for the purpose of introducing an Ordinance amending Chapter 8.12.090 of the South Gate Municipal Code pertaining to preferential parking districts.

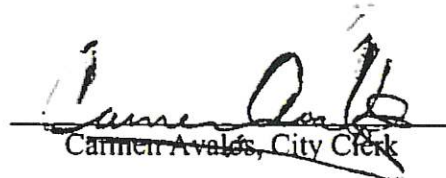
A copy of the Ordinance may be reviewed in the City Clerk's office during normal business hours. The Public Hearing is schedule for:

DATE: February 8, 2022
TIME: 6:30 p.m.

The Public Hearing meeting will be conducted through videoconferencing without a physical location from which members of the public may observe and offer public comment. Any comments may be made in person at the hearing or in writing to the City Clerk or the City Council prior to the hearing. You may access the hearings through Zoom or a phone call. Due to changes related to COVID-19, please visit the City's website and view the agenda prior to the meeting to confirm meeting zoom link and public comments option.

NOTICE IS HEREBY GIVEN that any and all persons interested in the matter herein above set forth are privileged to attend said hearing and then and there testify or present evidence upon any matter relating thereto.

THIS NOTICE IS GIVEN by order of the City Clerk of said City and is dated January 25, 2022.


Carmen Avalos, City Clerk

Publication Date: January 27, 2022

Account Number: 100-701-31-6302

CITY MANAGER'S OFFICE

JAN 27 2022

2:30pm

City of South Gate

CITY COUNCIL

AGENDA BILL

For the Regular Meeting of: February 8, 2022

Originating Department: Office of the City Clerk

Department Director:

Carmen Avalos, City Clerk

Interim City Manager:

Chris Jeffers

SUBJECT: RESOLUTION AUTHORIZING REMOTE TELECONFERENCE MEETINGS OF THE CITY COUNCIL, ALL CITY SUBORDINATE BODIES, AND ALL CITY NON-PROFIT CORPORATION BOARDS AND THEIR SUBORDINATE BODIES, FOR THE PERIOD OF FEBRUARY 12 – MARCH 11, 2022

PURPOSE: To authorize the remote teleconference of City meetings. The new requirements for meeting remotely, pursuant to the Brown Act as amended by AB 361, will allow the City Council to be in compliance and continue to provide options for the public at-large to participate via teleconference without putting their health at risk.

RECOMMENDED ACTIONS: The City Council will consider adopting a Resolution authorizing remote teleconference meetings of the City Council, all City subordinate bodies, and all City non-profit corporation Boards and their subordinate bodies, for the period of February 12 – March 11, 2022.

FISCAL IMPACT: There is no fiscal impact as the City already utilizes internet-based service for meetings.

ANALYSIS: None

BACKGROUND: Since March of 2020, and because of the COVID-19 pandemic, the City Council of the City of South Gate, all its subordinate bodies, and all its non-profit corporation boards and their subcommittees, have been meeting remotely pursuant to the Governor's Executive Order N-29-20, which suspended certain teleconference requirements of the Brown Act. On June 11, 2021, the Governor issued Executive Order N-08-21, which rescinds these suspensions effective, September 30, 2021.

In recognition of the fact that the pandemic is ongoing, on September 16, 2021, the Governor signed AB 361, an urgency measure which amends the Brown Act and authorizes teleconferenced public meetings under certain circumstances where the participation is from a remote location. AB 361 went into effect October 1, 2021 and expires on January 1, 2024. If the City Council desires to continue to meet remotely, it must comply with AB 361.

AB 361 applies to meetings during a state of emergency as declared by the Governor. There must also be either imposed or recommended measures to promote social distancing by state or local officials, or a finding by the legislative body that meeting in-person would present imminent risks to the health or safety of attendees as a result of the emergency.

AB 361 requires several procedural safeguards to protect public participation during a remote meeting, key ones of which are summarized as follows:

- The public must have the ability to address the legislative body directly and must be given information on how to address the body.
- The public must be provided either a call-in or internet-based service option.
- The body must stop the meeting if the call-in or internet-based option fails.
- The legislative body cannot require that public comments be submitted in advance (although this option can be provided).
- Speakers cannot be required to pre-register (except as required by an independent call-in or internet platform).
- Members of the public must be given a reasonable time to register to provide public comment.
- Agencies that provide a timed public comment period shall not close the public comment period until that time period has expired.

Accordingly, if the Council wishes for itself, all its subordinate bodies, and all its non-profit corporation boards and their subcommittees to be able to meet remotely during the current declared state of emergency, it should adopt a resolution finding that measures to promote social distancing by state or local officials, and/or meeting in person would present imminent risks to the health or safety of attendees as a result of the emergency. This resolution would permit meetings pursuant to AB 361 for a maximum period of 30 days. If the Council desires to continue using the teleconference exception beyond that initial 30-day period, it must confirm the circumstances of the state of emergency and make required findings at least 30 days after adoption of that resolution and every 30 days thereafter.

ATTACHMENT: Proposed Resolution

RESOLUTION NO. _____

**CITY OF SOUTH GATE
LOS ANGELES COUNTY, CALIFORNIA**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SOUTH GATE,
CALIFORNIA AUTHORIZING REMOTE TELECONFERENCE MEETINGS
OF THE CITY COUNCIL, ALL CITY SUBORDINATE BODIES, AND ALL
CITY NON-PROFIT CORPORATION BOARDS AND THEIR SUBORDINATE
BODIES, FOR THE PERIOD OF FEBRUARY 12 – MARCH 11, 2022**

WHEREAS, the City of South Gate is committed to preserving and fostering public access and participation in meetings of the City Council, all City subordinate bodies, and all city non-profit corporation Boards and their subordinate bodies, as required by the Ralph M. Brown Act (Cal. Gov. Code §§ 54950 - 54963), so that any member of the public may attend and participate as the bodies conduct the public's business;

WHEREAS, the Brown Act makes special provisions for remote teleconferencing participation in meetings when the Governor has declared a state of emergency pursuant to Government Code section 8625, and either state or local officials have imposed or recommended measures to promote social distancing, or an in-person meeting would present imminent risks to the health and safety of attendees;

WHEREAS, such conditions now exist in the City of South Gate. Specifically, on March 4, 2020, Governor Gavin Newsom issued a Proclamation of a State of Emergency with regard to the COVID-19 pandemic. The Los Angeles County Department of Public Health has issued numerous Health Orders regarding safety protocols during the COVID-19 pandemic, including the presence of the Delta and the Omnicron variants, masking indoors, regardless of vaccination status, to slow the spread of COVID-19 in the Los Angeles County region;

WHEREAS, the City is presently subject to various state and local department health orders, which require indoor masks, and distancing;

WHEREAS, on January 25, 2022, the Los Angeles County Department of Public Health recorded 18,822 new COVID-19 cases, 36 new deaths and 4,554 hospitalizations, compared to 941 new COVID-19 cases, 15 new deaths, and 629 hospitalizations as of December 5, 2021; and

WHEREAS, the City Council finds that the current situation with regard to COVID-19, and particularly the Omnicron variant, is causing, and will continue to cause, risks to the safety of persons within the City and finds that the City Council, all City subordinate bodies, and all city non-profit corporation Boards and their subordinate bodies may conduct their meetings with remote participation, in whole or in part, including the remote participation of one or more elected or appointed officials, in the manner authorized by Government Code § 54953(e), and such legislative bodies shall comply with the requirements to provide the public with access to the meetings as prescribed in Government Code § 54953(e)(2).

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

SECTION 1. The City Council does hereby declare that the recitals set forth above are true and correct and are incorporated herein by reference.

SECTION 2. The City Council, all City subordinate bodies, and all city non-profit corporation Boards and their subordinate bodies may conduct their meetings in in whole or in part, including the remote participation of one or more elected or appointed officials, in the manner authorized by Government Code§ 54953(e), and such legislative bodies shall comply with to provide the public with access to the meetings as prescribed in Government Code§ 54953(e)(2).

SECTION 3. The City Clerk shall certify to the adoption of this Resolution which shall be effective upon its adoption.

PASSED, APPROVED and ADOPTED this 8th day of February 2022.

CITY OF SOUTH GATE:

By: _____
Al Rios, Mayor

ATTESTED:

By: _____
Carmen Avalos, City Clerk
(SEAL)

APPROVED AS TO FORM:

By:  _____
Raul F. Salinas, City Attorney

CITY MANAGER'S OFFICE

City of South Gate

CITY COUNCIL

JAN 31 2022

5:00pm

AGENDA BILL

For the Regular Meeting of: February 8, 2022
Originating Department: Administrative Services

Deputy Director: Nellie Cobos Interim City Manager: Chris Jeffers

SUBJECT: RESOLUTION AMENDING RESOLUTION NO. 6454 (SALARY RESOLUTION AND POSITION CLASSIFICATION PLAN) TO APPROVE THE REVENUE MANAGER JOB CLASSIFICATION SPECIFICATIONS AND SALARY RANGE.

PURPOSE: To approve the job specifications and salary range for the new position of Revenue Manager in the Administrative Services Department.

RECOMMENDED ACTION: The City Council will consider adopting a Resolution amending Resolution No. 6454 (Salary Resolution and Position Classification Plan) to include a Revenue Manager in the Administrative Services Department, approving the corresponding job specification and updating the appropriate salary pay table.

FISCAL IMPACT: There is no new fiscal impact as the funds for Revenue Manager were already approved by the City Council in the Fiscal Year 2021-22 Budget.

ANALYSIS: None.

BACKGROUND: During the budget hearings, the City Council was presented the request to approve a new position within the Administrative Services Department. The reason for the request was to provide increased analytical services for managing the City's revenue sources and receivables. This new position, in addition to providing supervision for the City's various utility billing operations, will also provide additional support to the Director and operating departments in reviewing, analyzing, and processing various revenue receivables owed to the City. The goal is to provide better budget information for management and City Council in the area of revenue forecast and reimbursement of various grant funds. The position of Customer Service Supervisor is currently vacant and will remain vacant so there is no impact to any current incumbent.

The City must, from time to time, add or otherwise adjust job classifications, job specifications and/or compensation in the Salary Resolution and Position Classification Plan in order to satisfy the changing needs and demands of the workforce and to more closely match the tasks which need to be performed by employees in the City's various departments.

Human Resources staff worked with the Administrative Services Department to develop the job specification for the for the Revenue Manager position. Staff also corresponded with the Professional Mid-Management Association (PMMA) Board Members to inform them of the new position, and they were in agreement.

- ATTACHMENTS:**
- A. Proposed Resolution (with updated job specification)
 - B. Red-lined Customer Service Supervisor job specification

RESOLUTION NO. _____

**CITY OF SOUTH GATE
LOS ANGELES COUNTY, CALIFORNIA**

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SOUTH GATE, CALIFORNIA, AMENDING RESOLUTION NO. 6454 (SALARY RESOLUTION AND POSITION CLASSIFICATION PLAN) TO APPROVE THE REVENUE MANAGER JOB CLASSIFICATION SPECIFICATIONS AND SALARY RANGE

WHEREAS, the City must, from time to time, add or otherwise adjust job classifications, job specifications and/or compensation in the Salary Resolution and Position Classification Plan in order to satisfy the changing needs and demands of the workforce and to more closely match the tasks which need to be performed by employees in the City's various departments;

WHEREAS, the City desires to approve the job specifications and salary range for the new position of Revenue Manager in the Administrative Services Department; and

WHEREAS the City, in consultation with the Human Resources Division and the Administrative Services Department, has determined that it is proper to create the new job specifications of the Revenue Manager position.

[Remainder of page left blank intentionally]

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

SECTION 1. The City Council does hereby declare that the above recitals are true and correct and incorporated herein by reference.

SECTION 2. The City Council hereby approves and adopts the proposed amendment to the City's Salary Resolution and Position Classification Plan to create the position of Revenue Manager in the Administrative Services Department.

SECTION 3. The City Council hereby approves and adopts the proposed job specification for the Revenue Manager position, attached hereto as Exhibit "A."

SECTION 4. The City Council does hereby approve and adopt the proposed Pay Table attached hereto as Exhibit "B."

SECTION 5. The City Clerk shall certify to the adoption of this Resolution which shall be effective upon its adoption.

PASSED, APPROVED and ADOPTED this 8th day of February 2022.

CITY OF SOUTH GATE:

By: _____
Al Rios, Mayor

ATTEST:

By: _____
Carmen Avalos, City Clerk

(SEAL)

APPROVED AS TO FORM:

By:  _____
Raul F. Salinas, City Attorney

City of South Gate
CLASS SPECIFICATIONS AND ATTRIBUTES

REVENUE MANAGER

DESCRIPTION

Under general direction of the Deputy Director of Administrative Service/Finance, the Revenue Manager plans, directs, reviews and coordinates staff work of the Business License and Customer Services divisions. The division programs include, business license, utility billings and collections, cash management, enforcement and collection of transient occupancy taxes, special events permit, and other revenue functions. The division is staffed with professional, technical, and clerical personnel, and the incumbent is responsible for their day-to-day supervision.

SUPERVISION RECEIVED

Works under the direct supervision of the Deputy Director of Administrative Services/Finance.

SUPERVISION EXERCISED

An incumbent is responsible for the day-to-day supervision over the professional, technical, and clerical personnel involved in the division work and programs

ESSENTIAL FUNCTIONS

The following functions are typical for this classification. The incumbent may not perform all of the listed functions and/or may be required to perform additional or different functions from those set forth below to address business needs and changing business practices.

Plans, manages, and coordinates revenue programs and services, including but not limited to utility billing, business licensing, resolution of fees, miscellaneous accounts receivable, revenue enhancements, transient occupancy tax, collection of revenue from taxes and fees, State mandated programs and claims, cash receipts, cashiering, cash management, and customer service functions.

Plans, schedules, and oversees the work of designated staff; determines priorities and makes staff assignments; reviews and inspects work performed; coordinates and directs the work in progress.

Recruits, schedules, assigns, monitors and evaluates staff; provides for and/or conducts staff development; establishes work methods and standards; initiates corrective and/or disciplinary action and responds to grievances and complaints according to established personnel policies and procedures and in consultation with Human Resources.

Supervises, trains, and evaluates subordinate staff; makes recommendations regarding hiring, promotions, and transfers; recommends disciplinary action as needed; approves time off and maintains employee timesheets, vacation and leave records.

Handles daily cash management and related investment analysis. Monitors and maintains internal controls over cash and revenue collections to ensure accurate reporting. Conducts special projects for the Department as assigned.

Coordinates and conducts field inspections and audits of businesses for proper licenses and compliance with applicable regulations; notifies business owners of requirements and delinquencies, and issues notices of noncompliance.

Works with the City's independent auditors and other City departments to ensure effective internal controls over revenue management; maintains a current and thorough working knowledge of State and local laws and procedures regarding municipal revenue sources including business taxes; accurately interprets and applies such laws and implement policies and procedures to assure compliance with such laws.

Responds to inquiries in person and by phone, providing explanation of license and permit application process; assists business owners with permit application process; determines license liability and tax classification and collects taxes; reviews applications and issues licenses and permits. Coordinates with other City departments' prosecution of delinquent owners through the court system, collects and analyzes evidence for complaint preparation and case prosecution.

Recommends revisions or alterations to current operations and policies. Reviews current procedures and establishes collection processes for various delinquencies. Develops forms and procedures for investigation and collection of fees and taxes.

Responds to utility customer inquiries in person and by phone, explains utility regulations and procedures and resolves the more difficult customer/credit complaints.

Reviews billing, consumption, and customer information data; investigates and analyzes customer, billing, and other concerns; authorizes adjustments to customer accounts in compliance with the Municipal Code.

Processes service orders; terminates and authorizes re-starts of water services as warranted.

Oversees the cash receipts and daily financial record keeping; prepares and coordinates a variety of work reports and records.

Assists with budget preparation and control for the division; develops preliminary budget and project goals and objectives. An incumbent in this classification performs responsible financial analysis work, including year-end close, auditing and accounting duties.

QUALIFICATIONS

Any combination of education and experience that would provide the required knowledge, skills, and abilities is qualifying. A typical way would be:

Education and Experience

Graduation from an accredited college or university with Bachelor's Degree in finance, accounting, business administration or closely related field plus two (2) years of relevant work experience, or an Associate of Arts Degree in accounting, finance, data processing or other closely related field plus four (4) years of increasingly responsible customer service, utility business or administrative work which involved financial record keeping.

License/Certification/Special Requirements

Possession of or ability to obtain a valid California Class C driver's license and a satisfactory driving record is required.

Knowledge, Skills, and Abilities

Knowledge of: municipal ordinances relating to business licenses and related revenue and control ordinances; municipal water services ordinances, mechanics and principles of utility services and utility billing procedures; principles of customer service; cash management and financial record keeping practices; modern office systems and methods; principles, practices and methods of work planning and organization; effective employee supervision, including training, work evaluation and discipline; personal computer software applications.

Ability to: organize and maintain record keeping systems; handle money with accuracy; meet the public, resolve complaints and give explanations; handle tactfully and effectively emotional and volatile customer relations situations; understand and explain a variety of technical procedures and policies; operate a variety of office equipment; prepare concise and comprehensive reports; train, supervise and evaluate the work of others; effectively assign and direct the work of others; establish work standards and take corrective action; communicate effectively orally and in writing; work independently with little direction; establish and maintain cooperative working relationships with supervisors, subordinates, other employees and the public.

ADDITIONAL INFORMATION:

CALIFORNIA DEPARTMENT OF MOTOR VEHICLE (DMV) PULL NOTICE SYSTEM:

An incumbent appointed to this position is subject to enrollment in the California DMV Pull Notice Program. The Pull Notice program provides information on the incumbent's driving record and Driver's License status on a periodic basis to the City of South Gate. An employee assigned a City vehicle must acknowledge receipt and understanding of City Administrative Regulations covering the use of City vehicles.

PHYSICAL DEMANDS AND WORK ENVIRONMENT

The physical demands and work environment described here are representative of those that must be met by an employee to successfully perform the essential functions of this job. Reasonable accommodations may be made to enable individuals with disabilities to perform the essential functions. While performing the duties of this job, the employee is frequently required to sit, talk, or hear. The employee is occasionally required to walk; use hands to operate, finger, handle, or feel objects, tools, or controls; and reach with hands and arms. The employee must occasionally lift and/or move up to 25 pounds. Specific vision abilities required by this job include close vision and the ability to adjust focus. The noise level in the work environment is usually moderately quiet. Incumbents are not substantially exposed to adverse environmental conditions.

CUSTOMER SERVICE SUPERVISOR
March, 2009
REVENUE MANAGER
February, 2022

Salary Pay Table
South Gate Professional and Mid-Management Employees
Effective 02-08-2022

Exempt Classifications		Step A	Step B	Step C	Step D	Step E
609	RECREATION SUPERVISOR	5,655	5,938	6,235	6,547	6,874
613	CUSTOMER SERVICE SUPERVISOR	5,982	6,282	6,596	6,925	7,272
615	CODE ENFORCEMENT SUPERVISOR	6,082	6,386	6,705	7,040	7,392
617	POLICE RECORDS MANAGER	6,505	6,830	7,171	7,530	7,906
621	SENIOR ACCOUNTANT	6,827	7,168	7,527	7,903	8,298
623	SENIOR PLANNER	7,028	7,379	7,748	8,135	8,542
626	EQUIP. MAINTENANCE SUPERINTENDENT	7,333	7,700	8,085	8,489	8,913
626	SENIOR FINANCIAL ANALYST	7,333	7,700	8,085	8,489	8,913
629	ELECTRIC & GEN MAINT SUPERINTENDENT	8,288	8,702	9,138	9,594	10,074
629	STREET & SEWER SUPERINTENDENT	8,288	8,702	9,138	9,594	10,074
629	REVENUE MANAGER	8,288	8,702	9,138	9,594	10,074
630	WATER DIVISION MANAGER	9,294	9,758	10,246	10,759	11,297
631	SENIOR CIVIL ENGINEER	9,126	9,583	10,062	10,565	11,093
632	PRINCIPAL CIVIL ENGINEER	9,856	10,349	10,866	11,410	11,980
633	CITY TRAFFIC ENGINEER	9,583	10,062	10,565	11,093	11,648

Non-Exempt Classifications		Step A	Step B	Step C	Step D	Step E
601	ADMINISTRATIVE ASSISTANT	4,804	5,044	5,296	5,561	5,839
601	ASSISTANT PLANNER	4,804	5,044	5,296	5,561	5,839
601	MANAGEMENT ASSISTANT	4,804	5,044	5,296	5,561	5,839
606	HOUSING & GRANTS ANALYST	5,099	5,354	5,621	5,902	6,197
610	MANAGEMENT ANALYST	5,732	6,018	6,319	6,635	6,967
610	ADMINISTRATIVE ANALYST	5,732	6,018	6,319	6,635	6,967
610	ADMINISTRATIVE SERVICES COORDINATOR	5,732	6,018	6,319	6,635	6,967
610	BUDGET & PAYROLL ANALYST	5,732	6,018	6,319	6,635	6,967
611	TRAINING SPECIALIST	5,760	6,048	6,351	6,668	7,002
612	CRIME ANALYST	5,801	6,091	6,396	6,716	7,052
613	PURCHASING SUPERVISOR	5,982	6,282	6,596	6,925	7,272
615	ASSISTANT ENGINEER	6,082	6,386	6,705	7,040	7,392
619	SENIOR ADMINISTRATIVE ANALYST	6,631	6,963	7,311	7,676	8,060
622	ASSOCIATE ENGINEER	6,976	7,325	7,691	8,075	8,479
624	TECHNICAL SERVICES MANAGER	7,098	7,453	7,826	8,217	8,628
625	INFORMATION SYSTEMS ADMINISTRATOR	7,098	7,453	7,826	8,217	8,628
632	FAMILY VIOLENCE PROGRAM COORDINATOR	6,498	6,823	7,164	7,522	7,898
851	EXECUTIVE ASSISTANT TO POLICE CHIEF	5,898	6,192	6,502	6,827	7,168
851	EXECUTIVE ASSISTANT TO CITY ATTY (CONF)	5,898	6,192	6,502	6,827	7,168
851	EXECUTIVE ASSISTANT (CONF)	5,898	6,192	6,502	6,827	7,168
851	EXECUTIVE ASSISTANT TO CITY MGR (CONF)	5,898	6,192	6,502	6,827	7,168

Salary Pay Table
South Gate Professional and Mid-Management Employees
Effective 02-08-2022

Exempt Classifications		Step A	Step B	Step C	Step D	Step E
609	RECREATION SUPERVISOR	5,655	5,938	6,235	6,547	6,874
613	CUSTOMER SERVICE SUPERVISOR	5,982	6,282	6,596	6,925	7,272
615	CODE ENFORCEMENT SUPERVISOR	6,082	6,386	6,705	7,040	7,392
617	POLICE RECORDS MANAGER	6,505	6,830	7,171	7,530	7,906
621	SENIOR ACCOUNTANT	6,827	7,168	7,527	7,903	8,298
623	SENIOR PLANNER	7,028	7,379	7,748	8,135	8,542
626	EQUIP. MAINTENANCE SUPERINTENDENT	7,333	7,700	8,085	8,489	8,913
626	SENIOR FINANCIAL ANALYST	7,333	7,700	8,085	8,489	8,913
629	ELECTRIC & GEN MAINT SUPERINTENDENT	8,288	8,702	9,138	9,594	10,074
629	STREET & SEWER SUPERINTENDENT	8,288	8,702	9,138	9,594	10,074
629	REVENUE MANAGER	8,288	8,702	9,138	9,594	10,074
630	WATER DIVISION MANAGER	9,294	9,758	10,246	10,759	11,297
631	SENIOR CIVIL ENGINEER	9,126	9,583	10,062	10,565	11,093
632	PRINCIPAL CIVIL ENGINEER	9,856	10,349	10,866	11,410	11,980
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Non-Exempt Classifications		Step A	Step B	Step C	Step D	Step E
601	ADMINISTRATIVE ASSISTANT	4,804	5,044	5,296	5,561	5,839
601	ASSISTANT PLANNER	4,804	5,044	5,296	5,561	5,839
601	MANAGEMENT ASSISTANT	4,804	5,044	5,296	5,561	5,839
606	HOUSING & GRANTS ANALYST	5,099	5,354	5,621	5,902	6,197
610	MANAGEMENT ANALYST	5,732	6,018	6,319	6,635	6,967
610	ADMINISTRATIVE ANALYST	5,732	6,018	6,319	6,635	6,967
610	ADMINISTRATIVE SERVICES COORDINATOR	5,732	6,018	6,319	6,635	6,967
610	BUDGET & PAYROLL ANALYST	5,732	6,018	6,319	6,635	6,967
611	TRAINING SPECIALIST	5,760	6,048	6,351	6,668	7,002
612	CRIME ANALYST	5,801	6,091	6,396	6,716	7,052
613	PURCHASING SUPERVISOR	5,982	6,282	6,596	6,925	7,272
615	ASSISTANT ENGINEER	6,082	6,386	6,705	7,040	7,392
619	SENIOR ADMINISTRATIVE ANALYST	6,631	6,963	7,311	7,676	8,060
622	ASSOCIATE ENGINEER	6,976	7,325	7,691	8,075	8,479
624	TECHNICAL SERVICES MANAGER	7,098	7,453	7,826	8,217	8,628
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632	FAMILY VIOLENCE PROGRAM COORDINATOR	6,498	6,823	7,164	7,522	7,898
851	EXECUTIVE ASSISTANT TO POLICE CHIEF	5,898	6,192	6,502	6,827	7,168
851	EXECUTIVE ASSISTANT TO CITY ATTY (CONF)	5,898	6,192	6,502	6,827	7,168
851	EXECUTIVE ASSISTANT (CONF)	5,898	6,192	6,502	6,827	7,168
851	EXECUTIVE ASSISTANT TO CITY MGR (CONF)	5,898	6,192	6,502	6,827	7,168

DRAFT

City of South Gate
CLASS SPECIFICATIONS AND ATTRIBUTES

REVENUE MANAGER

DESCRIPTION

Under general direction of the ~~Assistant Deputy~~ Director of Administrative ~~services~~Service/Finance, the Revenue Manager plans, directs, reviews and coordinates staff work of the ~~revenue and customer~~Business License and Customer ~~services~~Services divisions. The division programs include, business license, utilities billings and collections, cash management ~~and investments~~, enforcement and collection of transient occupancy taxes, ~~and~~ special events permit, ~~and other revenue functions~~. The division is staffed with professional, technical, and clerical personnel, and the incumbent is responsible for their day-to-day supervision.

SUPERVISION RECEIVED

Works under the direct supervision of the Deputy Director of Administrative Services/Finance.

Commented [Ma1]:

SUPERVISION EXERCISED

An incumbent is responsible for the day-to-day supervision over the professional, technical, and clerical personnel involved in the division work and programs

ESSENTIAL FUNCTIONS

*Essential functions include, but are not limited to, the following:
The following functions are typical for this classification. The incumbent may not perform all of the listed functions and/or may be required to perform additional or different functions from those set forth below to address business needs and changing business practices.*

Plans, manages, and coordinates revenue programs and services, including but not limited to utility billing, business licensing, resolution of fees, miscellaneous accounts receivable, revenue enhancements, transient occupancy tax, collection of revenue from taxes and fees, State mandated programs and claims, cash receipts, cashiering, cash management ~~and investment~~, and customer service functions.

Plans, schedules, and oversees the work of designated staff; determines priorities and makes staff assignments; reviews and inspects work performed; coordinates and directs the work in progress.

Recruits, schedules, assigns, monitors and evaluates staff; provides for and/or conducts staff development; establishes work methods and standards; initiates corrective and/or disciplinary action and responds to grievances and complaints according to established personnel policies and procedures and in consultation with Human Resources.

Commented [Ma2]: Added recommended verbiage - JL

Supervises, trains, and evaluates subordinate staff; makes recommendations regarding hiring, promotions, and transfers; recommends disciplinary action as needed; approves time off and maintains employee timesheets, vacation and leave records.

~~Assists with budget preparation and control; develops preliminary budget and project goals and objectives. An incumbent in this classification performs responsible financial analysis work, including year-end close.~~

Commented [CJ3]: Team I can see this position being asked to generate revenue estimates for the budget process, also assist in tracking timely reimbursement efforts from third party agencies.

REVENUE MANAGER (cont.)

2

auditing and accounting duties.

Under direction of the Director and /or the Assistant Director, handles daily cash management and related investment duties analysis. Monitors and maintains internal controls over cash and revenue collections to ensure accurate reporting. Conducts special projects for the Department as assigned.

Commented [Ma4]: Added recommended verbiage - JL

Coordinates and conducts field inspections and audits of businesses for proper licenses and compliance with applicable regulations; notifies business owners of requirements and delinquencies, and issues notices of noncompliance.

Works with the City's independent auditors and other City departments to ensure effective internal controls over revenue management; maintains a current and thorough working knowledge of State and local laws and procedures regarding municipal revenue sources including business taxes; accurately interprets and applies such laws and implement policies and procedures to assure compliance with such laws.

Commented [Ma5]: Added recommended verbiage - JL

Responds to inquiries in person and by phone, providing explanation of license and permit application process; assists business owners with permit application process; determines license liability and tax classification and collects taxes; reviews applications and issues licenses and permits. Coordinates with other City departments' prosecution of delinquent owners through the court system, collects and analyzes evidence for complaint preparation and case prosecution.

Recommends revisions or alterations to City business licensing ordinances current operations and policies. Reviews current procedures and establishes collection processes for various delinquencies. Develops forms and procedures for investigation and collection of fees and taxes.

~~Responds to inquiries in person and by phone, providing explanation of license and permit application process; assists business owners with permit application process; determines license liability and tax classification and collects taxes; reviews applications and issues licenses and permits. Coordinates with other City departments' prosecution of delinquent owners through the court system, collects and analyzes evidence for complaint preparation and case prosecution.~~

Responds to utility customer inquiries in person and by phone, explains utility regulations and procedures and resolves the more difficult customer/credit complaints.

Reviews billing, consumption, and customer information data; investigates and analyzes customer, billing, and other concerns; authorizes adjustments to customer accounts in compliance with the Municipal Code.

Processes work-service orders; terminates and authorizes re-starts of water services as warranted.

Oversees the cash receipts and daily financial record keeping; prepares and coordinates a variety of work reports and records.

Assists with budget preparation and control for the division; develops preliminary budget and project goals and objectives. An incumbent in this classification performs responsible financial analysis work, including year-end close, auditing and accounting duties.

Commented [Ma6]: Chris, I would recommend retaining this paragraph. JL

QUALIFICATIONS

Any combination of education and experience that would provide the required knowledge, skills, and abilities is qualifying. A typical way would be:

Training Education and Experience

Any combination of education and/or experience that has provided the knowledge, skills, and abilities necessary. A typical way of obtaining the knowledge and abilities would be Graduation from an accredited "four" year college or university with Bachelor's Degree major coursework in finance, accounting, business administration or closely related field plus two (2) years of relevant work experience, or any combination of Associate of Arts Degree in Accounting, Finance, Data Processing or other closely related field plus four (4) years of increasingly responsible customer service, utility business or administrative work which involved financial record keeping. Additional qualifying experience may be substituted for the required education on a year-for-year basis.

License/Certification/Special Requirements

Possession of or ability to obtain a valid California Class C driver's license and a satisfactory driving record is required.

Knowledge, Skills, and Abilities

Knowledge of: municipal ordinances relating to business licenses and related revenue and control ordinances; municipal water services ordinances, mechanics and principles of utility services and utility billing procedures; principles of customer service; cash management and financial record keeping practices; modern office systems and methods; principles, practices and methods of work planning and organization; effective employee supervision, including training, work evaluation and discipline; personal computer software applications.

Ability to: organize and maintain record keeping systems; handle money with accuracy; meet the public, resolve complaints and give explanations; handle tactfully and effectively emotional and volatile customer relations situations; understand and explain a variety of technical procedures and policies; operate a variety of office equipment; prepare concise and comprehensive reports; train, supervise and evaluate the work of others; effectively assign and direct the work of others; establish work standards and take corrective action; communicate effectively orally and in writing; work independently with little direction; establish and maintain cooperative working relationships with supervisors, subordinates, other employees and the public.

ADDITIONAL INFORMATION:

CALIFORNIA DEPARTMENT OF MOTOR VEHICLE (DMV) PULL NOTICE SYSTEM:

An incumbent appointed to this position is subject to enrollment in the California DMV Pull Notice Program. The Pull Notice program provides information on the incumbent's driving record and Driver's License status on a periodic basis to the City of South Gate. An employee assigned a City vehicle must acknowledge receipt and understanding of City Administrative Regulations covering the use of City vehicles.

PHYSICAL DEMANDS AND WORK ENVIRONMENT

The physical demands and work environment described here are representative of those that must be met by an employee to successfully perform the essential functions of this job. Reasonable accommodations may be made to enable individuals with disabilities to perform the essential functions. While performing the duties of this job, the employee is frequently required to sit, talk, or hear. The employee is occasionally required to

REVENUE MANAGER (cont.)

4

walk; use hands to operate, finger, handle, or feel objects, tools, or controls; and reach with hands and arms. The employee must occasionally lift and/or move up to 25 pounds. -Specific vision abilities required by this job include close vision and the ability to adjust focus. The noise level in the work environment is usually moderately quiet. -Incumbents are not substantially exposed to adverse environmental conditions.

CUSTOMER SERVICE SUPERVISOR

March, 2009

REVENUE MANAGER

FEBRUARYAUGUST, 2024

CITY MANAGER'S OFFICE

FEB 01 2022
9:30 AM

City of South Gate
CITY COUNCIL

AGENDA BILL

For the Regular Meeting of: February 8, 2022
Originating Department: Administrative Services

Deputy Director:  Interim City Manager: 
Nellie Cobos Chris Jeffers

SUBJECT: RESOLUTION AMENDING RESOLUTION NO. 6454 (SALARY RESOLUTION AND POSITION CLASSIFICATION PLAN) TO UPDATE THE JOB SPECIFICATIONS OF THE ADMINISTRATIVE ASSISTANT-POLICE POSITION IN THE POLICE DEPARTMENT AND COMMUNITY DEVELOPMENT INTERN POSITION IN THE COMMUNITY DEVELOPMENT DEPARTMENT

PURPOSE: To update the job specifications of the Administrative Assistant-Police position in the Police Department and the Community Development Intern position in the Community Development Department.

RECOMMENDED ACTION: The City Council will consider adopting a Resolution amending Resolution No. 6454 (Salary Resolution and Position Classification Plan) to update the job specifications of the Administrative Assistant-Police position in the Police Department and the Community Development Intern position in the Community Development Department.

FISCAL IMPACT: There is no fiscal impact associated with updating the job specifications. The Fiscal Year 2021/22 budget included funding for the positions of Administrative Assistant-Police and Community Development Intern.

ANALYSIS: None.

BACKGROUND: The City must, from time to time, add or otherwise adjust job classifications, job specifications and/or compensation in the Salary Resolution and Position Classification Plan in order to satisfy the changing needs and demands of the workforce and to more closely match the tasks which need to be performed by employees in the City's various departments. The position of Administrative Assistant-Police is currently vacant. Staff is recommending updating the job specification before opening the position for recruitment. This position differs from other clerical positions in that it performs law enforcement specific functions. Training and security clearance is needed to perform the duties of the Administrative Assistant -Police. This position is assigned to the Detective Bureau and assists the Lieutenant and Sergeant with day-to-day functions of the detective bureau, including discovery requests, subpoena control, and coordination of staff court appearances with the DA's office, also handles updating detective case files, registration of

all police department vehicles and tracks asset forfeiture funds to assist with reporting, among other duties that are specific to law enforcement.

The position of Community Development Intern is currently vacant. Staff is recommending updating the job specification before opening the position for recruitment.

Human Resources staff worked with the Police Department and Community Development to update the job specifications for the Administrative Assistant-Police and Community Development Intern positions.

Staff corresponded with the Professional Mid-Management Association (PMMA) Board Members to inform them of the proposed changes and they were in agreement.

ATTACHMENTS: A. Proposed Resolution (with updated job specifications)
B. Red-lined Administrative Assistant-Police and Community Development Intern job specifications

RESOLUTION NO. _____

**CITY OF SOUTH GATE
LOS ANGELES COUNTY, CALIFORNIA**

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SOUTH GATE, CALIFORNIA, AMENDING RESOLUTION NO. 6454 (SALARY RESOLUTION AND POSITION CLASSIFICATION PLAN) TO UPDATE THE JOB SPECIFICATIONS OF THE ADMINISTRATIVE ASSISTANT-POLICE POSITION IN THE POLICE DEPARTMENT AND COMMUNITY DEVELOPMENT INTERN POSITION IN THE COMMUNITY DEVELOPMENT DEPARTMENT

WHEREAS, the City must, from time to time, add or otherwise adjust job classifications, job specifications and/or compensation in the Salary Resolution and Position Classification Plan to satisfy the changing needs and demands of the workforce and to more closely match the tasks which need to be performed by employees in the City's various departments;

WHEREAS, the City desires to update the job specifications of the Administrative Assistant-Police and Community Development Intern;

WHEREAS, the City, based on evaluation, has determined that changes are necessary to the job specifications of the Administrative Assistant-Police and Community Development Intern positions, as detailed in the proposed Class Specifications & Attributes attached hereto as Exhibit "A" and "B"; and

WHEREAS, the City, in consultation with the Human Resources Division, the Police Department and Community Development Department, has determined that it is proper to update the job specifications of the Administrative Assistant-Police and Community Development Intern positions.

[Remainder of page left blank intentionally.]

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

SECTION 1. The City Council does hereby declare that the above recitals are true and correct and incorporated herein by reference.

SECTION 2. The City Council hereby approves and adopts the proposed amendment to the City's Salary Resolution and Position Classification Plan to update the positions of Administrative Assistant-Police in the Police Department and Community Development Intern in the Community Development Department.

SECTION 3. The City Council hereby approves and adopts the proposed job specifications for the Administrative Assistant-Police and Community Development Intern positions attached hereto as Exhibit "A" and "B."

SECTION 3. The City Clerk shall certify to the adoption of this Resolution which shall be effective upon its adoption.

PASSED, APPROVED and ADOPTED this 8th day of February 2022.

CITY OF SOUTH GATE:

By: _____
Al Rios, Mayor

ATTEST:

By: _____
Carmen Avalos, City Clerk

(SEAL)

APPROVED AS TO FORM:

By: *Raul Salinas* ^(AS)
Raul F. Salinas, City Attorney

City of South Gate
CLASS SPECIFICATIONS AND ATTRIBUTES

ADMINISTRATIVE ASSISTANT - POLICE

DESCRIPTION

Under general direction, performs complex and responsible administrative and supportive duties in the conduct of City business; independently organizes and completes assigned tasks; effectively handles confidential matters; and performs related work as required.

CLASS CHARACTERISTICS

The Administrative Assistant – Police is a single position supporting specialized activities related to the Police department.

SUPERVISION RECEIVED

Works under the general supervision of a Lieutenant and a Captain.

SUPERVISION EXERCISED

May exercise supervision over the part-time office support employees or student workers.

ESSENTIAL FUNCTIONS

The following functions are typical for this classification. The incumbent may not perform all the listed functions and/or may be required to perform additional or different functions from those set forth below to address business needs and changing business practices.

Provides administrative support to police department staff, including Captains, Lieutenants, Sergeants and Police Records Manager; performs a variety of clerical duties and assists with special projects as assigned; prepares narrative and statistical staff reports; collects and compiles related data;; assists in preparing comprehensive reports, prepares meeting materials, takes minutes of meetings, and disseminates follow-up assignments; utilizes a high degree of independent judgment and initiative in performing highly complex technical and responsible functions of the police department divisions while maintaining the confidentiality required.

Composes letters and memoranda in accordance with known policies or based on brief instruction; arranges meetings and schedules; directs and reviews the work of other employees when assigned.

Assists with department budget preparation, maintains, and prepares payroll, recommends improvements in workflow, procedures and use of equipment and forms; may process department staff credit cards for payment; may order supplies.

Inputs data into a computer system updating the status of detective cases; verifies information with detectives to obtain approval to release vehicles or property/evidence to the public; mails out form letters; on non-workable cases and forwards courtesy reports to other law enforcement agencies. Schedules and coordinates appointments, meetings, conferences, and workshops for department staff. Screens visitors and telephone calls; screens and distributes department mail, maintains the division's calendar, responds to requests for information and assistance; resolves complaints and interprets and explains policies and procedures; ensures the appropriate distribution and release of confidential and sensitive information; and exercises considerable independent judgment in providing and making referrals to the proper party. Assists in reviewing and responding to requests for records and public information including public records requests, civil subpoenas, discovery requests, and Jeanne Clery Act requests. Maintains juvenile arrest records, composes related reports, and prepares documents for court.

ESSENTIAL FUNCTIONS (continued)

Acts as alarm coordinator for business and residential alarm calls; using a new data base, keeps logs and records up to date; sends out correspondence to include alarm registration, annual renewals and collection notices on false alarms when needed.

Responds to inquiries from the public, City staff and other agencies; interprets department policies and procedures, Penal Code, Vehicle Code and Health and Safety Code.

Manages subpoena control, tracking, updating, record keeping and coordination of staff court appearances; maintains record of Civil subpoenas; tracks documents, witnesses, victims, and officers per the court's request; writes letters to follow up with both victims and suspects.

Coordinates DMV registration of all department vehicles, including Detective Bureau exempt vehicles. Assists with tracking Asset Forfeiture funds and preparation of related reports.

Operates a variety of office equipment including, a computer, a scanner, typewriter, photo copier, facsimile machine, and calculator; uses various computer applications and software packages; and develops, enters data, maintains, and generates reports from databases or network systems.

Processes financial transactions including invoices.

QUALIFICATIONS

Any combination of education and/or experience that has provided the knowledge, skills, and abilities necessary. A typical way of obtaining the knowledge and abilities would be:

Education and Experience

Completion of 66 semester units from an accredited college or university or an AA degree with courses in business, public administration or related field and two years of progressively responsible experience in performing high level administrative responsibilities of a highly sensitive nature. Additional work experience may be substituted for the college education requirements.

License/Certification/Special Requirements

Possession of a valid California Class C Driver's License and a satisfactory driving record is required at time of appointment and throughout employment in this position.

Special Requirements

Ability to attend special City events and meetings including weekends, evenings and holidays, as required. Ability to work extended hours, as needed and/or required.

Applicants must be able to provide proof of right to work in the United States; background, fingerprinting, polygraph examination, and medical clearance required.

Knowledge, Skills, and Abilities

Knowledge of: Organization and function of City government; organization, procedures, policies, rules and operating details of the City; principles and practices of budget administration; methods and techniques of researching and compiling data for reports and presentations; modern office practices; business correspondence, filing systems, and standard office operations; methods, procedures, and standards for public sector accounting, record keeping, file maintenance, and records management; personal computer operation and related software applications; customer service and customer relations practices and principles; English usage, spelling, grammar, and punctuation; principles and practices of sound business communications; safe work methods and safety regulations;

Ability to: Perform a variety of advanced, moderately complex, and lead level administrative support work with speed and accuracy; use good judgment in handling highly sensitive and/or confidential matters with discretion and maintain the privacy of such information; anticipate needs and plan ahead using initiative; perform highly responsible administrative and clerical tasks with independence and initiative; analyze administrative and technical problems and implement effective courses of action toward resolving problems; deal tactfully and courteously with internal and external customers; operate a variety of office equipment including computers and applicable software at an intermediate to advanced level; perform assigned duties within established guidelines; establish and maintain effective working relationships with all levels of management, employees, the public and others encountered in the course of work; understand and follow oral and written directions and procedures; work effectively with a small group or individually; provide excellent customer service; skillfully and safely operate a motor vehicle when required in the course of performing work duties.

Skills: Type at a corrected rate of at least forty (40) words per minute; work independently, maintain composure and confidentiality, and work effectively in a high-pressure environment with changing priorities; organize and manage complex administrative and technical services with minimum supervision; understand, and apply relevant rules, ordinances, codes, regulations, administrative orders, and other governing regulations; write professional reports and correspondence from brief instructions; enter data with high levels of accuracy and productivity; prioritize multiple tasks, projects, and demands; communicate effectively verbally and in writing.

ADDITIONAL INFORMATION:

CALIFORNIA DEPARTMENT OF MOTOR VEHICLE (DMV) PULL NOTICE SYSTEM:

An incumbent appointed to this position is subject to enrollment in the California DMV Pull Notice Program. The Pull Notice Program provides information on the incumbent's driving record and Driver's License status on a periodic basis to the City of South Gate. An employee assigned a City vehicle must acknowledge receipt and understanding of the City's Administrative Regulations covering the use of City vehicles.

PHYSICAL DEMANDS AND WORK ENVIRONMENT

The physical demands and work environment described here are representative of those that must be met by an employee to successfully perform the essential functions of this job. Reasonable accommodations may be made to enable individuals with disabilities to perform the essential functions. While performing the duties of this job, the employee is frequently required to sit and talk or hear. The employee is occasionally required to walk; use hands to finger, handle, or feel objects, tools, or controls; and reach with hands and arms. The employee must occasionally lift and/or move up to 25 pounds. Specific vision abilities required by this job include close vision and the ability to adjust focus. The noise level in the work environment is usually quiet. Incumbents are not substantially exposed to adverse environmental conditions.

ADMINISTRATIVE ASSISTANT – POLICE
Created, JUNE 2009
Revised, FEBRUARY 2022

City of South Gate
CLASS SPECIFICATIONS AND ATTRIBUTES

ADMINISTRATIVE ASSISTANT - POLICE

DESCRIPTION

Under general direction, performs complex and responsible administrative and supportive duties in the conduct of City business; independently organizes and completes assigned tasks; effectively handles confidential matters; and performs related work as required.

CLASS CHARACTERISTICS

The Administrative Assistant – Police is a single position supporting specialized activities related to the Police department.

SUPERVISION RECEIVED

Works under the general supervision of a Lieutenant and a Captain.

SUPERVISION EXERCISED

May exercise supervision over the part-time office support employees or ~~temporary~~ student workers.

ESSENTIAL FUNCTIONS

The following functions are typical for this classification. The incumbent may not perform all the listed functions and/or may be required to perform additional or different functions from those set forth below to address business needs and changing business practices. Essential functions include, but are not limited to, the following:

Provides administrative support to police department staff, including Captains, Lieutenants, Sergeants and Police Records Manager; performs a variety of clerical duties and assists with special projects as assigned; prepares narrative and statistical staff reports; collects and compiles related data; drafts and prepares correspondence; assists in preparing comprehensive reports, prepares meeting materials, takes minutes of meetings, and disseminates follow-up assignments; utilizes a high degree of independent judgment and initiative in performing highly complex technical and responsible functions of the police department divisions while maintaining the confidentiality required.

Composes letters and memoranda in accordance with known policies or based on brief instruction; arranges meetings and schedules; directs and reviews the work of other employees when assigned.

Assists with department budget preparation, maintains, and prepares payroll, recommends improvements in workflow, procedures and use of equipment and forms; may process department staff credit cards for payment; may order supplies.

Inputs data into a computer system updating the status of detective cases; verifies information with detectives to obtain approval to release vehicles or property/evidence to the public; mails out form letters on non-workable cases; and forwards courtesy reports to other law enforcement agencies.

Schedules and coordinates appointments, meetings, conferences, and workshops for ~~the Detective Bureau and other~~ department staff. by maintaining the department's calendar; screens visitors, telephone calls and mail for the Services Division. Screens visitors and telephone calls; screens and distributes department mail, maintains the division's calendar, responds to requests for information and assistance; resolves complaints and interprets and explains policies and procedures; ensures the appropriate distribution and release of confidential and sensitive information; and exercises considerable independent judgment in

providing and making referrals to the proper party.

Assists in reviewing and responding to requests for records and public information including public records requests, civil subpoenas, discovery requests, and Jeanne Clery Act requests.

Maintains juvenile arrest records, composes related reports, and prepares documents for court.

Acts as alarm coordinator for business and residential alarm calls; using a new data base, keeps logs and records up to date; sends out correspondence to include alarm registration, annual renewals and collection notices on false alarms when needed.

~~Serves as secretary to such meetings as the Community in Action meetings; prepares meeting materials; takes minutes for the meetings; gathers information and disseminates follow-up assignments.~~

Responds to inquiries from the public, City staff and other agencies ~~regarding activities related to the Services Division~~; interprets department policies and procedures, Penal Code, Vehicle Code and Health and Safety Code.

~~Manages~~ Assists with subpoena control, tracking, updating, record keeping and coordination of staff court appearances when needed; maintains record of Civil subpoenas; tracks documents, witnesses, victims, and officers per the court's request; writes letters to follow up with both victims and suspects.

ADMINISTRATIVE ASSISTANT – POLICE

2

ESSENTIAL FUNCTIONS (continued)

Coordinates DMV registration of all department vehicles, including Detective Bureau exempt vehicles. Assists with tracking Asset Forfeiture funds and preparation of related reports.

Operates a variety of office equipment including, a computer, a scanner, typewriter, photo copier, facsimile machine, and calculator; uses various computer applications and software packages; and develops, enters data, maintains, and generates reports from databases or network systems.

~~Performs a variety of general clerical work including filing, typing, duplicating, taking messages, operating office machines, opening and distributing mail, ordering and maintaining office supplies; processes financial transactions including invoices and bills.~~

QUALIFICATIONS

Any combination of education and/or experience that has provided the knowledge, skills, and abilities necessary. A typical way of obtaining the knowledge and abilities would be:

Training Education and Experience

~~Any combination of education and/or experience that has provided the knowledge, skills, and abilities necessary. A typical way of obtaining the knowledge and abilities would be~~ Completion of two years of college 66 semester units from an accredited college or university or an AA degree with courses in business, public administration or related field and two years of progressively responsible experience in performing high level administrative responsibilities of a highly sensitive nature. Additional work experience may be substituted for the college education requirements.

License/Certification/Special Requirements

Possession of a valid California Class C Driver's License and a satisfactory driving record is required at time of appointment and throughout employment in this position.

Special Requirements

Ability to attend special City events and meetings including weekends, evenings and holidays, as required. Ability to work extended hours, as needed and/or required.

Applicants must be able to provide proof of right to work in the United States; background, fingerprinting, polygraph examination, and medical clearance required.

Knowledge, Skills, and Abilities

Knowledge of: Organization and function of City government; organization, procedures, policies, rules and operating details of the City; principles and practices of budget administration; methods and techniques of researching and compiling data for reports and presentations; modern office practices; business correspondence, filing systems, and standard office operations; methods, procedures, and standards for public sector accounting, record keeping, file maintenance, and records management; personal computer operation and related software applications; customer service and customer relations practices and principles; English usage, spelling, grammar, and punctuation; principles and practices of sound business communications; safe work methods and safety regulations;

Ability to: Perform a variety of advanced, moderately complex, and lead level administrative support work with speed and accuracy; use good judgment in handling highly sensitive and/or confidential matters with discretion and maintain the privacy of such information; anticipate needs and plan ahead using initiative; perform highly responsible administrative and clerical tasks with independence and initiative; analyze administrative and technical problems and implement effective courses of action toward resolving problems; deal tactfully and courteously with internal and external customers; operate a variety of office equipment including computers and applicable software at an intermediate to advanced level; perform assigned duties within established guidelines; establish and maintain effective working relationships with all levels of management, employees, the public and others encountered in the course of work; understand and follow oral and written directions and procedures; work effectively with a small group or individually; provide excellent customer service; skillfully and safely operate a motor vehicle when required in the course of performing work duties.

Skills: Type at a corrected rate of at least forty (40) words per minute; work independently, maintain composure and confidentiality, and work effectively in a high-pressure environment with changing priorities; organize and manage complex administrative and technical services with minimum supervision; understand, and apply relevant rules, ordinances, codes, regulations, administrative orders, and other governing regulations; write professional reports and correspondence from brief instructions; enter data with high levels of accuracy and productivity; prioritize multiple tasks, projects, and demands; communicate effectively verbally and in writing.

Knowledge, Skills, and Abilities

Knowledge of: record keeping procedures; principles and practices of customer service and public contact; proper English usage, spelling, grammar, and punctuation; office procedures and equipment; applications of electronic data processing.

Ability to: prioritize multiple tasks and work in a fast paced environment; work confidentially with discretion; operate a personal computer; prepare related reports; work independently with little direction; organize and maintain files; interpret and apply related laws and regulations; maintain accurate records; exercise sound judgment; establish and maintain effective working relationships with supervisors, fellow employees, and the public; communicate effectively both orally and in writing; establish and maintain cooperative working relationships.

ADDITIONAL INFORMATION:

CALIFORNIA DEPARTMENT OF MOTOR VEHICLE (DMV) PULL NOTICE SYSTEM:

An incumbent appointed to this position is subject to enrollment in the California DMV Pull Notice Program. The Pull Notice Program provides information on the incumbent's driving record and Driver's License status on a periodic basis to the City of South Gate. An employee assigned a City vehicle must acknowledge receipt and understanding of the City's Administrative Regulations covering the use of City vehicles.

PHYSICAL DEMANDS AND WORK ENVIRONMENT

The physical demands and work environment described here are representative of those that must be met by an employee to successfully perform the essential functions of this job. Reasonable accommodations may be made to enable individuals with disabilities to perform the essential functions. While performing the duties of this job, the employee is frequently required to sit and talk or hear. The employee is occasionally required to walk; use hands to finger, handle, or feel objects, tools, or controls; and reach with hands and arms. The employee must occasionally lift and/or move up to 25 pounds. Specific vision abilities required by this job include close vision and the ability to adjust focus. The noise level in the work environment is usually quiet. Incumbents are not substantially exposed to adverse environmental conditions.

ADMINISTRATIVE ASSISTANT – POLICE

Created, JUNE, 2009

Revised, FEBRUARY/SEPTEMBER 2022+

City of South Gate
CLASS SPECIFICATIONS AND ATTRIBUTES

**COMMUNITY DEVELOPMENT INTERN - HOURLY
(PLANNING, HOUSING AND ECONOMIC DEVELOPMENT)**

DESCRIPTION

The City's Internship program is designed to provide hands on experience and exposure to the functions and responsibilities of the Community Development Department. The Community Development Department consists of Building and Safety, Code Enforcement, Economic Development, Housing, and Planning Divisions. Under general supervision to perform a variety of tasks to assist staff in the Community Development Department. The Community Development Intern performs entry-level professional planning, housing, economic development, and related work as required. The Community Development Intern is expected to learn and to complete tasks and assignments independently using personal initiative and appropriate discretion.

SUPERVISION RECEIVED

Works under the direct and general supervision of the senior level staff.

ESSENTIAL FUNCTIONS

The following functions are typical for this classification. The incumbent may not perform all of the listed functions and/or may be required to perform additional or different functions from those set forth below to address business needs and changing business practices.

Assist professional staff in Community Development Department in the implementation of zoning, general plan, CDBG, HUD and redevelopment policies and programs.

Under supervision prepare maps, plans and other audio/visual presentation graphics for public meetings, planning surveys and development documents.

Conduct surveys and site and land use analysis; research and compile data for special studies.

Assist in the preparation of reports, field inspections, grant applications, and property management.

Manage and maintain project files; update all existing and future Division flowcharts; organize and maintain relevant information at the counter.

Answer telephone inquiries and assist general public at the counter with division-related issues.

Interpret and explain division specific policies to the business community and general public.

Assist in maintaining the division related operating system, processing permits, and zoning consistency reviews; process and review over-the-counter planning and housing applications, such as temporary use permits, fence permits, home occupation permits, signage, and Section 8.

Review development plans and use permits for compliance with City regulations; answer zoning and development questions via phone, email and counter.

Review housing applications for compliance with local, state and federal requirements.

Perform related duties as required.

QUALIFICATIONS

Any combination of education and experience that would provide the required knowledge, skills, and abilities is qualifying. A typical way would be:

Education and Experience

Graduation from high school or equivalent AND enrollment in an accredited college or university at the Junior, Senior or Graduate level student working towards a Bachelor's or Master's degree in Urban Planning, Architecture, Urban Studies or a related field.

License Requirement

Possession of a valid California Class C Driver's License and a satisfactory driving record is required at time of appointment and throughout employment in this position.

Knowledge, Skills, and Abilities

Knowledge and Ability to: operate personal computer (for Spreadsheets, graphics and word processing), digital camera and other visual equipment (audio, video and graphics); exhibit effective customer service skills; communicate and work effectively with other employees and the public.

PHYSICAL DEMANDS AND WORK ENVIRONMENT

The physical demands and work environment described here are representative of those that must be met by an employee to successfully perform the essential functions of this job. Reasonable accommodations may be made to enable individuals with disabilities to perform the essential functions. While performing the duties of this job, the employee is frequently required to walk, stand, bend, crouch, talk or hear. The employee is frequently required to use hands to finger, handle, or feel objects, tools, or controls; and reach with hands and arms. The employee must occasionally lift and/or move up to 25 lbs. Specific vision abilities required by this job include close vision and the ability to adjust focus. The noise level in the work environment is sometimes noisy. Work may require exposure to traffic, fumes, airborne particles, toxic or caustic chemicals.

COMMUNITY DEVELOPMENT INTERN
Created, 05/08/2018
Revised, 06/19/2019
Revised, 02/08/2022

City of South Gate
CLASS SPECIFICATIONS AND ATTRIBUTES

COMMUNITY DEVELOPMENT INTERN - HOURLY
(PLANNING, HOUSING AND ECONOMIC DEVELOPMENT) - HOURLY

DESCRIPTION

The City's Internship program is designed to provide hands on experience and exposure to the functions and responsibilities of the Community Development ~~department~~Department. The Community Development Department consists of Building and Safety, Code Enforcement, Economic Development, Housing, and Planning Divisions. ~~U~~Under general supervision to perform a variety of tasks to assist staff in the Community Development ~~D~~department. The Community Development Intern performs entry-level professional planning, housing, economic development, and related work as required. The Community Development Intern is expected to learn and to complete tasks and assignments independently using personal initiative and appropriate discretion.

SUPERVISION RECEIVED

SUPERVISION RECEIVED

Works under the direct and general supervision of the senior level staff.

~~Works under the direct and general supervision of the senior level staff.~~

ESSENTIAL FUNCTIONS

Essential functions include, but are not limited to, the following: The following functions are typical for this classification. The incumbent may not perform all of the listed functions and/or may be required to perform additional or different functions from those set forth below to address business needs and changing business practices.

Assist professional staff in Community Development Department in the implementation of zoning, general plan, CDBG, HUD and redevelopment policies and programs.

Under supervision prepare maps, plans and other audio/-visual presentation graphics for public meetings, planning surveys and development documents;

Conduct surveys and site and land use analyses; research and compile data for special studies;

Assist in the preparation of reports, field inspections, grant applications, and property management;

Manage and maintain project files; update all existing and future Division flowcharts; organize and maintain relevant information at the counter;

Answer telephone inquiries and assist general public at the counter with division-related issues;

Interpret and explain division specific policies to the business community and general public;

Assist in maintaining the division related operating system, processing temporary use permits, and zoning consistency reviews; process and review over-the-counter planning and housing applications, such as temporary use permits, fence permits, home occupation permits, ~~and~~ signage, and Section 8;

Review development plans ~~and related applications~~ and use permits for compliance with City regulations;

answer zoning and development questions via phone, email and counter;

Review housing applications for compliance with local, state and federal requirements.

Perform related duties as required.

SUPERVISION RECEIVED

Works under the direct and general supervision of the senior level staff.

QUALIFICATIONS

Any combination of education and experience that would provide the required knowledge, skills, and abilities is qualifying. A typical way would be:

Education Training and Experience

~~Any combination of education and/or experience that has provided the knowledge, skills, and abilities necessary.~~ Graduation from high school or equivalent AND enrollment in an accredited college or university at the Junior, Senior or Graduate level student working towards a Bachelor's or Master's degree in Urban Planning, Architecture, Urban Studies or a related field.

License Requirement

Possession of a valid California Class C Driver's License and a satisfactory driving record is required at time of appointment and throughout employment in this position.

Knowledge, Skills, and Abilities

Knowledge and Ability to: operate personal computer (for Spreadsheets, graphics and word processing), digital camera and other visual equipment (audio, video and graphics); exhibit effective customer service skills; communicate and work effectively with other employees and the public.

PHYSICAL DEMANDS AND WORK ENVIRONMENT

The physical demands and work environment described here are representative of those that must be met by an employee to successfully perform the essential functions of this job. Reasonable accommodations may be made to enable individuals with disabilities to perform the essential functions. While performing the duties of this job, the employee is frequently required to walk, stand, bend, crouch, talk or hear. The employee is frequently required to use hands to finger, handle, or feel objects, tools, or controls; and reach with hands and arms. The employee must occasionally lift and/or move up to 25 lbs. Specific vision abilities required by this job include close vision and the ability to adjust focus. The noise level in the work environment is sometimes noisy. Work may require exposure to traffic, fumes, airborne particles, toxic or caustic chemicals.

COMMUNITY DEVELOPMENT INTERN

Created, 05/08/2018

Revised, 06/19/2019

Revised, 02/08/2022

CITY MANAGER'S OFFICE

City of South Gate

CITY COUNCIL

JAN 27 2022

2:30 pm

AGENDA BILL

For the Regular Meeting of: February 8, 2022

Originating Department: Office of the City Clerk

Department Director:

Carmen Avalos

Interim City Manager:

Chris Jeffers

SUBJECT: RESOLUTION AUTHORIZING THE DESTRUCTION OF OBSOLETE RECORDS PURSUANT TO GOVERNMENT CODE 34090 OF THE STATE OF CALIFORNIA

PURPOSE: Pursuant to Government Code Section 34090, the legislative body, by resolution, may destroy any City record, document, instrument, book, or paper, under its charge, without making a copy thereof, after the same is no longer required.

RECOMMENDED ACTIONS: The City Council will consider:

- a. Adopting a Resolution authorizing the destruction of obsolete records pursuant to Government Code 34090 of the State of California; and
b. Approving the destruction subject to final review and approval by the City Attorney.

FISCAL IMPACT: Funds in the amount of \$3,500 were included in the FY 2021/22 budget for this project in Account Number 100-140-11-6101 (General Fund-City Clerk - Professional Services).

ANALYSIS: None

BACKGROUND: There are approximately 244 boxes, 131 hard drives and 235 CDs scheduled to be destroyed. The destruction of obsolete records as requested by the above noted departments is necessary due to the lack of available storage space.

I certify that:

- The attached personnel file records are over two (2) years old.
The listed records are no longer required.
The listed records do not affect the title to real property or liens thereon.
The listed records are not court records.
The listed records are not required to be kept by statute.
The listed records are not the minutes, ordinances, or resolutions of the legislative body or of a City board or commission.

ATTACHMENTS: A. Proposed Resolution with Exhibit "A": Record Type
B. Certification of the City Clerk

RESOLUTION NO. ____

**CITY OF SOUTH GATE
LOS ANGELES COUNTY, CALIFORNIA**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SOUTH
GATE AUTHORIZING THE DESTRUCTION OF OBSOLETE RECORDS
PURSUANT TO GOVERNMENT CODE 34090 OF
THE STATE OF CALIFORNIA**

WHEREAS, it has been determined that certain City records under the charge of the City Clerk's Office are no longer required for public or private purposes;

WHEREAS, it has been determined that destruction of the above-mentioned records is necessary to conserve storage space and to reduce staff time and expense in handling records and are no longer required to be held under the City document retention policy;

WHEREAS, Section 34090 of the Government Code of the State of California authorizes the head of a City department to destroy any City records and documents which exceed the specific retention period established by the City under his or her charge, without making a copy thereof, after the same are no longer required, with the written consent of the City Attorney and the approval of the City Council by resolution;

WHEREAS, consistent with the City's document retention policy, those records listed in the documents entitled "Records Inventory" dated November 2021, attached hereto as Exhibit "A," and made a part hereof are deemed obsolete and should be destroyed without retaining a copy thereof; and

WHEREAS, the destruction of said records is with the written consent of the City Clerk and approval by the City Attorney.

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

SECTION 1. The City Council does hereby declare that the above recitals are true and correct and incorporated herein by reference.

SECTION 2. The City Council hereby authorizes the destruction of the obsolete documents identified in Exhibit "A" attached hereto and incorporated herein by this reference.

[Remainder of page left blank intentionally.]

SECTION 3. The City Clerk shall certify to the adoption of this Resolution which shall be effective upon its adoption.

PASSED, APPROVED and ADOPTED this 8th day of **February 2022**.

CITY OF SOUTH GATE:

By: _____
Al Rios, Mayor

ATTEST:

By: _____
Carmen Avalos, City Clerk

(SEAL)

APPROVED AS TO FORM:


By:  _____
Raul F. Salinas, City Attorney

Exhibit “A”

**Records for Destruction
February 2022**

**Administrative Services
City Clerk’s Office
Police Department - Administration
Public Works - Engineering**

**City Clerk's Office
Documents for Destruction
2021
12 Boxes Total**

Box 175 - Destroy 2021

2016 Agendas January to July

Box 176 - Destroy 2021

2016 Agendas August to December, Warrants

Box 177 - Destroy 2021

2016 Correspondence, Bids, Press, Agendas (Planning Commission, Parks Commission, Oversight Board)

BOX 178 - Destroy 2021

Claims and legal summons and Subpoena

1. South Gate Water Flood Control I-70 Imperial
2. "LEAD"

BOX 179 - Destroy 2021

Claims and legal summons and Subpoena

Box 155 - Destroy 2020

2015 Agendas January to July

Box 156 - Destroy 2020

2015 Agendas August to December, Warrants

Box 157 - Destroy 2020

2015 Correspondence, Bids, Press, Agendas (Planning Commission, Parks Commission, Oversight Board), 2012 Oversight Board agendas

Box 158 - Destroy 2020

2013-2014 Public Records Request

Box 195 - Destroy 2021

302-21-00 GENERAL MUNICIPAL ELECTION MARCH 3, 2009
302-21-05 Election 3/3/09 Financial Disclosure/Campaign Stmt
302-21-06 Election 3/3/09 STATEMENTS OF ORGANIZATIONS
302-22-00 GENERAL MUNICIPAL ELECTION MARCH 8, 2011
302-22-01 ELECTION 3/8/11 ADMIN
302-22-02 ELECTION 3/8/11 NOTICES/RESOLUTIONS/MEASURES
302-22-03 ELECTION 3/8/11 NOMINATION PAPERS
302-22-04 ELECTION 3/8/11 CORRESPONDENCE/DOCUMENTS
302-22-05 ELECTION 3/8/11 FINANCIAL DISCLOSURE/CAMPAIGN STMTS
302-22-06 ELECTION 3/8/11 STATEMENTS OF ORGANIZATIONS

302-22-07 ELECTION 3/8/11 CANDIDATES STATEMENT
302-22-08 ELECTION 3/8/11 PAYROLL/OATHS/ETC.
302-22-09 ELECTION 3/8/11 ELECTION NIGHT PROCEDURES
302-22-10 ELECTION 3/8/11 RESULTS/CERTIFICATION
302-22-11 ELECTION 3/8/11 ABSENTEE BALLOTS
2018 Passport Application Transmittal
2019 Passport Application Transmittal

Box 196 - Destroy 2021

101-04-27 CITY COUNCIL MEETING AGENDAS 2015
101-04-28 CITY COUNCIL MEETING AGENDAS 2016
101-07-27 PRESENTATIONS/AWARDS 2015
101-07-28 PRESENTATIONS/AWARDS 2016
101-08-23 PROCLAMATIONS/MEMORIAMS 2015
101-08-24 PROCLAMATIONS/MEMORIAMS 2016
101-09-27 POLITICAL SUPPORT 2015
101-09-28 POLITICAL SUPPORT 2016
101-14-21 CLOSED SESSION MEMO/AGENDA BILLS 2015
101-14-22 CLOSED SESSION MEMO/AGENDA BILLS 2016
208-27-00 BUDGET FY 2014-2015
208-27-01 MUNICIPAL BUDGET FY 2014-15
208-28-00 BUDGET FY 2015-2016
208-28-01 MUNICIPAL BUDGET FY 2015-16
213-01-16 INVESTMENT ADMIN-MONTHLY/QUARTERLY REPORTS 2015
213-01-17 INVESTMENT ADMIN-MONTHLY/QUARTERLY REPORTS 2016
301-02-17 LEGAL ADVERTISING ADMIN 2014-15
301-02-18 LEGAL ADVERTISING ADMIN 2015-16
503-01-08 CDBG HOME IMP ADMINISTRATION 2006-2013
CONSOLIDATED ANNUAL PERFORMANCE EVALUATION REPORT
(CAPER)
503-04-26 COMM DEV BLOCK GRANT (CDBG) ADMIN 2014-2015
503-04-27 COMM DEV BLOCK GRANT (CDBG) ADMIN 2015-2016
503-04-28 COMM DEV BLOCK GRANT (CDBG) ADMIN 2016-2017

Box 197 - Destroy 2021

601-05-04 POLICE DEPT ADMIN 2016
802-03-06 WATER PLANNING/ISSUES/RATES/FEEES (AUDIT - CENTRAL BASIN,
WEST BASIN, WATER REPLENISHMENT, SOUTHEAST WATER,
INTEGRATED REGIONAL WATER MANAGEMENT GRANT PROGRAM,
CONSERVATION) 2016

Administrative Services

Destruction List

BOX#	DESCRIPTION	FY
1 of 12	Cash Receipts July 6, 2011-July 28, 2011	FY 11/12
2 of 12	Cash Receipts Aug 2, 2011-Aug 31, 2011	FY 11/12
3 of 12	Cash Receipts Sep 1, 2011-Sep 29, 2011	FY 11/12
4 of 12	Cash Receipts Oct 4, 2011-Oct 31,2011	FY 11/12
5 of 12	Cash Receipts Nov 2, 2011-Nov 30, 2011	FY 11/12
6 of 12	Cash Receipts Dec 5, 2011-Dec 22, 2011	FY 11/12
7 of 12	Cash Receipts Jan 4, 2012-Jan 31, 2012	FY 11/12
8 of 12	Cash Receipts Feb 2, 2012-Feb 28, 2012	FY 11/12
9 of 12	Cash Receipts Mar 1, 2012-Mar 29, 2012	FY 11/12
10 of 12	Cash Receipts April 2 2012-April 30, 2012	FY 11/12
11 of 12	Cash Receipts May 5, 2012-May 31, 2012	FY 11/12
12 of 12	Cash Receipts June 4, 2012-June 29, 2012	FY 11/12
1 of 12	Cash Receipts July 2013	FY 13/14
2 of 12	Cash Receipts August 2013	FY 13/14
3 of 12	Cash Receipts September 2013	FY 13/14
5 of 12	Cash Receipts November 2013	FY 13/14
6 of 12	Cash Receipts December 2031	FY 13/14
7 of 12	Cash Receipts January 2014	FY 13/14
8 of 12	Cash Receipts February 2014	FY 13/14
9 of 12	Cash Receipts March 2014	FY 13/14
10 of 12	Cash Receipts April 2014	FY 13/14
11 of 12	Cash Receipts May 2014	FY 13/14
12 of 12	Cash Receipts June 2014	FY 13/14
1 of 12	Cash Receipts July 2016	FY 16/17
2 of 12	Cash Receipts August 2016	FY 16/17
3	A/P Edit List 2010-2011	10/11
1 of 6	Invoice Edit List 2009	2009
2 of 6	Invoice Edit List 2009	2009
3 of 6	Invoice Edit List 2009	2009
4 of 6	Invoice Edit List 2009	2009

5 of 6	Invoice Edit List 2009	2009
6 of 6	Invoice Edit List 2009 (clear box)	2009
1 of 3	Invoice Edit List 2010	2010
2 of 3	Invoice Edit List 2010	2010
3 of 3	Invoice Edit List 2010	2010
4	Invoice Edit List 2015	2015
1	Invoice Edit List 2013	2013
3	Edit Lists 6/16/15 - 9/2016 FY 15-16	15/16
1	Warrant Registers FY 07/08	07/08
5	Warrant Registers 2008-2013	2008 - 2013
3	Invoice Edit List 12/8/12 - 1/26/16 FY 15/16	2012 - 2016
2	A/P Voided Checks 2005	2005
2	AP Warrant Registers 2002	2002
4	AP W-9 2011 & older	2011 and older
5	A/P Contracts & 1099 "A-R" (1994-2006)	1994 - 2006
4	Journal Entries FY 2011	2011
1	A/P Warrant Register & 1099	2000 - 2001
2	Invoice Edit List 10/14/2014 - 11/24/15 FY 14/15	14/15
8	Invoice Edit List 10/13/15 - 11/24/15 FY 15/16	15/16
1	Invoice Edit List 2011- 5/10/11 - 6/28/11	2011
1	Invoice Edit List 2009/2010	09/10
4	Invoice Edit List FY 15/16	15/16
2	Invoice Edit List 2011	2011
1	Invoice Edit List 2012/2013 - 01/18/13 - 2/26/13	12/13
3	Invoice Edit List 11/12 - 7/10/12 - 8/28/12	11/12
1	Invoice Edit List 11/12 - 5/8/12 - 6/26/12	11/12
4	A/P Misc folders 2007 & older	2007 and older
5	AP Contracts & 1099s 2008 - older	2008 and older
3	AP Contracts & 1099s 2004 - older	2004 and older
4	1099's 1995 - 1996	95/96
2	1099's 1992 - 1994	92/94
2	A/P Folders 1099s 2003 - 2005	03/05
1a	Invoice Edit List 7/14/15 - 9/18/15	15/16
1	Misc. A - Apw Knox-Seeman	11/12

6

2	At&T - At&t Mobility	11/12
3	Misc. B - City of South Gate Water	11/12
4	CMR - DWR	11/12
5	Misc.E - Gate Way Cities	11/12
6	Global Janitorial & Paper Can - Kosmont & Assoc. Inc.	11/12
7	Misc. L (Lugo, Carlo) - Misc. M (M, Manning)	11/12
8	Maria Marquez - Misc. O	11/12
9	Office Depot - PD	11/12
10	Pers 457 Plan - Ryan Skyder Assoc.	11/12
11	Ret.-Sheriff's Dept. LA County	11/12
12	Shawnan - So Cal Edison	11/12
13	So Gate Chamber of Commerce - US Bank Corp.	11/12
14	US Bank Corp. Pymt. Sys. - Vision Plan of America	11/12
15	Vulcan Materials - 4 Service Inc.	11/12
1	Misc. A - Amerinational Comm. Srvs.	2012-13
2	Associated of LA - Badger Meter	2012-13
3	Bob Barker Co. - Cybernet Consulting	2012-13
4	Cypert, Jennifer - FedEx	2012-13
5	Firestone Hand Wash - Hinderliter Dellamas & Assoc., (HDL)	2012-13
6	Home Depot - Liebert Cassidy Whitmore	2012-13
7	Lincoln Financial Advisors - Nextel Communications	2012-13
8	Misc. O - Oscar's Printing	2012-13
9	Misc. P - Pitney Bowes	2012-13
10	Pk - Ret:	2012-13
11	Ret: - Short's Garage & Body Shop	2012-13
12	Shred-It - South Coast AQMD	2012-13
13	South Gate Dog & Cat Hospital - US Bank Corp	2012-13
14	US Bank Pars Acct #674536000 - Verizon Wireless	2012-13
15	Verizon Wireless - White Cap Industrial	2012-13
16	Walters Wholesale - 4 Services	2012-13
1	Misc. A - AT&T	2010-11
2	AT&T - AT&T Mobility	2010-11
3	Misc. B - Casterline Assoc.	2010-11
4	CDW - Dental Health Svcs.	2010-11

7

5	Department of Housing - Galls Rental	2010-11
6	Gas Co. - Internal Revenue Service	2010-11
7	Misc. J - Los Angles Comm. College Dist.	2010-11
8	Misc. M - Nextel Communication	2010-11
9	Nextel Comm.- Office Depot	2010-11
10	Oldtimers Foundation - Petty Cash	2010-11
11	Pitney Bowes - Ret.	2010-11
12	Ret. - Sully Miller Contracting	2010-11
13	So Cal Edison	2010-11
14	Misc. T - US Bank Corp. Payment	2010-11
15	US Bank Corp. Trust - West Coast Arborist	2010-11
16	Willdan - 4 Services	2010-11
1	A-AT&T.3529	09-10
2	AT&T.5075-AT&T Mobility.3692	09-10
3	B-City of Huntington Park	09-10
4	City of Inglewood-Dick's Lock & Key	09-10
5	Dj Connections - Grainger	09-10
6	Green's Cleaner's - Misc. L	09-10
7	LA County Metro Transportation - Nelso - Dunn Inc.	09-10
8	Nextel Commun - Office Depot	09-10
9	Office Max - Pitney Bowes	09-10
10	Pk. Ortega, Maria - Ret. Robert A, Philipp	09-10
11	Ret. Almanza, Joseph - Security Signal Devices	09-10
12	Seiu - Cope Local 721 - So Calif Edison	09-10
13	Soffa Elect - US Postal Svc/Pitney Bowes	09-10
14	US Bank Corp. Payment, Sy - Vulcan Material Company	09-10
15	Vulcan Materials Co. - 4 Service	09-10

City of South Gate Payroll Files

Box #	Location	Description	Recall #	Destroy Due Date
Timesheets Fiscal Year 2009/10				
BOX#1	Recall	Arana, Manuel - Bernabe, Daniel	C0140424969	7/1/2017
BOX#2	Recall	Berrios, David - Cyr, William	C0140424970	7/1/2017
BOX#3	Recall	Cubero, Priscilla - Gomez, Claudia	C0140424971	7/1/2017
BOX#4	Recall	Gomez, Carlos - Hupp Keith	C0140424972	7/1/2017
BOX#5	Recall	Hurtado, Gil - Martinez, Martin	C0140427975	7/1/2017
BOX#6	Recall	Martinez, Raul - Pellerin, Robert	C0140424976	7/1/2017
BOX#7	Recall	Pereira, Erika - Saucedo, Luis	C0140424977	7/1/2017
BOX#8	Recall	Schrader, George - Zaragoza, Enedina	C0140424978	7/1/2017

Timesheets Fiscal Year 10 & 11				
BOX#1	Recall	Acosta, Dennis - Camacho, Jason	(0)394817	7/1/2018
			C0140436073	
BOX#2	Recall	Camacho, Noemi - Duenas, Franklyn	(0)394816	7/1/2018
			C0140436072	
BOX#3	Recall	Dupery, Cynthia - Hernandez, Gerardo	(0)394815	7/1/2018
			C0140436071	
BOX#4	Recall	Herrera, Luis - Matsukiyo, David	(0)394814	7/1/2018
			C0140436070	
BOX#5	Recall	Mayen-Barrios, Shella - Quinteros, Jorge	(0)394813	7/1/2018
			C0140436069	
BOX#6	Recall	Quinones, Samuel - Tait, Robert	(0)394812	7/1/2018
			C0140436068	
BOX#7	Recall	Taylor, Tom - Zaragoza, Enedina	(0)394811	7/1/2018
			C0140436057	

Timesheets Fiscal Year 11/12				
BOX#1	Recall	Acosta, Dennis - Burns, Kaderick	(0)199732	7/1/2019
BOX#2	Recall	Cain, Julee - Duran, Danny	(0)199733	7/1/2019
BOX#3	Recall	Edmonds, Michael - Gutron, Jose	(0)199734	7/1/2019
BOX#4	Recall	Hage, David - Lopez, Marco	(0)199735	7/1/2019
BOX#5	Recall	Lopez, Veronica - Murillo, Jesus	(0)199736	7/1/2019
BOX#6	Recall	Nava, Henry - Roriguez, Vanessa	(0)199737	7/1/2019
BOX#7	Recall	Rollin, Danielle - Valdes, Emilio	(0)199738	7/1/2019
BOX#8	Recall	Valencia, Sandra - Zaragoza, Enedina	(0)199739	7/1/2019
BOX# 1 -2	Recall	Connie's Budget Books	(0)394837	

Timesheets Fiscal Year 12/13				
	Recall			
BOX#1	Recall	Acosta, Dennis - Burns, Kaderick	(0)199787	7/1/2020
BOX#2	Recall	Cain, Julee - Estrada, Alica	(0)199788	7/1/2020
BOX#3	Recall	Eutsey, Armand - Koopmans, William	(0)199789	7/1/2020
BOX#4	Recall	Lam, Cynthia - Muno, Oscar	(0)199790	7/1/2020
BOX#5	Recall	Murillo, Jesus - Rodrigues, Luis	(0)199791	7/1/2020
BOX#6	Recall	Rodriguez, Vanessa - Valdez, Debra	(0)199792	7/1/2020
BOX#7	Recall	Valdes, Emilio - Zaragoza, Enedina	(0)199793	7/1/2020
BOX#1-1	Recall	Pers Reports FY 2012-2013 1 OF 1	(0)199857	7/1/2020
BOX#1-1	Recall	PAYROLL SUBPOENAS REQUESTED 2009-20	0394818	7/1/2019
BOX#1 of 2	Recall	Terminated Employee FY 2010	(0)199856	7/1/2017

Timesheets Fiscal Year 13/14

BOX#1	Recall	Acosta, Dennis - Burns, Kaderick	0199794	7/1/2021
BOX#2	Recall	Cain, Julee - Duran, Danny	0199795	7/1/2021
BOX#3	Recall	Edmonds, Michael - Guerrero, Sonia	0199796	7/1/2021
BOX#4	Recall	Guevara, Jerry - Luu, Linh My	0199797	7/1/2021
BOX#5	Recall	Macias, Alyssa - Munoz, Alfredo	0199798	7/1/2021
BOX#6	Recall	Munoz, Armando - Quinteros, Jorge	0199799	7/1/2021
BOX#7	Recall	Ramirez, Alexia - Shetter, Randy	0199800	7/1/2021
BOX#8	Recall	Silva, Jorge - Zamarripa, Luis	0199801	7/1/2021
				With
BOX # 1-1	Recall	Terminated Employees 2014	0394869	7/1/2021
BOX # 1-1	Recall	Pers Reports Fy 2014 - 2015	0394875	7/1/2022
BOX # 1-1	Recall	Pers Reports Fy 2013 - 2014	05148242	7/1/2022
	Recall			
Box # 1-1	Recall	Budget Books F/Y 2014 - 2015	0394871	7/1/2020
Box # 1-2	Recall	Budget Books F/Y 2013 - 2014	0394872	7/1/2019
Box # 2-2	Recall	Budget Books F/Y 2013 -2014	0394876	7/1/2019
Box # 1-1	Recall	W2 2010 -2011	0394877	7/1/2022
Box # 1-1	Recall	W2 2006-2009	0394873	7/1/2019
Box # 1-1	Recall	941 & DE6 Files 2009-2011	0394879	7/1/2018
Box#1	Recall	Terminated Employees 2010	0514704	7/1/2020
Box#1	Recall	Terminated Employees 2011	0199858	7/1/2021

Timesheets FY 2014 -2015

BOX#1		Acosta, Dennis - Burns Kaderick	0394822	7/1/2021
BOX#2		Cain, Julee - Duran, Danny	0394831	7/1/2021
BOX#3		Edmonds, Michael - Gutierrez, Michael	0394823	7/1/2021
BOX#4		Haley, Lilitana - Luu, Linh My	0394824	7/1/2021
BOX#5		Macias, Alyssa - Munoz, Oscar . G	0394825	7/1/2021
BOX#6		Munoz, Oscar, R - Rodriguez, Albert	0394826	7/1/2021
BOX#7		Rodriguez, Anna - Timoteo, Vineula	0394827	7/1/2021
BOX#8		Thormodsen, Kurt - Zamarrip, Luis	0394828	7/1/2021

#1	Basement	Annual Budget FY 2011- 12 - 2012-2013	575828	867279
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BOX#2 of 2	Recall	Terminated Employee FY 2010		7/1/2017
BOX#1	Recall	Terminated Employees FY 2011	(0)199858	7/1/2018
BOX#1	Recall	CAL PERS SUMMARY FY 08/09, 09/10, 10/11	(0)199859	7/1/2018

125 Boxes 10

South Gate Police Department 2011 Purge consists of the following:

- A) 2011 Crime Reports for Destruction
- B) Internal Affairs-Supervisor follow-up
- C) Applicant Files
- D) 2002-2013 Police Department Employee of the Year Ballots
- E) 2009-2013 Police Activities League CDBG Files
- F) 2009-2013 Police Activities League Participant Files
- G) Hard-Drives
- H) 2006-2017 Department Phone Bills
- I) Cash Edit Reports 2011-2018
- J) 1999- 2015 Narcotics Registrants
- K) 2008-2014 Warrant Notices
- L) Old Arrest Cards
- M) 2021 Already Scanned bookings to Viatron

2011 Crime report list includes Traffic Reports (with the exception of fatalities), Impounded and Recovered vehicle, Crime and/or incident reports (**except those designated for retention-homicides, stolen firearms, unrecovered stolen vehicles, sex crimes, outstanding missing persons, kidnappings, child abuse reports and some assault with a deadly weapon**).

These reports are located at 8640 California Ave. (vacant building that used to be the South Gate Municipal Court in the jurors room). We have a total of 95 boxes for destruction attached are the lists from Martin Dinh, Administration and Records.

Police Department Document Purge File List

Office of the Chief of Police

BOXES 1-5 1999-2012 Employee Request for Leave Forms
 BOXES 1-13 1999-2012 Employee Overtime Reports
 BOXES 1-4 1980-2012 Past Employee Injury on Duty Reports

TOTAL BOXES: 22

Administration Division

BOX 1 2002 - 2013 Police Department Employee of the Year Ballots
 BOX 2 2009 – 2013 Police Activities League CDBG Files
 BOX 3 2009 – 2013 Police Activities League Participant Files
 BOXES 4-5 Personnel and training files of past employees with a separation date prior to October 2016
 BOX 1-2 Training Files for Past Employees with a separation date prior to October 2016
 BOX 1-5 Police Explorer files with a separation date prior to October 2016

Applicant Background Files

BOX 12	BOX 13	BOX 14	BOX 15	BOX 16	BOX 17
18331	18285	18638	18912	18998	19173
18386	18440	18642	18915	18999	19175
18388	18441	18643	18963	19000	19176
18389	18442	18712	18964	19001	19231
18393	18443	18713	18965	19006	19232
18411	18444	18714	18966	19010	19234
18413	18445	18715	18967	19011	19235
18415	18458	18716	18968	19048	19236
18417	18459	18899	18969	19052	19237
18418	18543	18900	18970	19054	19238
18419	18544	18902	18977	19091	19248
18420	18545	18903	18979	19092	19250

18421	18546	18904	18980	19156	19251
18423	18547	18905	18994	19168	19301
18424	18548	18906	18995		
18435	18551	18907	18996		
18436	18554	18908			
18437	18636	18909			
18438	18637	18911			
18439					

Applicant Electronic Files

19965	20015	20058	20118	20162	20210
19966	20016	20059	20119	20163	20211
19967	20017	20060	20120	20164	20212
19968	20018	20061	20121	20165	20213
19969	20019	20062	20122	20171	20214
19970	20020	20063	20123	20172	20215
19971	20021	20064	20124	20173	20216
19972	20022	20065	20125	20174	20217
19973	20023	20066	20126	20175	20218
19974	20024	20067	20127	20176	20219
19975	20025	20068	20128	20177	20220
19976	20026	20069	20129	20178	20221
19977	20027	20070	20130	20179	20222
19978	20028	20071	20131	20180	20223
19979	20029	20072	20132	20181	20224
19980	20030	20073	20133	20182	20225
19981	20031	20074	20134	20183	20226
19982	20032	20075	20135	20184	20227
19983	20033	20076	20136	20185	20228
19984	20034	20077	20137	20186	20229
19985	20035	20078	20138	20187	20232
19986	20036	20079	20139	20188	20233
19987	20037	20080	20140	20189	20234
19988	20038	20081	20141	20190	20235
19989	20039	20082	20142	20191	20236
19990	20040	20083	20143	20192	20237
19991	20041	20084	20144	20193	20238
19992	20042	20085	20145	20194	20239
19993	20043	20086	20146	20195	20240
19994	20044	20087	20147	20196	20241
19995	20045	20088	20148	20197	20242
20003	20046	20089	20150	20198	20243
20004	20047	20090	20151	20199	20244
20005	20048	20091	20152	20200	20245
20006	20049	20092	20153	20201	20246

20007	20050	20110	20154	20202	20247
20008	20051	20111	20155	20203	20248
20009	20052	20112	20156	20204	20249
20010	20053	20113	20157	20205	20250
20011	20054	20114	20158	20206	20251
20012	20055	20115	20159	20207	20252
20013	20056	20116	20160	20208	20253
20014	20057	20117	20161	20209	20254
20255	20333	20360	20387	20417	20447
20256	20334	20361	20388	20418	20448
20257	20335	20362	20389	20419	20449
20258	20337	20363	20390	20420	20450
20259	20338	20364	20391	20421	
20260	20339	20365	20392	20422	
20261	20340	20366	20393	20423	
20289	20341	20367	20394	20424	
20336	20342	20368	20395	20425	
20289	20343	20369	20396	20426	
20290	20344	20370	20397	20427	
20291	20345	20371	20398	20428	
20293	20346	20372	20399	20429	
20294	20347	20374	20400	20430	
20295	20348	20375	20401	20431	
20296	20349	20376	20402	20432	
20297	20350	20377	20403	20433	
20298	20351	20378	20404	20434	
20325	20352	20379	20405	20435	
20326	20353	20380	20406	20436	
20327	20354	20381	20411	20437	
20328	20355	20382	20412	20438	
20329	20356	20383	20413	20439	
20330	20357	20384	20414	20440	
20331	20358	20385	20415	20445	
20332	20359	20386	20416	20446	

BOX 1-2 2015 & 2016 Police Department Supervisory Follow-Ups
2015 & 2016 Internal Affair Investigation

BOX 3 Gonzalez et, al
Kaestle et, al
Levesque et, al
Oviedo et, al

Police Department Purge File List

Office of the Chief of Police

BOXES 1-5 1999-2012 Employee Request for Leave Forms

BOXES 1-13 1999-2012 Employee Overtime Reports

BOXES 1-4 1980-2012 Past Employee Injury on Duty Reports

Office of the Chief of Police Total Boxes: 22

Administration Division

BOX 1 2002 - 2013 Police Department Employee of the Year Ballots

BOX 2 2009 – 2013 Police Activities League CDBG Files

BOX 3 2009 – 2013 Police Activities League Participant Files

BOXES 4 & 5 Personnel and training files of past employees with a separation date prior to October 2016

Applicant Background Files

BOX 12	BOX 13	BOX 14	BOX 15	BOX 16	BOX 17
18331	18285	18638	18912	18998	19173
18386	18440	18642	18915	18999	19175
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18389	18442	18712	18964	19001	19231
18393	18443	18713	18965	19006	19232
18411	18444	18714	18966	19010	19234
18413	18445	18715	18967	19011	19235
18415	18458	18716	18968	19048	19236
18417	18459	18899	18969	19052	19237
18418	18543	18900	18970	19054	19238
18419	18544	18902	18977	19091	19248
18420	18545	18903	18979	19092	19250
18421	18546	18904	18980	19156	19251

18423	18547	18905	18994	19168	19301
18424	18548	18906	18995		
18435	18551	18907	18996		
18436	18554	18908			
18437	18636	18909			
18438	18637	18911			
18439					

Applicant Electronic Files

19965	20015	20058	20118	20162	20210
19966	20016	20059	20119	20163	20211
19967	20017	20060	20120	20164	20212
19968	20018	20061	20121	20165	20213
19969	20019	20062	20122	20171	20214
19970	20020	20063	20123	20172	20215
19971	20021	20064	20124	20173	20216
19972	20022	20065	20125	20174	20217
19973	20023	20066	20126	20175	20218
19974	20024	20067	20127	20176	20219
19975	20025	20068	20128	20177	20220
19976	20026	20069	20129	20178	20221
19977	20027	20070	20130	20179	20222
19978	20028	20071	20131	20180	20223
19979	20029	20072	20132	20181	20224
19980	20030	20073	20133	20182	20225
19981	20031	20074	20134	20183	20226
19982	20032	20075	20135	20184	20227
19983	20033	20076	20136	20185	20228
19984	20034	20077	20137	20186	20229
19985	20035	20078	20138	20187	20232
19986	20036	20079	20139	20188	20233
19987	20037	20080	20140	20189	20234
19988	20038	20081	20141	20190	20235
19989	20039	20082	20142	20191	20236
19990	20040	20083	20143	20192	20237
19991	20041	20084	20144	20193	20238
19992	20042	20085	20145	20194	20239
19993	20043	20086	20146	20195	20240
19994	20044	20087	20147	20196	20241
19995	20045	20088	20148	20197	20242
20003	20046	20089	20150	20198	20243
20004	20047	20090	20151	20199	20244
20005	20048	20091	20152	20200	20245

20006	20049	20092	20153	20201	20246
20007	20050	20110	20154	20202	20247
20008	20051	20111	20155	20203	20248
20009	20052	20112	20156	20204	20249
20010	20053	20113	20157	20205	20250
20011	20054	20114	20158	20206	20251
20012	20055	20115	20159	20207	20252
20013	20056	20116	20160	20208	20253
20014	20057	20117	20161	20209	20254
20255	20333	20360	20387	20417	20447
20256	20334	20361	20388	20418	20448
20257	20335	20362	20389	20419	20449
20258	20337	20363	20390	20420	20450
20259	20338	20364	20391	20421	
20260	20339	20365	20392	20422	
20261	20340	20366	20393	20423	
20289	20341	20367	20394	20424	
20336	20342	20368	20395	20425	
20289	20343	20369	20396	20426	
20290	20344	20370	20397	20427	
20291	20345	20371	20398	20428	
20293	20346	20372	20399	20429	
20294	20347	20374	20400	20430	
20295	20348	20375	20401	20431	
20296	20349	20376	20402	20432	
20297	20350	20377	20403	20433	
20298	20351	20378	20404	20434	
20325	20352	20379	20405	20435	
20326	20353	20380	20406	20436	
20327	20354	20381	20411	20437	
20328	20355	20382	20412	20438	
20329	20356	20383	20413	20439	
20330	20357	20384	20414	20440	
20331	20358	20385	20415	20445	
20332	20359	20386	20416	20446	

- **Training Unit**

BOX 1 & 2 Training Files for Past Employees with a separation date prior to October 2016

- **Explorer Program**

BOX 1-5 Police Explorer files with a separation date prior to October 2016

• Administration Division Sergeant's Office

BOX 1 2015 & 2016 Police Department Supervisory Follow-Ups

<u>Incident</u>		<u>Incident</u>		<u>Incident</u>	
<u>Date</u>	<u>DR #</u>	<u>Date</u>	<u>DR #</u>	<u>Date</u>	<u>DR #</u>
7/15/2014	15-07553	7/14/2015	15-06880	12/16/2015	15-12692
1/9/2015	15-00037	7/17/2015	15-6938	12/17/2015	15-12723
1/9/2015	15-00234	7/17/2015	15-06930	12/21/2015	15-12925
1/15/2015	15-00419	7/22/2015	15-07105	7/10/2015	15-06679
1/16/2015	15-00450	7/22/2015	15-07111	1/28/2016	16-06194
1/17/2015	15-00522	7/27/2015	15-08261	4/3/2016	16-03816
1/25/2015	15-00785	7/27/2015	15-7287	4/11/2016	16-04099
1/30/2015	15-00712	8/7/2015	15-07673	5/12/2016	16-05661
1/31/2015	15-00999	8/11/2015	15-07810	9/11/2016	16-10658
2/13/2015	15-00937	8/12/2015	15-07823	9/11/2016	16-10662
2/13/2015	15-01455	8/13/2015	15-07853	9/12/2016	16-10734
2/24/2015	15-01861	8/13/2015	15-07989	9/21/2016	16-11122
3/3/2015	15-01454	8/17/2015	15-07692	10/8/2016	16-11818
3/4/2015	15-02190	8/26/2015	15-09613	10/14/2016	16-10204
3/9/2015	15-02363	8/28/2015	15-08419	10/21/2016	17-8364
3/12/2015	15-02536	8/29/2015	15-08486	10/28/2016	16-12695
3/13/2015	15-02535	8/31/2015	15-08530	10/28/2016	16-12686
3/16/2015	15-02288	8/31/2015	15-08879	10/30/2016	16-12784
4/4/2015	15-03253	9/2/2015	15-08603	11/1/2016	16-15138
4/7/2015	15-03331	9/7/2015	15-08797	11/6/2016	16-13112
4/14/2015	15-03551	9/17/2015	15-09191	11/9/2016	16-13249
4/18/2015	15-03712	9/30/2015	15-09852	11/20/2016	16-13633
5/1/2015	15-04290	10/3/2015	15-09806	11/24/2016	16-13801
5/1/2015	15-04160	10/7/2015	15-09940	11/26/2016	16-13864
5/10/2015	15-04460	10/8/2015	15-10113	12/10/2016	16-14489
5/11/2015	15-04494	10/9/2015	15-10044	12/10/2016	16-14509
5/17/2015	15-04723	10/10/2015	15-09879	12/13/2016	16-14621
5/17/2015	15-04721	10/15/2015	15-10240	12/22/2016	16-14964
5/20/2015	15-04809	10/23/2015	15-10639	11/31/2016	16-15294
5/22/2015	15-04901	10/24/2015	15-10278		
6/13/2015	15-05704	10/31/2015	15-10950		
6/13/2015	15-05703	11/6/2015	15-11175		
6/23/2015	15-06054	11/11/2015	15-11609		
6/28/2015	15-06239	11/17/2015	15-11636		
7/3/2015	15-0315	11/24/2015	15-11917		
7/3/2015	15-06391	11/24/2015	15-11918		
7/7/2015	15-07126	11/30/2015	15-12072		
7/11/2015	15-06705	12/4/2015	15-12216		

BOX 2 2015 & 2016 Internal Affair Investigation

15-02	15-06	15-18	16-07
15-03	15-08	15-19	16-08
15-04	15-09	15-20	16-09
15-05	15-11	16-01	16-10
15-06	15-12	16-03	16-11
15-08	15-13	16-04	16-12
15-04	15-16	16-05	16-13
15-05	15-17	16-06	

BOX 3 Copies of former employee court cases.

Administration Division Total Boxes: 15

South Gate Police Department

PURGED DOCUMENTS

Box #	Contents
1	CELL PHONE BILLING #1 / 2006 - 2007
2	CELL PHONE BILLING #2 / 2008
3	CELL PHONE BILLING #3 / 2009
4	CELL PHONE BILLING #4/ 2010
5	CELL PHONE BILLING #5/ 2011
6	CELL PHONE BILLING #6/ 2012
7	CELL PHONE BILLING #7/ 2013
8	CELL PHONE BILLING #8/ REC REQ 2011-2013
9	CELL PHONE BILLING #9/REC REQ 2013-2015
10	CELL PHONE BILLING #10/ 2014-2016
11	CELL PHONE BILLING #11 / 2017
12	UCRS/RECORD REQUESTS/CELL PHONE BILL 2009-2010
13	STATISTICS / RECORD REQUESTS / CELL PHONE 2010
14	MDC 2017 HARDWARE
15	CF-30'S CORDS/CHARGERS/CD'S
16	CASH EDIT RECEIPTS 2011
17	CASH EDIT RECEIPTS 2012
18	CASH EDIT RECEIPTS 2013
19	CASH EDIT RECEIPTS 2014
20	CASH EDIT RECEIPTS 2015
21	CASH EDIT RECEIPTS 2016
22	CASH EDIT RECEIPTS 2017
23	CASH EDIT RECEIPTS 2018
24	OLD ARREST CARDS BOX 1
25	OLD ARREST CARDS BOX 2
26	OLD ARREST CARDS BOX 3
27	OLD ARREST CARDS BOX 4
28	OLD ARREST CARDS BOX 5
29	OLD ARREST CARDS BOX 6
30	OLD ARREST CARDS BOX 7

31 2011 CRIME REPORTS 11-00001 TO 11-00199
32 2011 CRIME REPORTS 11-00200 TO 11-00549
33 2011 CRIME REPORTS 11-00550 TO 11-00899
34 2011 CRIME REPORTS 11-00900 TO 11-01299
35 2011 CRIME REPORTS 11-01300 TO 11-01699
36 2011 CRIME REPORTS 11-01700 TO 11-02099
37 2011 CRIME REPORTS 11-02100 TO 11-02449
38 2011 CRIME REPORTS 11-02500 TO 11-02899
39 2011 CRIME REPORTS 11-02900 TO 11-03299
40 2011 CRIME REPORTS 11-03300 TO 11-03699
41 2011 CRIME REPORTS 11-03700 TO 11-04099
42 2011 CRIME REPORTS 11-04100 TO 11-04499
43 2011 CRIME REPORTS 11-04500 TO 11-04899
44 2011 CRIME REPORTS 11-04900 TO 11- 05299
45 2011 CRIME REPORTS 11-05300 TO 11-05749
46 2011 CRIME REPORTS 11-05750 TO 11-06149
47 2011 CRIME REPORTS 11-06150 TO 11-06549
48 2011 CRIME REPORTS 11-06650 TO 11-06949
49 2011 CRIME REPORTS 11-06950 TO 11-07299
50 2011 CRIME REPORTS 11-07300 TO 11-07699
51 2011 CRIME REPORTS 11-07700 TO 11-08149
52 2011 CRIME REPORTS 11-08150 TO 11-08599
53 2011 CRIME REPORTS 11-08600 TO 11-08999
54 2011 CRIME REPORTS 11-09000 TO 11-09449
55 2011 CRIME REPORTS 11-09450 TO 11-09849
56 2011 CRIME REPORTS 11-09850 TO 11-10249
57 2011 CRIME REPORTS 11-10250 TO 11-10649
58 2011 CRIME REPORTS 11-10650 TO 11-10999
59 2011 CRIME REPORTS 11-11000 TO 11-11349
60 2011 CRIME REPORTS 11-11350 TO 11-11669
61 NARCOTIC REGISTRANTS 1999 - 2001
62 NARCOTIC REGISTRANTS 2001 - 2006
LARGE BOX

- 63 NARCOTIC REGISTRANTS 2007 - 2008
LARGE BOX
- 64 NARCOTIC REGISTRANTS 2009
- 65 NARCOTIC REGISTRANTS 2010
- 66 WARRANT NOTICES 2007 / 2008
- 67 WARRANT NOTICES 2008 / 2009 / PARTIAL 2010
- 68 WARRANT NOTICES 2010 / 2011
- 69 WARRANT NOTICES 2013 / 2014
- 70 WARRANT NOTICES 2014
- 71 WARRANT NOTICES 2015
- 72 2021 BOOKINGS SCANNED TO VIATRON #1
- 73 2021 BOOKINGS SCANNED TO VIATRON #2

PW/ Engineering
2021 Destruction List
Destroy from box 1 to box 12

Box #	Date	Included Files
BOX 1	1998 -2002	Invoices from John L Hunter & Associates
	1998 -2002	Invoices from DW Powell
	1998 -2002	Invoices from Central Basin
	1998 -2002	Invoices from CASL Consulting Engineers
	1998 -2002	Invoices from Advance LLC
	1998 -2002	Invoices from Agra Earth
	1998 -2002	Invoices from Kinko
	1998 -2002	Invoices from Metro Pointe
	BOX 2	2007
2005		Public Improvements Plan Check - 3045 Century
2003		Public Improvements Plan Check - 12024 Center
2005		Public Improvements Plan Check - Pacific Fruit
2007		Public Improvements Plan Check - 10624 Capistrano
2005		Public Improvements Plan Check - 8116 California
2003		Public Improvements Plan Check - 8633 California
2002		Agenda Bill
2002		Public Works Conditions of Approval - 8633 California
2004		John Hunter - 10609 California
2003		Public Improvements Plan Check - 9637 California
2001		Special Event Permit - 10022 California
2007		9415 Burtis trip generation analysis
2007		Public works template
2001		handicap stall request
2007		Public Improvements Plan Check - 9415 Burtis
2007		Agenda Bill
2006		Public Works Conditions of Approval - 5330 Borwich
2002		Public Improvements Plan Check - 8685 Bowers
2003		Agenda Bill
2002		Agenda Bill
2003	Right of Way agreement	
BOX 3	2005	Public Improvements Plan Check - 5131 wood
	2004	Public Improvements Plan Check - 6116 wilson
	2005	Public Improvements Plan Check - 1033 washington
	2005	Public Improvements Plan Check - 10234 washington
	2006	Public Improvements Plan Check - 10124 washington
	2005	Public Improvements Plan Check - 8961 vossler
	2006	Public Improvements Plan Check - 10021 Virginia
	2005	Public Improvements Plan Check - 9820 Virginia
	1996	Public Improvements Plan Check - 8975 Virginia
2001	Public Improvements Plan Check - 8451 Virginia	

	2003	Public Improvements Plan Check - 9828 victoria
	none	Public Improvements Plan Check - 9644 victoria
	2005	Public Improvements Plan Check - 8940 victoria
	2001	Public Improvements Plan Check - 8448 Virginia
	2004	Public Improvements Plan Check - 8417 victoria
	2002	Public Improvements Plan Check - 12011 Utah
	2004	Public Improvements Plan Check - 11526 Utah
	2006	Public Improvements Plan Check - 2946 Utah
	2002	Public Improvements Plan Check - 2703 Tweedy
	2004	Public Improvements Plan Check - 3500 Tweedy
	2004	Public Improvements Plan Check - 9848 Truba
	2003	Public Improvements Plan Check - 8917 state
	2003	Public Improvements Plan Check - 8917 state
	2006	Public Improvements Plan Check - 9327 state
	2006	Public Improvements Plan Check - 8936 state
	2007	Public Improvements Plan Check - 11803 Industrial
	2006	Public Improvements Plan Check - 8420 S. Gate Ave
	2005	Public Improvements Plan Check - 4211 Southern
	2004	Public Improvements Plan Check - 2532 Southern
	2004	Public Improvements Plan Check - 2504 Southern
	2005	Public Improvements Plan Check - 10510 Dolores
	2006	Public Improvements Plan Check - 4425 Duane
	2006	Public Improvements Plan Check - 5229 Duncan
	2007	Public Improvements Plan Check - 8156 Elizabeth
	2005	Public Improvements Plan Check - 8317 Elizabeth
	2006	Public Improvements Plan Check - 10324 Elizabeth
	2004	Public Improvements Plan Check - 10430 Elizabeth
	2006	Public Improvements Plan Check - 10366 Elizabeth
	2004	Public Improvements Plan Check - 10416 Elizabeth
	2007	Public Improvements Plan Check - 8152 Evergreen
	2008	Public Improvements Plan Check - 8448 Evergreen
	2006	Public Improvements Plan Check - 10423 Dorothy
	2005	Public Improvements Plan Check - 10300 Dorothy
	2006	Public Improvements Plan Check - 9932 Dorothy
	2005	Public Improvements Plan Check - 9912 Dorothy
	2002	Public Improvements Plan Check - 10300 Dorothy
	2007	Public Improvements Plan Check - 8124 Cypress
	2006	Public Improvements Plan Check - 8485 Century
BOX 4	2000	5911 Firestone - Plan check
	2003	5900 Firestone - Plan check
	2004	5818 Firestone - Plan check
	2002	5818 Gate Lee - Plan check
	2004	8716 Garfield - Plan check
	2005	11121 Garfield - Plan check
	2008	9475 Frontage - Plan check
	2010	6100 Florence - Plan check
	2006	11220 Garfield - Plan check

	2003	10090 Garfield - Plan check
	2004	12222 Garfield - Plan check
	2006	5720 Monroe - Plan check
	2011	3211 Firestone - Plan check
	2006	4218 Firestone - Plan check
	2002	4095 Firestone - Plan check
	2005	4301 Firestone - Plan check
	2009	4460 Firestone - Plan check
	2004	4567 Firestone - Plan check
	2007	LACUSD Firestone Between Dorothy/ Kauffman - Plan check
	2010	4816 Firestone - Plan check
	2002	12222 Garfield - Plan check
BOX 5	2009	12222 Garfield - Plan check
	2011	5495 Gardendale- Plan check
	2009	11803 Industrial- Plan check
	2008	11903 Industrial- Plan check
	2009	12305 Industrial- Plan check
	2009	5201 Imperial - Plan check
	2003	5560 Imperial - Plan check
	2002	5870 Imperial - Plan check
	2008	5559 Imperial - Plan check
	2010	2771 Liberty - Plan check
	2009	9812 Long Beach - Plan check
	2009	9853 Long Beach - Plan check
	2008	8440 Long Beach - Plan check
	2005	8116 Long Beach - Plan check
	2005	8308 Long Beach - Plan check
BOX 6	2003	South Gate Utility Authority Agendas
	2002	South Gate Utility Authority Contract 2001-01
	2002	SGUA Contract 2001-01: Amend. 1 - 8
	2002	SGUA Contract No. 2054 w/ Psomas
BOX 7	1998-2002	Invoices - Wildan
	1998-2002	Invoices - Xerox
	1998-2002	Invoices - Wave Publishing
	1998-2002	Invoices - Ververde Construction
	1998-2002	Invoices - Office Depot
	1998-2002	Invoices - Meyer & Associates
	1998-2002	Invoices - MK Centennial
	1998-2002	Invoices -Montgomery Watson
BOX 8	1997	Service Request -Burke - Service Request
	1992-2000	Service Request -City Manager 1
	1998-1999	Service Request -City Manager 2
	1999-2000	Service Request -City Manager 3
	1997-1999	Service Request -City Managers Ticklers
	1999-2000	Service Request -Cleared Ticklers
	1996-1999	Service Request -Cleared Ticklers
	1995-1996	Service Request -Cleared Ticklers

	1994-1995	Service Request -Cleared Ticklers
	1995	Service Request -Customer Commcard Responsibility
	1995	Service Request -Customer Commcard Responsibility
	1998-2000	Service Request -Customer Service
	1998	Service Request -Customer Service program
	1999-2000	Service Request -Bill De Witt
	1997-2003	Service Request -Hector De La Torre
	1992-2000	Service Request -Henry Gonzalez
	1997-1999	Service Request -Raul Moriel
	1999-2000	Service Request -Xochilt Ruvalcaba
	2001-2002	Service Request -Traffic Work Order
	2003	Service Request -Council Service Reports
	1998-1999	Service Request -City of Downey
	1998-1999	Service Request -CH2M Hill
BOX 9	2000-2006	5595 Gardendale- Plan Check
	2000-2006	8664 garden view- Plan Check
	2000-2006	8909 garden view- Plan Check
	2000-2006	5952 gardendale- Plan Check
	2000-2006	6030 harding- Plan Check
	2000-2006	10222 hildreth- Plan Check
	2000-2006	9929 hildreth- Plan Check
	2000-2006	10312 hunt- Plan Check
	2000-2006	11611 idaho- Plan Check
	2000-2006	10009 kaufman- Plan Check
	2000-2006	7916 Lon Beach- Plan Check
	2000-2006	8111 Long Beach- Plan Check
	2000-2006	9854 Long Beach- Plan Check
	2000-2006	10206 kaufman- Plan Check
	2000-2006	10414 kaufman- Plan Check
	2000-2006	10512 kaufman- Plan Check
	2000-2006	2672 independence- Plan Check
	2000-2006	3913 independence- Plan Check
	2000-2006	2716 illinois- Plan Check
	2000-2006	2470 illinois- Plan Check
	2000-2006	2672 independence- Plan Check
	2000-2006	11803 Industrial- Plan check
	2000-2006	2585 iowa
	2000-2006	12011 iowa
	2000-2006	10321 Lillian
	2000-2006	10420 Mcnerney
	2000-2006	4070 michigan
BOX 10	2005	13740-13760 Paramount - Plan Check
	2006	9611 Pinehurst- Plan Check
	1999	10507 Pinehurst- Plan Check
	2005	8401 Quartz- Plan Check
	2011	9801 Rayo- Plan Check
	2011	9300 Rayo- Plan Check

	2009	8600 Rheem- Plan Check
	2008	8130 San Antonio- Plan Check
	2008	8130 San Antonio- Plan Check
BOX 11	2009	4914 Firestone - Plan Check
	2005	4920 Firestone - Plan Check
	2010	4976 Firestone - Plan Check
	2009	5011 Firestone - Plan Check
	2003	5321 Firestone - Plan Check
	2004	5700 Firestone - Plan Check
	2007	5703 Firestone - Plan Check
	2009	5731 Firestone - Plan Check
	2006	5880 Firestone - Plan Check
	2003	5949 Firestone - Plan Check
	2004	8601 Garfield - Plan Check
BOX 12	2009	2811 Firestone - Plan Check
	2006	2955 Firestone - Plan Check
	2004	2979 Firestone - Plan Check
	2008	2800 Firestone - Plan Check
	2008	3800 & 3808 Firestone - Plan Check
	2008	3830 Firestone - Plan Check
	2011	3223 Firestone - Plan Check
	2009	3225 Firestone - Plan Check
	2009	3425 Firestone- Plan Check
	2011	4201 Firestone - Plan Check
	2006	3601 Firestone - Plan Check
	2006	3800 & 3808 Firestone - Plan Check



C.I.S. 2021 Hard Drives for Destruction/obsolete software

	hard drive serial number	hard drive maker\model
1	9VY5EMCY	hard drive\SEAGATE\BARACUDA 7200
2	6RYD86FJ	hard drive\SEAGATE\BARACUDA 7200
3	WCAYV0194690	hard drive\WESTERN DIGITAL\WD2500AAKX
4	WCAYV0193398	hard drive\WESTERN DIGITAL\WD2500AAKX
5	WCAYV0206352	hard drive\WESTERN DIGITAL\WD2500AAKX
6	Y4DDA71E	hard drive\MAXTOR\DIAMOND MAX PLUS 9
7	5VY2XJ87	hard drive\SEAGATE\BARACUDA 7200
8	5VY2XS47	hard drive\SEAGATE\BARACUDA 7200
9	WCAAY0193217	hard drive\WESTERN DIGITAL\WD2500AAKX
10	SODFJ1NLA85407	hard drive\SAMSUNG\HD160JJ/P
11	9VY14KQJ	hard drive\SEAGATE\BARACUDA 7200
12	130718TF655AWHK3L31L	hard drive\HGST\OJ31015
13	FCCW1EPZ	hard drive\HITACHI\0A70411
14	5WS1PYPN	hard drive\SEAGATE\MOMENTUS
15	FCCW4T9Z	hard drive\HITACHI\DA2987
16	FCCW7H8Z	hard drive\HITACHI\DA2987
17	WX10A79F1294	hard drive\WD\WD800BJKT
18	FCCVXXKZ	hard drive\HITACHI\H2T160854S
19	SOU3DHPM	hard drive\HITACHI\DESKSTAR\TAKEN FROM XEROX MACHINE
20	E8RYVENM	hard drive\HITACHI\DESKSTAR\TAKEN FROM XEROX MACHINE
21	S5T9RDDJ	hard drive\HITACHI\DESKSTAR\TAKEN FROM XEROX MACHINE
22	9QZE9RX6	hard drive\HITACHI\DESKSTAR\TAKEN FROM XEROX MACHINE
23	Obsolete software & CD's: 44 box obsolete dell xp software	
24	52 Roxio obsolete software	
25	128 miscellaneous burned cd's/obsolete	
26	5 Diskettes/obsolete	
27	11 County assessor disks	
28	county assessor disks:	
29	1. 10/01/2018	
30	2. 01/08/2019	
31	3. 04/08/2019	
32	4. 07/16/2019	
33	5. 10/08/2019	
34	6. 01/13/2020	
35	7. 07/06/2020	
36	8. 07/23/2020	
37	9. 10/05/2020	
38	10. 07/20/2021	
39	11. 04/06/2021	
40		
41		totals:
42		22 hard drives
43		235 CD's
44		5 Diskettes
45		
46		total items: 262
47		
48		
49		
50		

Serial #	Manufacture	
6XR1BHJM	Dell	Police Department
6XR1CLYA	Dell	Hard Drive Destruction
6XR1C71H	Dell	
6SK2K1NT	Dell	
3kp1vbm7	HP	
x1002339	HP	
CVPR1223000V040AGN	Intel	11498570005
160308rc020act01hu2m	HGST	
59G5G9YC	Hitachi	
X2KH DU1M	Hitachi	
QCJ PVJRM	Hitachi	
2HAS98VK	Maxtor	
S0DFJ2HL832137	Samsung	
W62LETK0	Seagate (Thin)	
S0V0H47Z	Seagate (Thin)	
Z6EH37T1	Seagate	
Z3TFQBVR	Seagate	
3LJ3AV04	Seagate	
Z3TCZAAB	Seagate	
5VMPS5XW	Seagate	
ZA42TZSW	Seagate	
Z6EH2FEW	Seagate	
S2ACXW7Y	Seagate	
Z6EHAE3G	Seagate	
ZA42S2Q	Seagate	
Z3TFNL2H	Seagate	
ZA42VKEC	Seagate	
Z6EH94P9	Seagate	
ZA42RVD4	Seagate	
ZA42WA4C	Seagate	
9QE54TQM	Seagate	
9QE54K1H	Seagate	
ZA42V2V2	Seagate	
ZA42SNEK	Seagate	
Z3TCZ2QZ	Seagate	
3RJ0BPWA	Seagate	
3RJ0DASD	Seagate	
5JT0B1JT	Seagate	
582LGSTBSGFG	Toshiba	
WCC6Z2NET9DS	Western Digital - Blue	
WCC6Z0VJP028	Western Digital - Blue	
WCC6Z7ZJ5RDR	Western Digital - Blue	
WCC2EOUTSS9C	Western Digital - Blue	
WCC6Z3SVH17N	Western Digital - Blue	
WCC2EOUTSAFY	Western Digital - Blue	
WCC6Z0VJP8RA	Western Digital - Blue	

109
Hard
Drives

WCC2E1TLP2E5	Western Digital - Blue
WCC2E1TLP33J	Western Digital - Blue
WCC2E1TLPVV9	Western Digital - Blue
WCC6Z3ANTVXN	Western Digital - Blue
WCC2E1TLP7TP	Western Digital - Blue
WCC2E1TLPULU	Western Digital - Blue
WCC6Z0VJPRH1	Western Digital - Blue
WCC2E0UTSYZS	Western Digital - Blue
WCC6Z0VJPDAH	Western Digital - Blue
WCC6Z2NETHX6	Western Digital - Blue
WCC2E0UTSCAC	Western Digital - Blue
WCC6Z2NETHRJ	Western Digital - Blue
WCC2E0UTSY00	Western Digital - Blue
WCC2E0UTSZSR	Western Digital - Blue
WCC6Z2NETVLL	Western Digital - Blue
WCC2E7FDENA9	Western Digital - Blue
WCC6Z6RVH5R1	Western Digital - Blue
WCC6Z6RVHRS7	Western Digital - Blue
WCC6Z2CP7A4D	Western Digital - Blue
WCC6Z0VJPN55	Western Digital - Blue
WCC6Z2NET45D	Western Digital - Blue
WCC6Z2NETCV8	Western Digital - Blue
WMAV3K497255	Western Digital - Blue
WMAV3K556579	Western Digital - Blue
WCC2E1TKLD81	Western Digital - Blue
WMAV21832429	Western Digital - Blue
WMASY5664683	Western Digital - Blue
WCC2E7FDEYR2	Western Digital - Blue
WCC2E1TKLSHL	Western Digital - Blue
WCC6Z3SVH84N	Western Digital - Blue
WCC6Z2NETLNH	Western Digital - Blue
WCC2E1TLPHAC	Western Digital - Blue
WCC6Z2CP7FU6	Western Digital - Blue
WCC2E2LD8KD1	Western Digital - Blue
WCC2E0UTSZJL	Western Digital - Blue
2N7202J1MH1378	Hitachi
KGJ5GL7P	Hitachi
KGJ5RPTP	Hitachi
KGJ5JS7P	Hitachi
KGJ5HGRP	Hitachi
KGJ5H48P	Hitachi
KGJ5JS3P	Hitachi
KGJ5GSZP	Hitachi
GGKLWL5P	Hitachi
XNG51YDG	Hitachi
XNG4LY0G	Hitachi
XNJ26T2G	Hitachi

X6KKREDM	Hitachi
X5G1WWKC	Hitachi
XNG3PYHG	Hitachi
XNGHEX9M	Hitachi
XNG5B83M	Hitachi
X5G1X24C	Hitachi
070822DPOD10DVG35RSP	Hitachi
070822DPOD10DVG35TGP	Hitachi
070822DPOD10DVG35TGP	Hitachi
070822DPOD10DVG35SUP	Hitachi
070822DPOD10DVG35TLP	Hitachi
58AK11BE2T	Hitachi
TH02E285125611BP7J42	IBM
X3361482A3Q8	Joshua
348I1569T3W7	Joshua
WXM409NM2622	Western Digital Scorpio Black

CERTIFICATION OF THE CITY CLERK

**WRITTEN PERMISSION OF THE SOUTH GATE CITY CLERK
AUTHORIZING THE DESTRUCTION OF CERTAIN RECORDS**

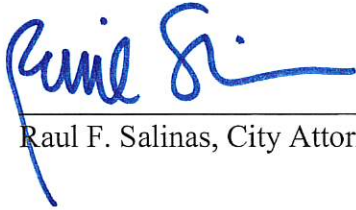
Permission is hereby granted to the City Clerk, South Gate, California, to destroy without copying, the records described in Exhibit "A."

This destruction of records conforms with the Government Code Section 34090 of the State of California.

Carmen Avalos, City Clerk

Dated: _____

APPROVED AS TO FORM:



Raul F. Salinas, City Attorney

CITY MANAGER'S OFFICE

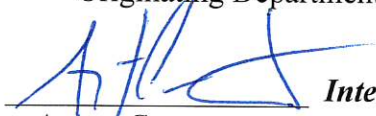
FEB 01 2022
5:00 pm

City of South Gate
CITY COUNCIL

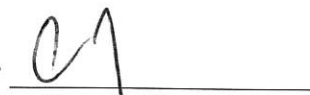
AGENDA BILL

For the Regular Meeting of: February 8, 2022
Originating Department: Public Works

Department Director:


Arturo Cervantes

Interim City Manager:


Chris Jeffers

SUBJECT: AMENDMENT TO THE CAPITAL IMPROVEMENT PROGRAM AND AMENDMENT NO. 6 TO CONTRACT NO. 3340 AGREEMENT WITH SAFNA ENGINEERING AND CONSULTING, A DIVISION OF SAFNA CORPORATION. TO PREPARE REQUEST FOR PROPOSALS FOR THE FACILITIES SECURITY SYSTEM IMPROVEMENTS, CITY PROJECT NO. 692-GEN, AND FOR THE SEWER RATE STUDY

PURPOSE: Staff is proposing amending the Capital Improvement Program to add, and appropriate funding for, the Facilities Security System Improvements Project (“Security System Project”). Staff is also proposing amending Contract No. 3340 with SAFNA Corporation (“SAFNA”) to secure professional services to prepare Request for Proposals for the Security System Project and for the Sewer Rate Study.

RECOMMENDED ACTIONS: The City Council will consider:

- a. Amending the Capital Improvement Program to add the Facilities Security System Improvements, City Project No. 692-GEN;
- b. Appropriating \$8,500 in General Funds, \$4,700 in Water Funds and \$1,800 in Sewer Funds to Account No. 311-790-49-9118 to fund the Facilities Security System Services, City Project No. 692-GEN;
- c. Approving Amendment No. 6 to Contract No. 3340 with SAFNA Engineering & Consulting, a division of SAFNA Corporation, formerly a division of Heateflex Corporation, to provide professional services to prepare Request for Proposals for the Facilities Security System Improvements, City Project No. 692-GEN and Sewer Rate Study, in an amount not to exceed \$22,500; and
- d. Authorizing the Mayor to execute Amendment No. 6 to Contract No. 3340 in a form acceptable to the City Attorney.

FISCAL IMPACT: The amount of the appropriation and Amendment No. 6 are \$15,000 and \$22,500, respectively. They are proposed to be funded as summarized on the following page:

Fund	*Facilities Security System Improvements Acct. No. 311-790-49-9118	Sewer Rate Study Acct. No. 412-732-52-6101	Total Budget
General Fund	\$8,500		\$8,500
Water Fund	\$4,700		\$4,700
Sewer Fund	\$1,800		\$1,800
		\$7,500	\$7,500
	\$15,000	\$7,500	\$22,500

* Funding for these services require an appropriation of \$15,000.

ANALYSIS: The Capital Improvement Program is approved annually by the City Council and adding new projects requires that it be amended. Staff is proposing to add the Facilities Security System Improvements Project. This project proposes to enhance security alarm systems at various municipal City facilities including the City Hall, Police Department, Corporate Yard, City Parks, and Water Facilities. Preliminarily, the scope of the project will include building access controls enhancements, fire and intrusion alarm monitoring and security camera system enhancements to incorporate the latest in technology. The project will aim to equip City facilities with security equipment under a standardized form. The total project budget amount will be determined after bids are obtained. At this time, staff is seeking \$15,000 in funds to prepare a Request for Proposal to secure competitive bids from security alarm system companies. Currently, these facilities are equipped with multiple alarm systems under Contract No. 2021-125-CC with SSD, therefore, the RFP will result in securing a new contract on a competitive basis.

In Fiscal Year 2021/22, the City's Sewer Fund (Account No. 412-732-52) is operating on a deficit of over \$312K. The deficit is currently funded by the General Fund. Further, the 2019 Sewer Master Plan calls for \$3.5 million in funds to repair and upgrade the existing sewer system. This plan is a comprehensive assessment of the sanitary sewer system. The plan identified several priority projects such as repairs to prevent sewage spills, to enhance reliability, and to address deferred maintenance. There is insufficient funding available in the sewer fund to pay for these capital projects. Staff is recommending preparing a Sewer Rate Study. The rate study will review sewer operating expenditures and capital project funding needs to determine revenue requirements to develop new sewer rate alternatives. A Request for Proposal is needed to secure a consultant to prepare the study.

Amendment No. 6 contracts SAFNA Engineering Consultants to prepare RFPs for the Facilities Security System Improvements Project and the Sanitary Sewer Rate Study. SAFNA is offering services at an hourly rate of \$145 and their services are not to exceed \$22, 500.

BACKGROUND: The City owns and operates over 250,000 square feet of municipal facilities. These facilities are equipped with security alarm systems under Contract No. 2021-125-CC with SSD. The existing security system improvements generally consist of building access controls, fire and intrusion alarm monitoring and security camera systems. SSD provides routine maintenance and repair under the contract. The security alarm systems were installed under multiple contracts over many years. The City Council consolidated the contract which extends

annually on June 30, unless it is cancelled in advance. The next expiration date is scheduled for June 30, 2022. Staff is proposing to issue an RFP to renew the contract through a competitive process which will provide for competitive rates and security system enhancements.

Staff is also proposing to issue an RFP for the Sewer Rate Study. Sewer studies are complex documents that require finance and sewer operations expertise. The Public Works Department does not have the resources to prepare the RFP with in-house staff as several engineering positions remain vacant. The Department needs assistance from SAFNA for the preparation of the RFP.

SAFNA is under contract with the City and has the expertise to prepare the RFPs. Having prepared similar reports for previous City projects, SAFNA Engineering has the demonstrated expertise and extensive knowledge for this type of work. The total fee proposed is not to exceed \$22,500. Services will include evaluating and developing the scope of work; preparing and issuing the RFPs; coordinating with interested consultants; reviewing proposals; preparing staff reports and preparing the recommended contracts.

On July 22, 2019, SAFNA Engineering & Consulting, a division of Heateflex Corporation, filed with the Secretary of State, State of California, a Certificate of Amended and Restated Articles of Incorporation to change its name. The name of the company is now SAFNA Engineering & Consulting, a division of SAFNA Corporation.

- ATTACHMENTS:**
- A. Proposed Amendment No. 6
 - B. Certificate of Amendment of Amended and Restated Articles of Incorporation of Heateflex Corporation
 - C. Amendments No. 1 thru 5
 - D. Contract No. 3340

AA:lc

AMENDMENT NO. 6 TO CONTRACT NO. 3340 FOR REQUEST FOR PROPOSAL SERVICES BETWEEN THE CITY OF SOUTH GATE AND SAFNA ENGINEERING & CONSULTING, A DIVISION OF SAFNA CORPORATION

This Amendment No. 6 to Contract No. 3340 for Professional Services to Prepare Request for Proposals ("Amendment No. 6"), is made and entered into effective on February 8, 2022, by and between the City of South Gate, a municipal corporation ("City"), and SAFNA Engineering & Consulting, a division of SAFNA Corporation, a California corporation ("Consultant"). City and Consultant are sometimes hereinafter individually referred to as a "Party" and collectively as "Parties."

RECITALS:

WHEREAS, on June 27, 2017, the City Council approved Contract No. 3340 with SAFNA Engineering & Consulting, a division of Heateflex Corporation ("Agreement"), for project management services, for a one-year term, through and including June 30, 2018, in an amount not to exceed Two Hundred and Fifteen Thousand Dollars (\$215,000);

WHEREAS, on June 26, 2018, the City Council approved Amendment No. 1 to the Agreement ("Amendment No. 1") extending the Scope of Services for a one-year term, through and including June 30, 2019, in an amount not to exceed Two Hundred Forty-Eight Thousand Dollars (\$248,000), under the terms and conditions of the Agreement, bringing the aggregate total of the Agreement and Amendment No. 1 to a total sum of Four Hundred Sixty-Three Thousand Dollars (\$463,000);

WHEREAS, on June 25, 2019, the City Council approved Amendment No. 2 to the Agreement ("Amendment No. 2") extending the Scope of Services for a one-year term, through and including June 30, 2020, in an amount not to exceed Two Hundred Forty-Eight Thousand Dollars (\$248,000), under the terms and conditions of the Agreement, bringing the aggregate total of the Agreement, Amendment No. 1 and Amendment No. 2 to a total sum of Seven Hundred Eleven Thousand Dollars (\$711,000);

WHEREAS, on July 22, 2019, SAFNA Engineering & Consulting, a division of Heateflex Corporation, filed with the Secretary of State, State of California, a Certificate of Amended and Restated Articles of Incorporation of Heateflex Corporation, a California Corporation, to revise the First Article of the Amended and Restated Articles of Incorporation to read as follows: "FIRST: The name of this corporation is SAFNA Corporation." Therefore, the name of the company changed to SAFNA Engineering & Consulting, a division of SAFNA Corporation;

WHEREAS, on June 23, 2020, the City Council approved Amendment No. 3 to the Agreement ("Amendment No. 3") extending the Scope of Service on a month-to-month basis for not more than eight additional months, through and including February 28, 2021, in an amount not to exceed One Hundred Sixty-Five Thousand Dollars (\$165,000), under the terms and conditions of the Agreement, bringing the aggregate total of the Agreement, Amendment No. 1, Amendment

No. 2 and Amendment No. 3 to a total sum of Eight Hundred Seventy-Six Thousand Dollars (\$876,000);

WHEREAS, on February 23, 2021, the City Council approved Amendment No. 4 to the Agreement (“Amendment No. 4”) extending the Scope of Service on a month-to-month basis for not more than six additional months, through and including August 23, 2021, in an amount not to exceed One Hundred Twenty-Four Thousand Dollars (\$124,000), under the terms and conditions of the Agreement, bringing the aggregate total of the Agreement, Amendment No. 1, Amendment No. 2, Amendment No. 3 and Amendment No. 4 to a total sum of One Million Dollars (\$1,000,000); and

WHEREAS, on August 10, 2021, the City Council approved Amendment No. 5 to the Agreement (“Amendment No. 5”) extending the Scope of Services on a month-to-month basis for not more than twelve additional months, through and including August 10, 2022, in an amount not to exceed Two Hundred and Forty-Eight Thousand Dollars (\$248,000) under the terms and conditions of the Agreement provided that the current hourly rate schedule remains unchanged, bringing the aggregate total of the Agreement, Amendment No. 1, Amendment No. 2, Amendment No. 3, Amendment No. 4, and Amendment No. 5 to a total sum of One Million Two Hundred Forty-Eight Thousand Dollars (\$1,248,000).

WHEREAS, the City and Consultant desire to execute Amendment No. 6 in an amount not to exceed **Twenty-Two Thousand and Five Hundred Dollars (\$22,500)**, for services identified in Exhibit “A” attached hereto, under the terms and conditions of the Agreement, bringing the aggregate total of the Agreement, and Amendment No. 6 to a total sum of **One Million Two Hundred Seventy Thousand, and Five Hundred Dollars (\$1,270,500)**.

NOW, THEREFORE, the parties hereby agree as follows:

1. COMPENSATION.

The amount of compensation paid by City to Consultant for the work identified in Exhibit “A” shall not exceed **Twenty-Two Thousand and Five Hundred Dollars (\$22,500)**.

2. EFFECT OF AMENDMENTS.

Except as expressly amended herein, all other terms and conditions of Agreement shall remain in full force and effect. Without limiting the generality of the foregoing, Agreement shall remain unchanged during the term of Agreement as extended by Section 1 above. Furthermore, City reserves the right to augment or reduce the scope of work as City deems necessary.

[Remainder of page left blank intentionally.]

IN WITNESS WHEREOF, the Parties hereto have caused this Amendment No. 6 to be executed and attested by their respective officers hereunto duly authorized.

CITY OF SOUTH GATE:

By: _____
Al Rios, Mayor

Date: _____

ATTEST:

By: _____
Carmen Avalos, City Clerk
(SEAL)

APPROVED AS TO FORM:

By: _____
Raul F. Salinas, City Attorney

**SAFNA ENGINEERING &
CONSULTING, A DIVISION OF
SAFNA CORPORATION:**

By: _____
Jorge Ramirez, President

Date: _____



January 24, 2022

Mr. Arturo Cervantes, P.E.
Assistant City Manager/Director of Public Works
City of South Gate
8650 California Avenue
South Gate, CA 90280

Re: Proposal for As-Needed Services in the Preparation of Two (2) Request for Proposals for the City of South Gate

Dear Mr. Cervantes,

In response to your request, SAFNA Engineering, is pleased to submit this proposal for providing as-needed services regarding the preparation of two (2) Request for Proposals.

Our total estimated cost of **\$22,500** includes:

- The preparation of the Security System Request for Proposal, and the assistance in the selection of contractor process and contract award (\$15,000). The scope of work for prepare the RFP includes but is not limited to coordinating with City staff to develop the scope of work; preparing the draft and final RFP; developing a consultant list; issuing the RFP and coordinating with interested consultants; reviewing the proposals and conducting interviews; prepare the staff report and contract for award of agreements. Safna estimates that 100 Hours are required to complete this task.
- The preparation of the Sewer Rate Study Request for Proposal, and the assistance in the selection of contractor process and contract award (\$7,500). The scope of work for prepare the RFPs include but is not limited to coordinating with City staff to develop the scope of work; preparing the draft and final RFP; developing a consultant list; issuing the RFP and coordinating with interested consultants; reviewing the proposals and conducting interviews; prepare the staff report and contract for award of agreements. Safna estimates that 50 Hours are required to complete this task.

Please see the attached Fee Schedule. If you have any questions, please contact, Mr. Ana Ananda at 626-975-4672.

Sincerely

A handwritten signature in black ink that reads 'Jorge Ramirez'.

Jorge Ramirez,
President

Attachment – Fee Schedule



Attachment – Fee Schedule

SAFNA Engineering & Consulting (SAFNA) is pleased to present our Fee schedule for our senior professional candidate. We submitted our proposal in a separate correspondence.

Senior Utilities Project Manager Hourly Rate \$145.00

Thank you for the opportunity to serve your City. Please contact me directly at 818-441-2153, jramirez@safna.com, should you have any questions regarding this submittal.

A0831302

2108673

FILED JHR
Secretary of State
State of California
JUL 22 2019 (SIV)

CERTIFICATE OF AMENDMENT OF
AMENDED AND RESTATED
ARTICLES OF INCORPORATION OF

HEATEFLEX CORPORATION
a California corporation

The undersigned hereby certifies that:

1. He is the President and Secretary of Heateflex Corporation, a California corporation.

2. The First Article of the Amended and Restated Articles of Incorporation of this corporation is amended to read as follows:

"FIRST: The name of this corporation is SAFNA Corporation."

3. The foregoing amendment has been approved by the Board of Directors of the corporation.

4. The foregoing amendment has been duly approved by the required vote of the shareholders of the corporation in accordance with Section 902 of the California Corporations Code. The total number of outstanding shares of common stock of the corporation is seventy-five thousand eight hundred eighty-six (75,886). No shares of Preferred Stock are outstanding. The number of shares of common stock voting in favor of the amendment equaled or exceeded the vote required. The percentage vote required was more than fifty percent (50%) of each class of stock.

I further declare under penalty of perjury under the laws of the State of California that the matters set forth in this certificate are true and correct of my own knowledge.

Dated: July 19, 2019.

Jorge Ramirez
Jorge Ramirez, President & Secretary



I hereby certify that the foregoing transcript of _____ page(s) is a full, true and correct copy of the original record in the custody of the California Secretary of State's office.

JUL 30 2019

Date: _____

AP

Alex Padilla

ALEX PADILLA, Secretary of State

**AMENDMENT NO. 5 TO CONTRACT NO. 3340
EXTENDING PROJECT MANAGEMENT SERVICES, BETWEEN
THE CITY OF SOUTH GATE AND
SAFNA ENGINEERING & CONSULTING, A DIVISION OF SAFNA**

This Amendment No. 5 to Contract No. 3340, Extending Project Management Services ("Amendment No. 5"), is made and entered into on August 10, 2021, by and between the City of South Gate, a municipal corporation ("City"), and SAFNA Engineering & Consulting, a Division of SAFNA, a California corporation ("Consultant"). The City and Consultant are sometimes hereinafter individually referred to as a "Party" and collectively as "Parties."

RECITALS:

WHEREAS, on June 27, 2017, the City Council approved Contract No. 3340 with SAFNA Engineering & Consulting, a Division of Heateflex ("Agreement"), for project management services, for a one-year term, through and including June 30, 2018, in an amount not to exceed Two Hundred and Fifteen Thousand Dollars (\$215,000);

WHEREAS, on June 26, 2018, the City Council approved Amendment No. 1 to the Agreement ("Amendment No. 1") extending the Scope of Services for a one-year term, through and including June 30, 2019, in an amount not to exceed Two Hundred Forty-Eight Thousand Dollars (\$248,000), under the terms and conditions of the Agreement, bringing the aggregate total of the Agreement and Amendment No. 1 to a total sum of Four Hundred Sixty-Three Thousand Dollars (\$463,000);

WHEREAS, on June 25, 2019, the City Council approved Amendment No. 2 to the Agreement ("Amendment No. 2") extending the Scope of Services for a one-year term, through and including June 30, 2020, in an amount not to exceed Two Hundred Forty-Eight Thousand Dollars (\$248,000), under the terms and conditions of the Agreement, bringing the aggregate total of the Agreement, Amendment No. 1 and Amendment No. 2 to a total sum of Seven Hundred Eleven Thousand Dollars (\$711,000);

WHEREAS, on June 23, 2020, the City Council approved Amendment No. 3 to the Agreement ("Amendment No. 3") extending the Scope of Service on a month-to-month basis for not more than eight additional months, through and including February 28, 2021, in an amount not to exceed One Hundred Sixty-Five Thousand Dollars (\$165,000), under the terms and conditions of the Agreement, bringing the aggregate total of the Agreement, Amendment No. 1, Amendment No. 2 and Amendment No. 3 to a total sum of Eight Hundred Seventy-Six Thousand Dollars (\$876,000);

WHEREAS, on February 23, 2021, the City Council approved Amendment No. 4 to the Agreement ("Amendment No. 4") extending the Scope of Service on a month-to-month basis for not more than six additional months, through and including August 23, 2021, in an amount not to exceed One Hundred Twenty-Four Thousand Dollars (\$124,000), under the terms and conditions of the Agreement, bringing the aggregate total of the Agreement, Amendment No. 1, Amendment

No. 2, Amendment No. 3 and Amendment No. 4 to a total sum of One Million Dollars (\$1,000,000); and

WHEREAS, the City Council and Consultant desire to execute Amendment No. 5 to the Agreement ("Amendment No. 5") extending the Scope of Services on a month-to-month basis for not more than twelve additional months, through and including August 10, 2022, in an amount not to exceed Two Hundred and Forty-Eight Thousand Dollars (\$248,000) under the terms and conditions of the Agreement provided that the current hourly rates schedule remains unchanged, bringing the aggregate total of the Agreement, Amendment No. 1, Amendment No. 2, Amendment No. 3, Amendment No. 4 and Amendment No. 5 to a total sum of One Million Two Hundred and Forty-Eight Thousand Dollars (\$1,248,000).

NOW, THEREFORE, THE PARTIES HERETO AGREE AS FOLLOWS:

1. MODIFICATION TO AGREEMENT.

- a. **TERM.** The term of the Agreement is hereby extended on a month-to-month basis, for not more than twelve additional months, **through and including August 10, 2022**, inclusive, unless terminated earlier by the City. The City reserves the right to terminate the Agreement upon thirty (30) days' prior written notice to consultant and without any additional compensation.
- b. **COMPENSATION.** Without limiting the generality of the foregoing, the hourly compensation payable by City to Consultant shall remain unchanged during the term of this Amendment No. 5 as extended by Section 1, above. Furthermore, the City reserves the right to augment or reduce the scope of work as the City deems necessary.

The amount of compensation paid by City to Consultant **shall not exceed Two Hundred Forty-Eight Thousand Dollars (\$248,000)**. The aggregate total of the Agreement, Amendment No. 1, Amendment No. 2, Amendment No. 3, Amendment No. 4, and Amendment No 5, shall not exceed the total sum of One Million Two Hundred and Forty-Eight Thousand Dollars (\$1,248,000).

2. **EFFECT OF AMENDMENTS.** Except as expressly amended herein, all other terms and conditions of the Agreement and its amendments, attachments, and exhibits thereto, shall remain in full force. Without limiting the generality of the foregoing, Agreement shall remain unchanged during the term of Agreement as extended by Section 1, above. Furthermore, City reserves the right to augment or reduce the scope of work as City deems necessary.

[Remainder of page left blank intentionally.]

IN WITNESS WHEREOF, the Parties hereto have caused this Amendment No. 4 to be executed and attested by their respective officers hereunto duly authorized.

CITY OF SOUTH GATE:

By: Al Rios
Al Rios, Mayor

Dated: 08-16-21

ATTESTED:

By: Carmen Avalos
Carmen Avalos, City Clerk
(SEAL)

APPROVED AS TO FORM:

By: Raul F. Salinas
Raul F. Salinas, City Attorney

**SAFNA ENGINEERING AND CONSULTING,
A DIVISION OF SAFNA:**

By: Jorge Ramirez
Jorge Ramirez, President

Dated: 8/5/2021

**AMENDMENT NO. 4 TO CONTRACT NO. 3340
EXTENDING PROJECT MANAGEMENT SERVICES BETWEEN
THE CITY OF SOUTH GATE AND
SAFNA ENGINEERING & CONSULTING, A DIVISION OF SAFNA**

This Amendment No. 4 to Contract No. 3340 extending project management services ("Amendment No. 4"), is made and entered into on February 23, 2021, by and between the City of South Gate, a municipal corporation ("City"), and SAFNA Engineering & Consulting, A Division of SAFNA, a California corporation ("Consultant"). The City and Consultant are sometimes hereinafter individually referred to as a "Party" and collectively as "Parties."

RECITALS:

WHEREAS, on June 27, 2017, the City Council approved Contract No. 3340 with SAFNA Engineering & Consulting, a Division of Heateflex ("Agreement") for project management services, for a one-year term, through and including June 30, 2018, in an amount not to exceed Two Hundred Fifteen Thousand Dollars (\$215,000);

WHEREAS, on June 26, 2018, the City Council approved Amendment No. 1 to the Agreement ("Amendment No. 1") extending the Scope of Services for a one-year term, through and including June 30, 2019, in an amount not to exceed Two Hundred Forty Eight Thousand Dollars (\$248,000), under the terms and conditions of the Agreement, bringing the aggregate total of the Agreement and Amendment No. 1 to a total sum of Four Hundred Sixty-Three Thousand Dollars (\$463,000);

WHEREAS, on June 25, 2019, the City Council approved Amendment No. 2 to the Agreement ("Amendment No. 2") extending the Scope of Services for a one-year term, through and including June 30, 2020, in an amount not to exceed Two Hundred Forty Eight Thousand Dollars (\$248,000), under the terms and conditions of the Agreement, bringing the aggregate total of the Agreement, Amendment No. 1 and Amendment No. 2 to a total sum of Seven Hundred Eleven Thousand Dollars (\$711,000);

WHEREAS, on June 23, 2020, the City Council approved Amendment No. 3 to the Agreement ("Amendment No. 3") extending the Scope of Service on a month-to-month basis for not more than eight additional months, through and including February 28, 2021, in an amount not to exceed One Hundred Sixty-Five Thousand Dollars (\$165,000), under the terms and conditions of the Agreement, bringing the aggregate total of the Agreement, Amendment No. 1 and Amendment No. 2 and Amendment No. 3 to a total sum of Eight Hundred Seventy Six Thousand Dollars (\$876,000); and

WHEREAS, the City Council and Consultant desire to execute Amendment No. 4 to the Agreement ("Amendment No. 4") extending the Scope of Services on a month-to-month basis for not more than six additional months, through and including August 23, 2021, in an amount not to exceed One Hundred Twenty-Four Thousand Dollars (\$124,000) under the terms and conditions of the Agreement provided that the current hourly rates schedule remains unchanged, bringing the

aggregate total of the Agreement, Amendment No. 1, Amendment No. 2, Amendment No. 3, and Amendment No. 4 to a total sum of One Million Dollars (\$1,000,000).

NOW, THEREFORE, THE PARTIES HERETO AGREE AS FOLLOWS:

1. MODIFICATION TO AGREEMENT.

- a. **TERM.** The term of the Agreement is hereby extended on a month-to-month basis, for not more than twelve additional months, **through and including August 23, 2021**, inclusive, unless terminated earlier by the City. The City reserves the right to terminate the Agreement upon thirty (30) days' prior written notice to Consultant and without any additional compensation.
- b. **COMPENSATION.** Without limiting the generality of the foregoing, the hourly compensation payable by City to Consultant shall remain unchanged during the term of this Amendment No. 3 as extended by Section 1 above. Furthermore, the City reserves the right to augment or reduce the scope of work as the City deems necessary.

The amount of compensation paid by City to Consultant **shall not exceed One Hundred Twenty Four Thousand Dollars (\$124,000)**. The aggregate total of the Agreement, Amendment No. 1, Amendment No. 2, Amendment No. 3 and Amendment No. 4 shall not exceed the total sum of One Million Dollars (\$1,000,000).

2. **EFFECT OF AMENDMENTS.** Except as expressly amended herein, all other terms and conditions of the Agreement and its amendments, attachments, and exhibits thereto, shall remain in full force.

[Remainder of page left blank intentionally.]

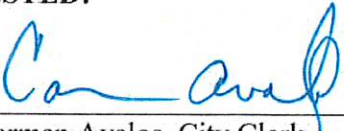
IN WITNESS WHEREOF, the Parties hereto have caused this Amendment No. 4 to be executed and attested by their respective officers hereunto duly authorized.

CITY OF SOUTH GATE:

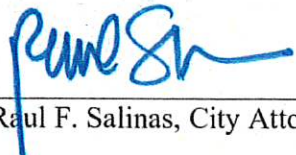
By: 
Maria Davila, Mayor

Dated: 3-4-2021

ATTESTED:

By: 
Carmen Avalos, City Clerk
(SEAL)

APPROVED AS TO FORM:

By: 
Raul F. Salinas, City Attorney

**SAFNA ENGINEERING AND CONSULTING,
A DIVISION OF SAFNA:**

By: 
Jorge Ramirez, President

Dated: 2/18/21

**AMENDMENT NO. 3 TO CONTRACT NO. 3340
FOR PROFESSIONAL SERVICES FOR PROJECT MANAGEMENT SERVICES
BETWEEN THE CITY OF SOUTH GATE AND
SAFNA ENGINEERING & CONSULTING, A DIVISION OF SAFNA**

This Amendment No. 3 to Contract No. 3340 for Professional Services for project management services ("Amendment No. 3"), is made and entered into on June 23, 2020, by and between the City of South Gate, a municipal corporation ("City"), and SAFNA Engineering & Consulting, A Division of SAFNA, a California corporation ("Consultant"). The City and Consultant are sometimes hereinafter individually referred to as a "Party" and collectively as "Parties."

RECITALS:

WHEREAS, on July 11, 2017, the City Council approved Contract No. 3340 with SAFNA Engineering & Consulting, a Division of Heateflex ("Agreement") for project management services, for a one-year term, through and including June 30, 2018, in an amount not to exceed Two Hundred Fifteen Thousand Dollars (\$215,000);

WHEREAS, on June 26, 2018, the City Council approved Amendment No. 1 to the Agreement ("Amendment No. 1") extending the Scope of Services for a one-year term, through and including June 30, 2019, in an amount not to exceed Two Hundred Forty Eight Thousand Dollars (\$248,000), under the terms and conditions of the Agreement, bringing the aggregate total of the Agreement and Amendment No. 1 to a total sum of Four Hundred Sixty-Three Thousand Dollars (\$463,000);

WHEREAS, on June 25, 2019, the City Council approved Amendment No. 2 to the Agreement ("Amendment No. 2") extending the Scope of Services for a one-year term, through and including June 30, 2020, in an amount not to exceed Two Hundred Forty Eight Thousand Dollars (\$248,000), under the terms and conditions of the Agreement, bringing the aggregate total of the Agreement, Amendment No. 1 and Amendment No. 2 to a total sum of Seven Hundred Eleven Thousand Dollars (\$711,000); and

WHEREAS, City and Consultant desire to execute Amendment No. 3 to the Agreement ("Amendment No. 3") extending the Scope of Services on a month-to-month basis for not more than eight additional months, through and including February 28, 2021, in an amount not to exceed One Hundred Sixty-Five Thousand Dollars (\$165,000), under the terms and conditions of the Agreement provided that the current hourly rates schedule remains unchanged, bringing the aggregate total of the Agreement, Amendment No. 1, Amendment No. 2 and Amendment No. 3 to a total sum of Eight Hundred Seventy-Six Thousand Dollars (\$876,000).

NOW, THEREFORE, THE PARTIES HERETO AGREE AS FOLLOWS:

1. **MODIFICATION TO AGREEMENT.**

- a. **TERM.** The term of the agreement is hereby extended on a month-to-month basis, for not more than eight additional months, **through and including February 28, 2021, inclusive**, unless terminated earlier by the City. The City reserves the right to terminate the Agreement upon thirty (30) days' prior written notice to Consultant.
- b. **COMPENSATION.** Without limiting the generality of the foregoing, the hourly compensation payable by City to Consultant shall remain unchanged during the term of this Amendment No. 3 as extended by Section 1 above. Furthermore, the City reserves the right to augment or reduce the scope of work as the City deems necessary.

The amount of compensation paid by City to Consultant shall not exceed **One Hundred Sixty-Five Thousand Dollars (\$165,000.00)**. The aggregate total of the Agreement, Amendment No. 1, Amendment No. 2 and Amendment No. 3 to a total sum of **Eight Hundred Seventy-Six Thousand Dollars (\$876,000)**.

2. **INDEPENDENT CONTRACTOR.** Consultant is hereby retained as an independent contractor for the sole purpose of rendering professional and/or special services described herein. Neither Consultant nor its employees are agents or employees of the CITY. Consultant shall be solely responsible for the payment of all federal, state and local income tax, social security tax, Workers' Compensation insurance, state disability insurance, and any other taxes or insurance. Consultant, as an independent contractor, is responsible for paying under federal, state or local law. Consultant and its employees are thus not eligible to receive workers' compensation, medical, indemnity or retirement benefits, including but not limited to enrollment in CalPERS. Unless, expressly provided herein, Consultant is not eligible to receive overtime, vacation or sick pay. Consultant shall not represent or otherwise hold out itself or any of its directors, officers, partners, employees, or agents to be an agent or employee of City. Consultant shall have the sole and absolute discretion in determining the methods, details and means of performing the services required by City. Consultant shall furnish, at his/her own expense, all labor, materials, equipment and transportation necessary for the successful completion of the services to be performed under this Agreement. CITY shall not have any right to direct the methods, details and means of the services; however, Consultant must receive prior written approval from City before using any sub-consultants for services under this Agreement.

3. **INDEMNIFICATION OF CALPERS DETERMINATION.** In the event that Consultant or any employee, agent, or subcontractor of Consultant providing

Amendment No. 3
to Contract No. 3340

services under the Agreement claims or is determined by a court of competent jurisdiction or CalPERS to be eligible for enrollment in CalPERS as an employee of the City, Consultant shall indemnify, defend, and hold harmless City for the payment of any employee and/or employer contributions for CalPERS benefits on behalf of Consultant or its employees, agents, or subcontractors, as well as for the payment of any penalties and interest on such contributions, which would otherwise be the responsibility of City.

2. **EFFECT OF AMENDMENTS.** Except as expressly amended herein, all other terms and conditions of the Agreement and its amendments, attachments, and exhibits thereto, shall remain in full force.


IN WITNESS WHEREOF, the Parties hereto have caused this Amendment No. 3 to be executed and attested by their respective officers hereunto duly authorized.

CITY OF SOUTH GATE:

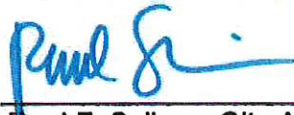
By: 
Maria Davila, Mayor

Dated: 7-21-2020

ATTEST:

By: 
Carmen Avalos, City Clerk
(SEAL)

APPROVED AS TO FORM:

By: 
Raul F. Salinas, City Attorney

**SAFNA ENGINEERING AND CONSULTING,
A DIVISION OF SAFNA:**

By: 
Page 3 of 4

Amendment No. 3
to Contract No. 3340

Jorge Ramirez, President

Dated: July 7TH, 2020

**AMENDMENT NO. 2
TO AGREEMENT FOR PROFESSIONAL SERVICES WITH SAFNA ENGINEERING &
CONSULTING, A DIVISION OF HEATEFLEX**

THIS AMENDMENT NO. 2 TO AGREEMENT FOR PROFESSIONAL SERVICES WITH SAFNA ENGINEERING & CONSULTING, A DIVISION OF HEATEFLEX, ("Amendment No. 2"), effective as of the date specified in paragraph 4 hereof, is made and entered into by and between the City of South Gate, a municipal corporation ("City"), on the one hand, and SAFNA Engineering & Consulting, A Division of Heateflex., a California corporation ("Consultant").

RECITALS:

WHEREAS, City and Consultant have previously executed that certain *Agreement No. 3340 for Professional Services* ("Contract") dated July 11, 2017 ("Agreement") relating to professional services in the City of South Gate in an amount not to exceed \$215,000; and

WHEREAS, City and Consultant have previously executed the Amendment No. 1 to Contract No.3340, dated June 26,2018, ("Amendment No.1") to extend the scope and services in an amount not to exceed \$248,000 for professional services in the City of South Gate; and

WHEREAS, City and Consultant desire to execute Amendment No. 2 to contract No. 3340 to extend the termination date for an additional 12-months from the original termination date from June 30, 2019 to June 30, 2020; and

WHEREAS, Consultant submitted a cost estimate as part of its proposal (Exhibit A); and

WHEREAS, Exhibit A from Amendment No. 2 provides Consultant's Project Management Services, at a rate of \$119 per hour; and

WHEREAS, City and Consultant desire to execute Amendment No. 2 covering said additional Professional Services for an amount not to exceed \$248,000 per year, bringing the aggregate total of the Agreement and this Amendment 2 to a sum not-to-exceed \$248,000;

NOW, THEREFORE, THE PARTIES AGREE AS FOLLOWS:

- 1. MODIFICATION OF ORIGINAL SCOPE OF WORK AND FEES TO BE PERFORMED BY CONSULTANT.**

Amendment No. 2
to Contract No. 3340

- a. Extend the Contract scope of work and services to City as shown in proposal (Exhibit A). Said scope of work and fee proposal is made part of this Amendment No. 2.
- b. Extend the termination date of the Contract for additional 12-months from the original termination date or from June 30, 2019 to June 30, 2020.

2. **EFFECT OF AMENDMENT.**

Except as expressly amended herein, all other terms and conditions of the Agreement and its amendments, attachments, and exhibits thereto, shall remain in full force. City reserves the right to augment or reduce the scope of work as City deems necessary.

[Remainder of Page Left Blank Intentionally]

3. **EFFECTIVE DATE.**

Unless otherwise specified herein, this Amendment No.2 shall become effective as of the date set forth below on which the last of the parties, whether City or Consultant, executes this Amendment.

IN WITNESS WHEREOF, the parties hereto have caused this Amendment No. 2 to be executed and attested by their respective officers hereunto duly authorized.

"CITY"
CITY OF SOUTH GATE

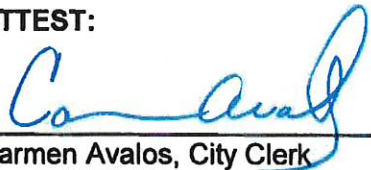


Jorge Morales, Mayor

Dated: _____

6/25/19

ATTEST:



Carmen Avalos, City Clerk
(SEAL)

APPROVED AS TO FORM:



Raul F. Salinas, City Attorney

"CONSULTANT"
**SAFNA ENGINEERING AND CONSULTING, A DIVISION
OF HEATEFLEX**



Jorge Ramirez, President

Dated: _____

6/11/2019

**Amendment No. 2
to Contract No. 3340**



May 15, 2019

Attn: Arturo Cervantes
Public Works Director
City of South Gate
8650 California Avenue
South Gate, CA 90280

RE: Proposal for Project Management Consulting Services for the City of South Gate

Dear Mr. Cervantes:

Thank you for the opportunity to collaborate with the City of South Gate. Enclosed please find the following documents:

1. SAFNA key resumes
2. SAFNA rate schedule
3. SAFNA Statement of Qualifications

In addition, I certify that we will honor a \$119 hourly rate for the upcoming renewal. My team and I are available to meet with you at your offices to further discuss this proposal. Please contact me directly at 818-441-2153.

Sincerely,

A handwritten signature in black ink that reads 'Jorge Ramirez'. The signature is written in a cursive, slightly slanted style.

Jorge Ramirez
President and CEO



FEE SCHEDULE

Classification	Hourly Rates	Discounted Rates
Principal	\$215	\$194
Program Manager	\$195	\$176
Principal Engineer	\$190	\$171
Project Manager*	\$145	\$131
Senior Engineer*	\$144	\$130
Project Engineer*	\$135	\$122
Associate Engineer*	\$120	\$108
CAD Specialist	\$110	\$99

All other direct costs, such as production, special photography, postage, delivery services, overnight mail, printing, equipment rental and any services performed by subcontractor will be billed at cost plus 10%. The rates will be subjected to a 4% annual escalation and will be automatically adjusted in the invoice. Mileage at IRS Rate.

*Classifications are field rates.



K. "Ana" Ananda, PE
Project Manager

PROFESSIONAL CAPABILITIES/SUMMARY

Mr. Ananda has over 30 Years of professional engineering and program management experience in public and private entities, managing millions of dollars in infrastructure. He has a high degree of Project Management, Construction Management, and Contract Administration experience. He has experience with Operation and Maintenance of Water, Sewer, and Recycled Water Systems. Additionally, Mr. Ananda has in depth design and operations experience with Street Improvements, Groundwater Wells, Pumping Stations, Water Treatment Plants and SCADA Systems. Below is a summary of some of Mr. Ananda's notable projects.

YEARS OF EXPERIENCE

30+

EDUCATION

MS, Sanitary/Environmental Engineering

BS, Civil Engineering

REGISTRATIONS

Professional Engineer, California Water Treatment Plant Operator

Grade 4

Water Distribution System Operator

Grade 5

Sewer Collection System Operator

Grade 4

SUMMARY OF RELEVANT EXPERIENCE

City of South Gate Start-End: 2014- Present

Program Manager

- Mr. Ananda manages the City's Capital Improvement Program, including the design and construction of Elizabeth Reservoir, Santa Fe Water Tower rehabilitation, water mains, booster pump station. He assists operations managing water quality issues of Cr6+, VOCs, I&M, treatment. He represents the City in Regional Water Management meetings, manages regulatory issues of water quality and drought, and manages AMR meter replacement project (est. \$1.1 mil). He assists water and sewer staff with technical issues. He manages RFP's, hiring consultants, managing consultant's task orders and reviews all project schedules to ensure timely delivery.

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K. "Ana" Ananda, PE
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Central Basin MWD
Start-End: 2009-2011

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SUMMARY OF RELEVANT EXPERIENCE

Mr. Trejo currently is a principal at SAFNA Engineering and Consulting, where he is actively engaged with public clients in Los Angeles County. The following is Mr. Trejo's highlights of his program management experience.

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Program Management of the San Gabriel Valley Regional Conveyance Program for Groundwater Replenishment (2010 -2016)

For nearly 6-years, Mr. Trejo lead a team of staff, contractors and consultants in the planning, permitting, and design of a regional Indirect Reuse Groundwater Replenishment Project. This project involved a 9-mile infrastructure pipeline to convey over 10,000 acre-feet annually of Los Angeles Sanitation District's highly treated recycled water to the Los Angeles County Flood Control District spreading grounds at Santa Fe Dam originating from the 60 and 605 freeway to the 210 and 605 interchanges. Mr. Trejo lead the

YEARS OF EXPERIENCE

23

EDUCATION

BS, Civil/Environmental Engineering, University of Southern California

Leadership LA Class of 2012

REGISTRATIONS

Professional Civil Engineer CA (2004) #66962

AFFILIATIONS

- Southern California Water Committee*
- WaterReuse Association National Member*
- WaterReuse Los Angeles, Orange County, and Ventura Chapters*
- American Society of Civil Engineers*
- AWWA Recycled Water Committee*
- AWWA Desalination Committee*
- American Council of Engineering Companies*



REYMUNDO TREJO, PE

Program Manager

feasibility study, groundwater modeling, right of way planning and final design of the program, where it would cross numerous San Gabriel Valley cities and multiple jurisdictions. The project is predominantly located along U.S. Army Corps property adjacent to the San Gabriel River. Mr. Trejo lead all agency coordination with the State Department of Public Health, the Regional Board, the U.S. Army Corps of Engineers, the Sanitation Districts of Los Angeles County, and the Los Angeles County Flood Control District, among numerous other public and private entities. Mr. Trejo also lead all jurisdictional permitting for the project and was successful in receiving the Engineering Report approval from both the State Division of Drinking Water and the Regional Water Quality Control Board

City of Los Angeles Department of Water and Power River Supply Conduit Improvement – Upper Reach Unit 5 and Unit 6 Large Trunk Line Conveyance Program Management (2007-2010)

Mr. Trejo was part of the Boyle Engineering (now AECOM) program management team in charge of design, permit coordination, utility coordination, and agency coordination for the City of Los Angeles Department of Water and Power's large diameter trunk line improvements projects. The trunk diameter ranged from 54 to 78 inches and just over 5 miles of total linear conveyance. The project included tunneling sections and open-trench methods all in the City of Los Angeles. Mr. Trejo worked with numerous agencies, sub-consultants, city staff, and local regulatory agencies in coordinating and securing the permits required for the project.

City of Ontario Program Manager Capital Improvement Projects (2005-2007)

Mr. Trejo served as Principal Engineer and Utilities Manager for the City of Ontario's \$700 Million Capital Improvement Program. He also served as the City's representative in a Developer Partnership New Model Colony. Mr. Trejo was responsible for the overall planning, design, construction, and operations of the water, storm water, and utilities infrastructure. Mr. Trejo headed all local and state permitting requirements, all environmental documents, and final bid documents to contract construction companies following the public design, bid, and build process. Among the projects designed and constructed included one 10 MG pre-stressed concrete storage facilities tank, a 6 MG storage facilities tank, eleven (11) groundwater production well facilities, and nearly 26 miles of sewer and potable water infrastructure pipeline projects. The New Model Colony included the master planning of communities covering over 8,200 acres of undeveloped land, 31,000 residential units, 163 acres of parks, and 5 million square feet of commercial of which recycled water was targeted to supply 25% of the overall water demand. Mr. Trejo worked closely with all design teams during the construction of several public and private housing facilities in the City's downtown area.

City of Long Beach Capital Improvement Plan Implementation Manager (2002-2005)

Mr. Trejo was the water resources manager in charge of all capital improvement projects for the City of Long Beach. He was the lead manager for all master planning efforts for the city including the water, recycled water, and sewer master plans. Mr. Trejo lead the planning, design, and construction of over 20 miles of water main replacement throughout various parts of the City. Mr. Trejo was also the project manager for numerous groundwater wells, aquifer storage and recovery wells, and was the City's representative with regards to all groundwater basin coordination with the Water Replenishment District, the Central Basin Municipal Water District, and the Regional Board.

Program Engineer for the Metropolitan Water District of Southern California (1995-2002)

For more than 7 years, Mr. Trejo served as a staff engineering at the Metropolitan Water District (MWD). Mr. Trejo provided intense project controls, technical and financial analysis and developed recommendations for the weekly management of water supply deliveries through Metropolitan's large-scale infrastructure system. He prepared the analysis involved with the annual water supply costs, system demands, power costs, and system operations for all five treatment plans. Other tasks included the calculation of demands, peaking factors, population projections, cost analysis, and final plan preparation. Mr. Trejo produced extensive analysis working closely with multiple Metropolitan sections and direct coordination with technical planners of 26-member agencies to formulate water forecasts and develop delivery schedules for replenishment and cyclic water deliveries. Mr. Trejo also worked closely with the review of the engineering program expansion of several reservoirs and treatment plan facilities.



Umesh Shah, PE
Principal Engineer

PROFESSIONAL CAPABILITIES/SUMMARY

Mr. Shah has more than 28 years of experience regarding municipal utilities engineering and water/wastewater construction engineering services. Umesh has provided engineering services on various government and public projects. While working with the City of San Jose, Umesh assisted on several Zero Waste Project for processing Bio-Degradable City Waste.

SUMMARY OF RELEVANT EXPERIENCE

Western Pacific Storage Solutions, San Dimas, CA Start-End: 01/2016-11/2018

Project Manager

Retail Storage Facilities

- Construction of steel storage facilities for AMAZON, TARGET, WALMART and WILLIAM SONOMA. Mentored (17) people staff including project managers, estimators and CAD.

OnQuest Inc., San Dimas, CA Start-End: 01/2013 – 01/2018

Lead Project Manager

Various Projects

- Design and Construction of City of San Jose and City of San Francisco Bio-Gas Plants from Degradable Waste to Energy, Fertilizers and CNG.
- Construction of Control Rooms, Compressor Building and Site Grading. Design & Construction of Microturbine Project for Occidental Petroleum in Huntington Beach.
- Selection of Instrumentation like flow meters, Temperature Transmitters and Control valves.
- Prepared O&M Manuals for COM-PAC Skid Mounted Vapor Recovery Systems.
- Specified and Prepared Vessel Drawings per ASME PV Code and AWS D1.1. Prepared Piping and Isometric Drawings. Drilling of Wells for THUMS/OXY.
- Design and Estimation for Tire Recycling Project Design and Construction of 100,000 GPD LNG Projects for Stabllis Energy, TX and LNG Holdings in Miami.
- Designed, Procured Materials and constructed 150 MGD LNG Project for Fortress Energy Group in Titusville, Florida.
- Design and Construction of City of San Jose and City of San Francisco Bio-gas Plants from Degradable Waste to Energy, Fertilizers and CNG.

EAR Construction, Riverside, CA Start-End: 09/2010 – 01/2013

Project Manager

Various Projects

- Managed and supervised Engineering Department for design review, bidding, and the project management for: MWD Air and Vacuum Valve Relocation Project in Los Angeles County, Vandenberg AFB 30" HDPE Water Line Project and HVAC Upgrades
- City of Corona and City of Fullerton Potable and Recycled Water Pipeline Project

Jurupa Community Service District, Mira Loma, CA Start-End: 06/2003 – 08/2010

Senior Project Manager

Various Projects

YEARS OF EXPERIENCE

28

EDUCATION

BS, MS University of Baroda, India

Registrations

Professional Civil Engineer (C-56113)
California

QSD/QSP License #00712 from
CASQA

CORE SKILLS

Management
Design Development
CAD/CAM
AUTOCAD 2D and 3D
MS Office
Primavera
GIS
RSO-OSHA training



Umesh Shah, PE
Principal Engineer

- Design, Budget, Construction and Project Management of Capital Improvement Projects such as, 6 MG Welded Tanks, 11.8 MG Concrete Tank, (4) Wells Drilling and Equipping, Selection of Fairbanks Morse Pumps for Lift Station, IXP Plant Design and Construction, Pipe Lines 8" to 42" Diameter HDPE/VCP/CML/CMC, Control Valve selection.
- Met with stakeholders for progress reporting, punch-list items and closure.
- SCADA and Electrical upgrade of a treatment plant.
- Replacement of water meters for auto-read district-wide in Mira Loma and Eastvale area.

Rapid Rack Industries, Inc., Industry, CA Start-End: 02/1997 – 06/2003

Project Manager

Various Projects

- Design & Construction, Project Management of Automatic Storage and Retrieval Systems for clients including: MBS Bookstore, UNLV, Sonoma State University, Lucent technologies, Boeing and Coming.
- Warranty repairs, scheduling, estimating and budget preparation.
- Managed the design and strength calculations, first article inspection, kick-off meetings with clients and installation per drawings.

Metropolitan Water District of Southern California, Los Angeles, CA Start-End: 06/1990 – 12/1996

Assistant Engineer & Contract Management

Various Projects

- Design, Construction and Review of submittals for equipment such as fiberglass tanks, pumps, piping, valves, and chlorination etc.
- Major Capital Improvement Projects included: Jensen Filtration Plant-1, Mills Expansion-2, Expansion of Diemer Filtration Plant, procurement of Kubota and Korimoto BFVs for Domingoni Valley Reservoir.
- Approval of major Filtration Equipment and HVAC Equipment, Sizing Ducts, HVAC Units, Title 24 Calculations.
- Trained in the process of Desalination Project and pumps by MWD.

Relevant Project Experience

Water Conveyance

- Vandenberg AFB 30" HDPE Water Line Project and HVAC Upgrades.
- Design and construction of 12-inch Recycled Water Line for City of Corona
- Design and construction of 8-inch Water Line for City of Fullerton
- Replacement of water meters for auto-read district-wide in Mira Loma and Eastvale area.
- Managed and supervised Engineering Department for design review, bidding, and the project management for: MWD Air and Vacuum Valve Relocation Project in Los Angeles County.
- Design and Construction of several miles of conveyance and transmission pipelines, 8" to 42" diameter, using HDPE/VCP/CML/CMC materials for construction.

Sewer and Storm Water

- Over 30,000 LF of Water and Sewer Pipelines cml/cmc, RCP, CPVC, HDPE force mains.
- Demolition of Sewer Plant on Bain/Limonite and construction of new Indian Hills Booster Station.
- River Road Lift Station and Head Works with JWC Environmental Muffin Monster.
- Project manager of 100-Year Flood Control Project at Bain to protect Sewer Plant from shift of flow by 200-FT for Santa Ana River – USACOE, DFG and RWQB Permits
- Project Manager for design and bid preparation for Fairbanks Morse Pumps for Lift Station.

Treatment Facilities

- Design and Construction of Roger T. Garden IXP Plant to treat 8 MG Water and Blending Plan, Site Grading, Drainage, Vessels, Piping, Dosing Pumps, Waste Tanks, Chemical Building.
- Design and construction of Well #17 and Well #18 Nitrate Wellhead Treatment Plant Project.
- Mills Filtration Plant Expansion 2 Project Engineering Support \$55M
- Jensen Filtration Plant Expansion 1 Project Engineering Support \$300 M, contract management, Civil and Mechanical piping, Tanks, Valves, Flocculators, Chlorine Supply
- Project manager for procurement for 66" BFV from Kubota for Diamond Valley Lake.
- Design and Construction of City of San Jose and City of San Francisco Bio-Gas Plants from Degradable Waste to Energy, Fertilizers and CNG.
- Construction of Control Rooms, Compressor Building and Site Grading. Design & Construction of Microturbine Project for Occidental Petroleum in Huntington Beach.
- Designed, Procured Materials and constructed 150 MGD LNG Project for Fortress Energy Group.

**AMENDMENT NO. 1
TO AGREEMENT FOR PROFESSIONAL SERVICES WITH SAFNA ENGINEERING &
CONSULTING, A DIVISION OF HEATEFLEX**

THIS AMENDMENT NO. 1 TO AGREEMENT FOR PROFESSIONAL SERVICES WITH SAFNA ENGINEERING & CONSULTING, A DIVISION OF HEATEFLEX, ("Amendment No. 1"), effective as of the date specified in paragraph 4 hereof, is made and entered into by and between the City of South Gate, a municipal corporation ("City"), on the one hand, and SAFNA Engineering & Consulting, A Division of Heateflex., a California corporation ("Consultant").

RECITALS:

WHEREAS, City and Consultant have previously executed that certain *Agreement for Professional Services* (Contract No. 3340) dated July 11, 2017 ("Agreement") relating to professional services in the City of South Gate in an amount not to exceed \$215,000; and

WHEREAS, City desires to extend the scope and services in an amount not to exceed \$248,000 as shown on the Consultant's proposal being attached here as part of this Amendment No. 1 (Exhibit A); and

WHEREAS, City desires to extend the termination date for an additional 12-months from the original termination date from June 30, 2018 to June 30, 2019; and

WHEREAS, Consultant had submitted a cost estimate as part of its proposal (Exhibit A); and

WHEREAS, Exhibit A from Amendment No. 1 provides Ana Ananda will serve as the Consultant's Project Manager, at a rate of \$119 per hour; and

WHEREAS, City and Consultant desire to execute Amendment No. 1 covering said additional Professional Services for an additional amount not to exceed \$248,000, bringing the aggregate total of the Agreement and this Amendment 1 to a sum not-to-exceed \$248,000;

NOW, THEREFORE, THE PARTIES AGREE AS FOLLOWS:

1. MODIFICATION OF ORIGINAL SCOPE OF WORK AND FEES TO BE PERFORMED BY CONSULTANT.

- a. Consultant shall extend its scope of work and services to City as shown in its proposal (Exhibit A). Said scope of work and fee proposal is made part of

this Amendment No. 1.

- b. Consultant shall extend the termination date for additional 12-months from the original termination date or from June 30, 2018 to June 30, 2019.

2. EFFECT OF AMENDMENT.

Except as expressly amended herein, all other terms and conditions of the Agreement and its amendments, attachments, and exhibits thereto, shall remain in full force. City reserves the right to augment or reduce the scope of work as City deems necessary.

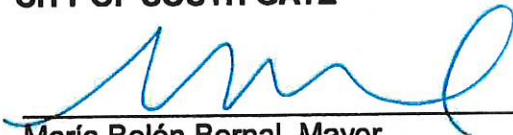
[Remainder of Page Left Blank Intentionally]

3. **EFFECTIVE DATE.**

Unless otherwise specified herein, this Amendment No.1 shall become effective as of the date set forth below on which the last of the parties, whether City or Consultant, executes this Amendment.

IN WITNESS WHEREOF, the parties hereto have caused this Amendment No. 1 to be executed and attested by their respective officers hereunto duly authorized.

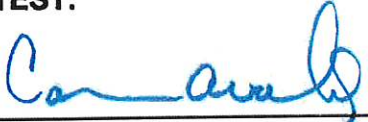
"CITY"
CITY OF SOUTH GATE



María Belén Bernal, Mayor

Dated: _____

ATTEST:



Carmen Avalos, City Clerk
(SEAL)

APPROVED AS TO FORM:



Raul F. Salinas, City Attorney

"CONSULTANT"
SAFNA ENGINEERING AND CONSULTING, A DIVISION
OF HEATEFLEX



Jorge Ramirez, President

Dated: 7/6/2018

From: Jorge Ramirez <jramirez@heateflex.com>
Sent: Tuesday, June 12, 2018 2:50 PM
To: Arturo Cervantes
Cc: Ana Ananda
Subject: South Gate Follow-Up Files
Attachments: SAFNA Statement of Qualifications.pdf; SAFNA Key Resumes.pdf; SAFNA Rate Schedule.pdf

Dear Art,

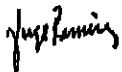
It was a pleasure meeting with you last week. Per your request please find the attached files:

1. SAFNA Statement of Qualifications
2. SAFNA Key Resumes – available to support the City
3. SAFNA Rate Schedule

In addition, I Certify that we will honor a \$119 hourly rate for the upcoming contract renew, for a total contract amount of \$248,000.

Looking forward to continue our collaboration.

Warm Regards,



Jorge Ramirez
President

SAFNA Engineering and Consulting
405 E. Santa Clara Street
Arcadia, CA 91006

626-599-8566 | www.safna.com

Exhibit A



**SAFNA KEY PERSONNEL
FOR MUNICIPAL SUPPORT SERVICES
CITY OF SOUTH GATE**



PROFESSIONAL CAPABILITIES/SUMMARY

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Mr. Trejo served as the Chief Engineer for the San Gabriel Valley's regional recycled water program, where he managed the planning, design, customer development, and construction of over 24 miles of recycled water pipeline conveyance system in several cities including South El Monte, El Monte, Rosemead, La Puente, West Covina, and the City of Industry. As part of this program, Mr. Trejo served as the Program Manager for a 2 Million Gallon steel storage tank constructed on a highly visible neighborhood hillside in the City of West Covina. The project required tremendous coordination with the local utilities, city council, and neighboring residents located near the project. Mr. Trejo also lead the conversion of over 40 customers retrofits to recycled water. This included coordination with the public works departments in South El Monte, El Monte, Rosemead, and West Covina. Mr. Trejo also coordinated all the Federal and State funding as well as the permitting requirements for the project involving the Regional Board, LA County Public Health, and the State's Division of Drinking Water. Because this was partially funded by USBR funding, the program involved the completion of both CEQA and NEPA documentation.

Program Management of the San Gabriel Valley Regional Conveyance Program for Groundwater Replenishment (2010 -2016)

For nearly 6-years, Mr. Trejo lead a team of staff, contractors and consultants in the planning, permitting, and design of a regional Indirect Reuse Groundwater Replenishment Project. This project involved a 9-mile infrastructure pipeline to convey over 10,000 acre-feet annually of Los Angeles Sanitation District's highly treated recycled water to the Los Angeles County Flood Control District spreading grounds at Santa Fe Dam originating from the 60 and 605 freeway to the 210 and 605 interchanges. Mr. Trejo lead the

YEARS OF EXPERIENCE

23

EDUCATION

BS, Civil/Environmental Engineering, University of Southern California

Leadership LA Class of 2012

REGISTRATIONS

Professional Civil Engineer CA (2004) #66962

AFFILIATIONS

- Southern California Water Committee*
- WaterReuse Association National Member*
- WaterReuse Los Angeles, Orange County, and Ventura Chapters*
- American Society of Civil Engineers*
- AWWA Recycled Water Committee*
- AWWA Desalination Committee*
- American Council of Engineering Companies*



REYMUNDO TREJO, PE Program Manager

feasibility study, groundwater modeling, right of way planning and final design of the program, where it would cross numerous San Gabriel Valley cities and multiple jurisdictions. The project is predominantly located along U.S. Army Corps property adjacent to the San Gabriel River. Mr. Trejo led all agency coordination with the State Department of Public Health, the Regional Board, the U.S. Army Corps of Engineers, the Sanitation Districts of Los Angeles County, and the Los Angeles County Flood Control District, among numerous other public and private entities. Mr. Trejo also led all jurisdictional permitting for the project and was successful in receiving the Engineering Report approval from both the State Division of Drinking Water and the Regional Water Quality Control Board.

City of Los Angeles Department of Water and Power River Supply Conduit Improvement – Upper Reach Unit 5 and Unit 6 Large Trunk Line Conveyance Program Management (2007-2010)

Mr. Trejo was part of the Boyle Engineering (now AECOM) program management team in charge of design, permit coordination, utility coordination, and agency coordination for the City of Los Angeles Department of Water and Power's large diameter trunk line improvements projects. The trunk diameter ranged from 54 to 78 inches and just over 5 miles of total linear conveyance. The project included tunneling sections and open-trench methods all in the City of Los Angeles. Mr. Trejo worked with numerous agencies, sub-consultants, city staff, and local regulatory agencies in coordinating and securing the permits required for the project.

City of Ontario Program Manager Capital Improvement Projects (2005-2007)

Mr. Trejo served as Principal Engineer and Utilities Manager for the City of Ontario's \$700 Million Capital Improvement Program. He also served as the City's representative in a Developer Partnership New Model Colony. Mr. Trejo was responsible for the overall planning, design, construction, and operations of the water, storm water, and utilities infrastructure. Mr. Trejo headed all local and state permitting requirements, all environmental documents, and final bid documents to contract construction companies following the public design, bid, and build process. Among the projects designed and constructed included one 10 MG pre-stressed concrete storage facilities tank, a 6 MG storage facilities tank, eleven (11) groundwater production well facilities, and nearly 26 miles of sewer and potable water infrastructure pipeline projects. The New Model Colony included the master planning of communities covering over 8,200 acres of undeveloped land, 31,000 residential units, 163 acres of parks, and 5 million square feet of commercial of which recycled water was targeted to supply 25% of the overall water demand. Mr. Trejo worked closely with all design teams during the construction of several public and private housing facilities in the City's downtown area.

City of Long Beach Capital Improvement Plan Implementation Manager (2002-2005)

Mr. Trejo was the water resources manager in charge of all capital improvement projects for the City of Long Beach. He was the lead manager for all master planning efforts for the city including the water, recycled water, and sewer master plans. Mr. Trejo led the planning, design, and construction of over 20 miles of water main replacement throughout various parts of the City. Mr. Trejo was also the project manager for numerous groundwater wells, aquifer storage and recovery wells, and was the City's representative with regards to all groundwater basin coordination with the Water Replenishment District, the Central Basin Municipal Water District, and the Regional Board.

Program Engineer for the Metropolitan Water District of Southern California (1995-2002)

For more than 7 years, Mr. Trejo served as a staff engineer at the Metropolitan Water District (MWD). Mr. Trejo provided intense project controls, technical and financial analysis and developed recommendations for the weekly management of water supply deliveries through Metropolitan's large-scale infrastructure system. He prepared the analysis involved with the annual water supply costs, system demands, power costs, and system operations for all five treatment plans. Other tasks included the calculation of demands, peaking factors, population projections, cost analysis, and final plan preparation. Mr. Trejo produced extensive analysis working closely with multiple Metropolitan sections and direct coordination with technical planners of 26-member agencies to formulate water forecasts and develop delivery schedules for replenishment and cyclic water deliveries. Mr. Trejo also worked closely with the review of the engineering program expansion of several reservoirs and treatment plant facilities.



Paul D. Steinke, PE
Program Manager

PROFESSIONAL CAPABILITIES/SUMMARY

Paul Steinke has over 30 years of design, construction and program management experience on commercial, educational, institutional, and government programs and projects with a work-in-place value of over \$27 billion including the high-profile Pentagon renovation program. He has been an officer within AECOM and its founding company DMJM with both operations and business development responsibility since joining them in 1985. This includes serving as Design Division Manager, Washington D.C., Strategic Planning and Business Development Director, PM/CM Practice Manager and Classified Programs Practice Manager.

He is currently leading the A/E and Construction Support Services program for new construction, renovation, modernization and upgrade at the NASA Ames Research Center, NASA Research Park and the Moffett Federal Airfield. This program involve master and long range planning, design and construction management services for all Life Science research facilities, computer facilities, Laboratories and Clean Rooms, high pressure/high temperature steam generation and distribution, primary and secondary electric transmission system and site infrastructure. Contract requires on-site performance for all services using a combination of fixed price, task orders and cost reimbursable, on-call staffing.

SUMMARY OF RELEVANT EXPERIENCE

Los Angeles Unified School District

Principal-In-Charge

- Principle-in-Charge of three contracts providing Construction Management, Constructability Review and Staff Augmentation in support of their \$7 billion, 5-year Los Angeles Unified School District program encompassing over 900 sites and 10,800 individual projects.

Los Angeles Community College District Program Management

Project Manager

- Managing Executive and Program Director for this \$6+ billion modernization for nine community colleges. Contract required scoping, awarding and management of multiple, on-call staffing contracts.

Department of Labor Project, Nationwide

Project Manager

- Managing Executive for design, construction administration, and real estate management services to support \$60 million in projects for Job Corps program at 111 centers located in 46 states, Puerto Rico, and the District of Columbia.

San Diego Unified School District

Program Director

- Program Director for facility condition assessment, security threat and vulnerability assessment and project requirement development, prioritization, and budget preparation for 169 K-12 schools.

U.S. Postal Service Facilities, Nationwide

Program Director

- Program Director for project management services, planning, programming, budgeting, and project justification for upgrade and renovation of over 18,000 postal facilities.

YEARS OF EXPERIENCE

30+

EDUCATION

U.S. Naval Academy

REGISTRATIONS

Professional Engineer, Civil
Washington DC (No. 9244)

AFFILIATIONS

Mr. Steinke has served on the Executive Committee and Board of Governors, Los Angeles County Economic Development Corporation and is currently serving on Board of Advisors, Catholic Charities of Los Angeles, Archdiocesan Youth Employment Services; and the Board of Directors, Verbum Dei High School.



Paul D. Steinke, PE
Program Manager

Classified Government Contract, Worldwide

Program Director

- Program Director for this master planning, design and construction management and on-call staff support contracts with a total construction value of over \$5.2 billion, involving offices, data center, communications and technical facilities and infrastructure projects.

TSA 100% Check Baggage Screening Program

Principal-In-Charge

- Principle-In Charge of the A/E design contract for the master planning and design of explosive detection systems and related airport modifications at 207 commercial airports under the TSA \$1.37 billion 100% Check Baggage Screening program. After his becoming Program Director, this program was rated #1 overall in client's Nationwide Continuous Improvement Survey; had no construction claims; and had the lowest amount of contractor change orders in the overall TSA program.



PROFESSIONAL CAPABILITIES/SUMMARY

Tom Holliman has more than 40 years of engineering experience on a broad range of domestic water, reclaimed water, sewer, and storm water projects involving planning, design, and construction management. He is a recognized expert in California for recycled and non-potable water system development and implementation. He has been responsible for recycled water master planning, system feasibility studies, preliminary design reports, plans, specifications, cost estimates, and construction management. He is Senior Advisor and Program manager at SAFNA, which provides planning, design management, construction management and municipal engineering services with an emphasis on recycled water/non-potable programs.

SUMMARY OF RELEVANT EXPERIENCE

**Clean Water Factory Program-Phase 2 & Phase 3 Recycled Water Facility
San Bernardino Municipal Water Department**

Project Manager

- The design and construction of the City's Clean Water Factory Program – Phase 2 and 3. Phase 2 consists of the design of a 5.0 MGD Tertiary Treatment Facility at the City's Regional WRP. Phase 3 consists of a 0.5 Advanced Purification Pilot Project which will take a portion of the Phase 2 flows and use additional levels of treatment including ozone, RO/MF, and peroxide to meet groundwater recharge regulations.

Recycled Water Retrofit Program, Phase IIB Conversion, City of Oxnard

Project Manager

- The City of Oxnard has established a Groundwater Recovery Enhancement and Treatment (GREAT) Program that combines wastewater recycling and reuse, groundwater injection, storage and recovery, and groundwater desalination to provide a regional water supply solution. Project Manager for the planning, health department approvals, and design of recycled water retrofits for 50 sites throughout the City including a cemetery, golf course, parks, schools, industrial, commercial, and landscaping sites. The project included the retrofit design of the River Ridge Golf Club (two eighteen-hole golf courses), International Paper Cardboard Recycling Facility, and the River Park Development, a 500-acre master planned community with a middle school, elementary school, ten community parks, regional shopping center, and numerous landscaping area throughout the community.

**City of Industry Recycled Water Project Phase IIB:
Package 4 Pipelines, Upper San Gabriel Valley
Municipal Water District**

Project Manager

- The Package 4 recycled water pipelines project will provide recycled water to approximately twenty-five greenbelt, parks, and school irrigation connections. The project includes approximately 24,000 linear feet of pipeline varying from 4-inches to 12-inches in diameter that will provide recycled water for landscape irrigation in the City of West Covina. The project also includes a 900 Zone pump station, and coordination with the school districts that have schools to be converted over to recycled water irrigation.

YEARS OF EXPERIENCE

40+

EDUCATION

MBA
BS, Civil Engineering

REGISTRATIONS

Professional Engineer, State of California
AWWA Cross Connection Control Program Specialist
USC Cross Connection Control Program Specialist
CASQA Certified QSD/QSP



Thomas Holliman
Sr. Advisor/Program Manager

**LADWA Recycled Water Custer Onsite Conversion
Project, Valero Refinery, Willmington, CA Los Angeles
Department of Water and Power**

Project Manager

- The development of the Recycled Water Alignment Options Evaluation Study. This study identified multiple conversion routes for serving recycled water to the four cooling towers that are part of the Valero Refinery. Proposed modifications to the PI&D diagrams for the system controls, and detailed cost estimates were part of the project.

**Citizens Business Bank Area Hockey Ice Recycled
Water Conversion, City of Ontario**

Project Manager

- The design and construction of the recycled water retrofit for the hockey rink ice production at the Citizens Business Bank Area. The work included preparing the onsite conversion plans, the Engineers Report for the health department, processing of all documents through approval and reviewing the facilities after completion. This project received a WaterReuse Association Award of Merit for Special Projects.

Recycled Water De-Chlorination Facility, City of Rialto

Project Manager

- The design of a recycled water de-chlorination facility at the City's reclamation plant. This work consisted of design of chemical storage facilities, metering pumps, associated piping, instrumentation and site work.

**THUMS Oil Island Recycled Water Subsidence Control
Project, Long Beach Water Department**

Project Manager

- The THUMS reclaimed water project that was the first known use of reclaimed water for groundwater injection for subsidence control in the offshore oil fields in the, Long Beach Water Department, Long Beach, CA - world. *This project was the winner of a 1996 WaterReuse Association Special Award of Merit, and the California Water Awareness Program, 1997 Water Efficiency Award, Industrial Division.*

**Use of Reclaimed Water in High-rise Office Buildings,
Irvine Ranch Water District**

Project Manager

- The first high-rise office tower to use reclaimed water for flushing toilets and urinals from a municipal reclaimed water supply in the United States. This included the development of installation criteria, master program documentation, and amendments to the District's Rules and Regulations. *The WaterReuse Associations awarded Special Project of the Year of this project in 1992.*

Sewer Improvement Project, City of Ontario

Managing Engineer

- The preparation of sewer analysis, modeling with SewerCAD, preparing PDR, preparing a sewer planning documents, design of the sewer pipes, obtaining permits, and preparing the project specifications, construction costs and plans. These replacement sewers are primarily within existing streets heavily congested with other utilities making alignment selection extremely difficult.

**Ramona Grade Separation in the City of El Monte,
Alameda Corridor- East Construction Authority**

Project Manager

- The design of relocations of a 10-inch water line, 72-inch storm drain pipeline, hydraulic study, storm water lift station (5 pumps, 5.7 cfs each). Managed the preparation of technical calculations for the pump sizing and pump selection, prepared detailed drawings for the lift station, vaults, and controls. Prepared storm drain plans and profile, and water line plan and profile, also cost estimates, technical specification of the lift station and the bid documents.

**Cast Iron Main Replacement Master Plan, Long Beach
Water Department**

Start-End: xxxx-xxxx

Managing Engineer



Thomas Holliman
Sr. Advisor/Program Manager

- The preparation of LBWD's first comprehensive cast-iron main replacement master plan to guide the rehabilitation of the Department's 340 miles of unlined cast iron main. This work included the development of a high-speed dynamic hydraulic simulator for modeling the water system.

Reservoir 2 Replacement, Indio Water Authority

Project Manager

- The design of a 5 MG cast in place concrete reservoir and replacement booster station at IWA's Reservoir Number No. 2. The work consisted of managing the design consultant, coordinating internal and external project reviews, conducting project review meetings; plan checking. The project included of the existing reservoir, booster station, and associated support facilities.

Reservoir 3 Replacement, Indio Water Authority

Project Manager

- The design of a 2.5 MG above ground steel reservoir and booster station upgrades at IWA's Reservoir Number No. 3. The work consisted of managing the design consultant, coordinating internal and external project reviews, conducting project review meetings; plan checking, review and approval of contract specifications, and overseeing the CEQA approvals for the project.

**Trendwest Development Fire Storage Facility,
Indio Water Authority**

Project Manager

- A 100,000-gallon interim fire storage reservoir for the Trendwest Development. This project included sizing of the reservoir, preparation of design drawings and specifications, purchasing of reservoir components and overseeing construction and start-up operations.

**Groundwater Treatment Plant, Long Beach Water
Department**

Project Manager

- The two-year construction of LBWD's 62.5 MGD, enhanced coagulation groundwater treatment plant. Managed the final phases of the design and directed the onsite construction managers, reviewed all plan changes, contract revisions, and provided direct communication to the LBWD Board of Water Commissioners.

**Robert W. Goldsworthy Desalter, Water
Replenishment District of Southern California**

Project Manager

- The located in the Robert W. Goldsworthy Desalter which treats contaminated groundwater for the West Coast Basin within the City of Torrance. Currently, the facility is extracting and treating approximately 2.75 million gallons per day. The Goldsworthy Desalter works through microfiltration and reverse osmosis treatments.



John Robinson
Principal Engineer

PROFESSIONAL CAPABILITIES/SUMMARY

Mr. Robinson has 25 years of experience, both locally and regionally, in planning, design, construction and program management of water supply, wastewater, and recycled water facilities such as pumping stations, treatment plants, transmission pipelines, and water storage reservoirs. He has served in a variety of roles including construction manager, program manager, chief resident engineer, and resident engineer. He has extensive experience managing multi-contract construction programs, and with design and construction for rehabilitation and expansion of existing water facilities. His responsibilities on past projects have included interfacing with owners, consultants, and regulatory agencies, contract administration, change order negotiations, and schedule coordination and analysis.

SUMMARY OF RELEVANT EXPERIENCE

WEST BASIN MUNICIPAL WATER DISTRICT, CA

Resident Engineer, Managing Design Coordination & Construction Management

- Mr. Robinson supervised a construction management team of eight resident engineers and inspectors and support personnel including office engineers, administrators, and draftspersons. His responsibilities included managing multi-contract administration, quality control and assurance, claims avoidance, interfacing with design engineers and other consultants, documentation and status reports, change order negotiations, public relations, and coordination of multiple contractors' work in nine different municipalities and other jurisdictions. Mr. Robinson also conducted community meetings and workshops to interface with businesses and residents to coordinate construction in sensitive areas. He was responsible for this multi-contract water recycling distribution program, which included fast-track construction of 60 miles of pipeline.

Temporary Ocean Desalination Demonstration Project, West Basin Municipal Water District, Carson, CA

Principal-In-Charge & Project Manager

- Mr. Robinson was the Principal-In-Charge and Project Manager working with West Basin Municipal Water District for the preliminary and final design of a 0.5 MGD ocean desalination demonstration project to be located in Redondo Beach, California. The preliminary design report included technical memoranda on water assessment, permitting requirements, physical siting requirements, process requirements, distribution options, operations and maintenance requirements, cost estimating, continued research & development. The final design efforts include 30-percent, 50-percent, 85-percent and 100-percent design plans and specifications as well as probable construction costs. As Project Manager, he worked with subconsultants for the preparation of the permitting plan, implemented the permitting included a city permits, RWQCB permit and the Coastal Commission.

Multiple Pipeline Projects, Upper San Gabriel Valley, Municipal Water District, CA

Principal-In-Charge & Construction Manager

- Mr. Robinson was the Principal-In-Charge and Construction Manager providing third party construction management services for the \$1M Whittier Narrows Recycled Water retrofit pipeline which was a 1 mile of 6-inch C900 PVC with the Los Angeles County Park and Recreation. Pipeline construction management and inspection included a Manual of Project Instructions, daily inspections reports, monthly reports for Board updates, coordination of change orders, RFI, schedule compliance and maintain project files. The project included mitigation measures for CEQA and NEPA as well as a firm deadline due to a booked dedication ceremony requiring the water flowing as the project was funded by the SWRCB Proposition 50.

YEARS OF EXPERIENCE

25+

EDUCATION

BS, Civil Engineering

REGISTRATION

Engineering-in-Training, California,
Registration No. 109865, 1997
Professional Engineer – CA (Pending)

PROFESSIONAL AFFILIATIONS

American Water Work Association
American Society of Civil Engineers
California Water Environment
Association
Orange County Water Association
Water Environmental Federation
WaterReuse Association



John Robinson
Principal Engineer

**Pumping Station Modification Projects, City of
Anaheim, CA**

Construction Manager

- Mr. Robinson's responsibilities included supervising resident and office engineers, contract administration, change order negotiations, and schedule coordination with the city's operations staff for shut downs, start-up, and commissioning. The work involved extensive rehabilitation and expansion of pumping facilities, including renovation of existing wells, and new flow meters, pumping equipment, computerized instrumentation, telemetry, disinfection systems, and standby generators.

Crosstown Feeder, City of Riverside, CA

Resident Engineer

- Mr. Robinson was responsible for construction management of a large-diameter water transmission pipeline, including more than seven miles of 42-, 36-, 30-, and 27-in-diameter pipeline using reinforced plastic mortar (RPM) pipe, and CML&C steel pipe. This project required particularly close inspection because the installed RPM pipe replaced a recently constructed pipeline abandoned because of multiple severe failures.

Wisteria Reservoir, City of Torrance, CA

Public Works Inspector

- Mr. Robinson was responsible for construction management of an 18.7-MG buried reinforced concrete water reservoir, converting a pumping station from natural gas to electric-driven pumps, several pipelines, and extensive slope earthwork operations on a restrictive site. Pipeline installation included over 3,400 feet of 30-in and 24-in CML&C steel pipe, and a 115-ft steel casing bored Highway1. Due to its location in a public park with recreational facilities, Mr. Robinson supported public relation efforts, conducted site tours, and organized neighborhood meetings.

**Wastewater Treatment Plant Expansion,
City of Escondido**

Resident Engineer

- Mr. Robinson was responsible for quality control monitoring and documentation, construction progress monitoring, and schedule reporting for a \$16M expansion and upgrade of this facility to increase its capacity from 11 to 16.5 mgd. While the work was underway, Mr. Robinson prepared a detailed schedule analysis that served as basis to successfully mitigate the contractor's delay claim. This project included additions or modifications to pumping stations, headwork's, laboratory, aeration basins, primary and secondary clarifiers, primary and secondary digesters, a filter press system, an odor control facility, an energy recovery system, and an equalization basin.

**Transmission Mains, Cities of Corona/Laguna Beach/
Newport Beach, CA**

Construction Manager

- Mr. Robinson's work involved multiple contracts and close coordination with multiple agencies and staff to meet contractual scheduling constraints. He supervised resident engineers, subconsultant, and support staff. Mr. Robinson also conducted change order negotiations, recommended field changes, managed subconsultants, and supervised review of contractors' submittals, progress payments, and requests for clarification.

**Wastewater Treatment Plant Improvements, Fallbrook
Public Utility District**

Project Engineer & Resident Engineer

- Mr. Robinson was the Project Engineer and Resident Engineer providing the following services: Screening and dewatering facilities, including the review of the cost effectiveness of press-type equipment versus more complex screening and separation, and the preparation of construction drawings and specifications for bidding. Centrifuge design involving preparation of a preliminary engineering design report, setting forth the most viable design concepts for thickening at the aerobic digesters, preparation of the permitting for FPUD's outfall with the Coastal Commission the preparation of detailed construction drawings and specifications for bidding. Mr. Robinson also conducted change order negotiations, recommended field changes, managed subconsultants, and supervised review of contractors' submittals, progress payments, and requests for clarification.

CONFIDENTIAL

SAFNA DISCOUNTED FEE SCHEDULE FOR CITY OF SOUTH GATE

Classification	Hourly Rates	Discounted Rates
Principal	\$215	\$194
Program Manager	\$195	\$176
Principal Engineer	\$190	\$171
Project Manager*	\$145	\$131
Senior Engineer*	\$144	\$130
Project Engineer*	\$135	\$122
Associate Engineer*	\$120	\$108
CAD Specialist	\$110	\$99

All other direct costs, such as production, special photography, postage, delivery services, overnight mail, printing, equipment rental and any services performed by subcontractor will be billed at cost plus 10%. The rates will be subjected to a 4% escalation and will be adjusted in the invoice. Mileage at IRS Rate.

*Classifications that are field rates.

AGREEMENT FOR PROFESSIONAL SERVICES

THIS AGREEMENT FOR PROFESSIONAL SERVICES ("Agreement") is made and entered into by and between the **CITY OF SOUTH GATE, a municipal corporation ("City")**, and **SAFNA ENGINEERING & CONSULTING, A DIVISION OF HEATEFLEX, a California corporation, ("Consultant")** identified in Section 1 hereof.

RECITALS

WHEREAS, City desires to engage Consultant to perform certain specialized technical and professional engineering services, as provided herein, in connection with that certain project identified as: **PROJECT MANAGEMENT SERVICES;**

NOW, THEREFORE, the parties agree as follows:

1. Parties to the Agreement.

The parties to the Agreement are:

- A. Owner: The City of South Gate, a municipal corporation, having its principal office at 8650 California Avenue, South Gate, California 90280.
- B. Consultant: SAFNA Engineering & Consulting/ division of Heateflex Corporation
405 E. Santa Clara Street
Arcadia, CA 91006

2. Representatives of the Parties and Service of Notices.

The representatives of the parties who are primarily responsible for the administration of this Agreement, and to whom formal notices, demands and communications shall be given, are as follows:

A. The principal representative of the City shall be:

Arturo Cervantes, P.E.
Director of Public Works/City Engineer
Public Works Department
City of South Gate
8650 California Avenue
South Gate, CA 90280

B. The principal representative of the Consultant shall be:

Jorge Ramirez

President

SAFNA Engineering & Consulting

405 E. Santa Clara Street

Arcadia, CA 91006

Phone: 626-599-8566

Email: jramirez@heateflex.com

C. Formal notices, demands and communications to be given hereunder by either party shall be made in writing and may be affected by personal delivery or by mail.

D. If the name of the principal representative designated to receive the notices, demands or communications, or the address of such person, is changed, written notice shall be given within five (5) working days of said change.

3. Description of Work.

City hereby engages Consultant, and Consultant accepts such engagement, on an as-needed basis to perform technical and professional services in accordance with the "Scope of Work" attached hereto as Exhibit "A" and proposal attached hereto as Exhibit "B." Consultant shall perform and complete, in a manner satisfactory to City, all work and services requested in accordance with Exhibit "A." The Director of Public Works, or the Director of Public Works' designee, shall have the right to review and inspect the work during the course of its performance at such times as may be specified by the Director of Public Works.

4. Commencement and Completion of Work.

The execution of this Agreement by the parties does not constitute an authorization to proceed. The services of Consultant shall commence when the City, acting by and through its Director of Public Works, has issued a Notice to Proceed based upon a proposal for as needed services for such project, program, or activity. The work requested in accordance with Exhibit "A" shall be for a term of one (1) year, commencing on the date of the last signature on this agreement and ending on June 30, 2018, exclusive of any review periods required by City and any extensions approved pursuant to Section 5 below. Consultant shall have no claim for compensation for any additional services or work, which has not been preauthorized in writing by the Director of Public Works.

5. Extension of Time for Completion of Work.

A. If, at any time, the work is delayed due to suspension order by the City, or due to any other cause which, in the reasonable opinion of the City is unforeseeable and beyond the control and not attributable to the fault or negligence of Consultant, then Consultant shall be entitled to an extension of time equal to said delay, subject to the City's right to terminate this Agreement pursuant to Section 11.

B. Consultant shall submit to the Director of Public Works a written request for an extension of time within ten (10) days after the commencement of such delay, citing the reason for such delay. Failure to submit the written request within such time period shall constitute a waiver thereof. The Director of Public Works shall, in his sole discretion, determine whether and to what extent any extensions of time shall be permitted. If the Director of Public Works approves such request, he shall do so in writing.

C. No extension of time requested or granted hereunder shall entitle Consultant to additional compensation unless, as a consequence of such extension, additional work must be performed. In such event, the City shall in good faith consider any request for additional compensation submitted by Consultant.

6. Data Provided to Consultant.

City shall provide to Consultant, without charge, all data, including reports, records, maps and other information, now in the City's possession, which may facilitate the timely performance of the work requested in accordance with Exhibit "A"

7. Independent Contractor.

Consultant is an independent contractor and shall have no power or authority to incur any debt, obligation or liability on behalf of the City.

8. Consultant's Personnel.

A. All services required under this Agreement will be performed by Consultant, or under Consultant's direct supervision, and all personnel shall possess the qualifications, permits and licenses required by State and local law to perform such services, including, without limitation, a City of South Gate business license as required by the South Gate Municipal Code.

B. Consultant shall be solely responsible for the satisfactory work performance of all personnel engaged in performing services required by this Agreement, and compliance with all reasonable performance standards established by City.

C. Consultant shall be responsible for payment of all employees' and subcontractor's wages and benefits, and shall comply with all requirements pertaining to employer's liability, workers' compensation, unemployment insurance, and Social Security.

D. Each project proposal shall disclose sub-consultants and the estimated cost of work. All sub-consultant services shall require prior approval of the Public Works Department.

E. Consultant shall indemnify and hold harmless the City and all other related entities, officers, employees, and representatives, from any liability, damages, claims, costs and expenses of any nature arising from alleged violations of personnel practices, or of any acts or omissions by Consultant and/or its employee, independent contractors, agents, or representatives in

connection with the work performed arising from this Agreement, to the extent resulting from their negligent or other wrongful conduct.

9. Compensation.

A. The total compensation to be paid by City to Consultant for all work and services requested shall be in accordance with an hourly fee schedule of One Hundred and Seven Dollars and Zero Cents (\$107.00) per hour for Project Management Services, the total compensation for the total time of work pursuant to Section 4 shall not exceed Two Hundred Thousand and Fifteen Dollars and Zero Cents (\$215,000.00) per year, and be as submitted pursuant to the written budget proposal submitted for as-needed work with costs identified for each such project, program, or activity. All requests by the City for supporting documentation are required for payment of invoiced services. The City reserves the right to withhold payment until said documentation is provided. Travel expenses (time, mileage, etc.) to attend business meetings and/or any other business associated with as-needed services shall be waived and shall not be shown on the Consultant and sub-consultant's compensation submittal to the City.

B. On or before the fifth day of each calendar month following commencement of the work, Consultant may cause to be made and submitted to City a written detailed estimate of the value of all work completed and materials incorporated into the project up to the first day of the month in which the estimate is made. In reviewing and approving such estimate, the City may consider, in addition to other facts and circumstances, the relationship of the work completed to the work remaining to be done. The City shall have the right to retain ten percent (10%) of the estimated cost of the work as partial security for Consultant's performance of this Agreement. Within thirty (30) days after approval of Consultant's estimate, City shall pay to Consultant the balance of such estimated value after deducting there from all prior payments and all sums to be retained as partial security under the terms of this Agreement.

C. Upon satisfactory completion of all work and services requested in accordance with Exhibit "A" and City's approval thereof, City shall pay to Consultant the total amount remaining due for each increment or phase of the work, including all funds retained as partial security. Final payment shall be made by City to Consultant within sixty (60) days after City's written acceptance of the work.

D. No payment made hereunder by City to Consultant, other than the final payment, shall be construed as an acceptance by City of any work or materials, nor as evidence of satisfactory performance by Consultant of its obligations under this Agreement.

10. Indemnity and Insurance.

A. Consultant agrees to indemnify, hold harmless and defend the City, its officers and employees, from and against any and all claims, losses, obligations, or liabilities whatsoever incurred in or in any manner arising out of or related to Consultant's and/or its employees, independent contractors, agents, or representatives negligent or wrongful acts, errors or omissions. Consultant will deliver to City a certificate of insurance evidencing professional liability insurance coverage in an amount not less than \$1,000,000.

B. In addition to paragraph A, above, (1) The Consultant, at its expense, shall maintain in effect at all times during the performance of work under this Agreement not less than the following coverage and limits of insurance, which shall be maintained with insurers listed "A" or better in the Best's Insurance Guide and authorized to do business in the State of California.

(a) Workers' Compensation and Employer's Liability

- Workers' Compensation-coverage as required by law.
- Employer's Liability-limits of at least \$1,000,000 per occurrence.

(b) Comprehensive General Liability

- Combined Single Limit-\$1,000,000.

The automobile and comprehensive general liability policies may be combined in a single policy with a combined single limit of \$1,000,000. All of the Consultant's policies shall contain an endorsement providing that written notice shall be given to City at least thirty (30) calendar days prior to, cancellation of the policy, ten (10) days notice if cancellation is due to nonpayment of premium.

(2) Policies providing for bodily injury and property damage coverage shall contain the following:

(a) An endorsement extending coverage to City as an additional insured, in the same manner as the named insured, as respects liability arising out of the performance of any work under the Agreement. Such insurance shall be primary insurance as respects the interest of City, and any other insurance maintained by City shall be considered excess coverage and not contributing insurance with the insurance required hereunder.

(b) "Severability of Interest" clause.

(c) Provision or endorsement stating that such insurance, subject to all of its other terms and conditions, applies to the liability assumed by Consultant under the Agreement, including without limitation that set forth in Section 10.A.

(3) Promptly on execution of this Agreement and prior to commencement of any work Consultant shall deliver to City copies of all required policies and endorsements to the required policies.

(4) The requirements as to the types and limits of insurance to be maintained by the Consultant are not intended to and shall not in any manner limit or qualify Consultant's liabilities and obligations under this Agreement.

(5) Any policy or policies of insurance that Consultant elects to carry as insurance against loss or damage to its equipment and tools or other personal property used in the performance of this Agreement shall include a provision waiving the insurer's right of subrogation against the City.

11. Termination for Convenience.

The City through its City Manager, or his designee, may terminate this Agreement at any time without cause by giving fifteen (15) days written notice to Consultant of such termination and specifying the effective date thereof. In that event, all finished or unfinished documents and other materials shall, at the option of City, become its property. If this Agreement is terminated by City as provided herein, Consultant will be paid a total amount equal to its actual costs as of the termination date, plus ten percent (10%) of that amount for profit. In no event shall the amount payable upon termination exceed the total maximum compensation provided for in this Agreement.

12. Termination for Cause.

A. The City through its City Manager, or his designee, may, by written notice to Consultant, terminate the whole or any part of this Agreement in any of the following circumstances:

(1) If Consultant fails to perform the services required by this Agreement within the time specified herein or any authorized extension thereof; or

(2) If Consultant fails to perform the services called for by this Agreement or so fails to make progress as to endanger performance of this Agreement in accordance with its terms, and in either of these circumstances does not correct such failure within a period of ten (10) days (or such longer period as City may authorize in writing) after receipt of notice from City specifying such failure.

B. In the event City terminates this Agreement in whole or in part as provided above in paragraph A of this Section 12, City may procure, upon such terms and in such manner as it may deem appropriate, services similar to those terminated.

C. If this Agreement is terminated as provided above in paragraph A, City may, at its election, require Consultant to provide all finished or unfinished documents, data, studies, drawings, maps, photographs, reports, etc., prepared by Consultant. Upon such termination, Consultant shall be paid an amount equal to the value of the work performed. In ascertaining the value of the work performed up to the date of termination, consideration shall be given to both completed work and work in progress, to complete and incomplete drawings, and to other documents whether delivered to City or in possession of Consultant, and to authorized reimbursement expenses.

D. If, after notice of termination of the Agreement under the provisions of this Section 12, it is determined, for any reason, that Consultant was not in default, or that the default was excusable, then the rights and obligations of the parties shall be the same as if the notice of termination had been issued pursuant to Section 11.

13. Non-Discrimination and Equal Employment Opportunity.

A. In the performance of this Agreement, Consultant shall not discriminate against any employee, subcontractor, or applicant for employment because of race, color, religion, ancestry, sex, national origin, handicap or age. Consultant will take affirmative action to ensure that subcontractors and applicants are employed, and that employees are treated during employment without regard to their race, color, religion, ancestry, sex, national origin, handicap or age. Affirmative action relating to employment shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment; layoff or termination; rates of pay or other forms of compensation; and selection for training including apprenticeship.

B. The provisions of subsection A above shall be included in all solicitations or advertisements placed by or on behalf of Consultant for personnel to perform any services under this Agreement. City shall have access to all documents, data and records of Consultant and its subcontractors for purposes of determining compliance with the equal employment opportunity and non-discrimination provisions of this Section, and all applicable provisions of Executive Order No. 11246 which is incorporated herein by this reference. A copy of Executive Order No. 11246 is available for inspection and on file with the Public Works Department.

14. Consultant's Warranties and Representations.

Consultant warrants and represents to City as follows:

A. Consultant has not employed or retained any person or entity, other than a bona fide employee working exclusively for Consultant, to solicit or obtain this Agreement.

B. Consultant has not paid or agreed to pay any person or entity, other than a bona fide employee working exclusively for Consultant, any fee, commission, percentage, gift, or any other consideration contingent upon or resulting from the execution of this Agreement. Upon such breach or violation of this warranty, City shall have the right, in its sole discretion, to terminate this Agreement without further liability, or, in the alternative, to deduct from any sums payable hereunder the full amount or value of any such fee, commission, percentage or gift.

C. Consultant has no knowledge that any officer or employee of the City has any interest, whether contractual, non contractual, financial, proprietary, or otherwise, in this transaction or in the business of the Consultant, and that if any such interest comes to the knowledge of Consultant at any time, a complete written disclosure of such interest will be made to City, even if such interest would not be deemed a prohibited "conflict of interest" under applicable laws.

D. Upon the execution of this Agreement, Consultant has no interest, direct or indirect, in any transaction or business entity which would conflict with or in any manner hinder the performance of services and work required by this Agreement, nor shall any such interest be acquired during the term of this Agreement.

15. Subcontracting, Delegation and Assignment.

A. Consultant shall not delegate, subcontract or assign its duties or rights hereunder, either in whole or in part, without the prior written consent of the City; provided, however, that claims for money due or to become due to Consultant from City under this Agreement may be assigned to a bank, trust company or other financial institution without such approval. Any proposed delegation, assignment or subcontract shall provide a description of the services to be covered, identification of the proposed assignee, delegee or subcontractor, and an explanation of why and how the same was selected, including the degree of competition involved. Any proposed agreement with an assignee, delegee or subcontractor shall include the following:

(1) The amount involved, together with Consultant's analysis of such cost or price.

(2) A provision requiring that any subsequent modification or amendment shall be subject to the prior written consent of the City.

B. Any assignment, delegation or subcontract shall be made in the name of the Consultant and shall not bind or purport to bind the City and shall not release the Consultant from any obligations under this Agreement including, but not limited to, the duty to properly supervise and coordinate the work of employees, assignees, delegees and subcontractors. No such assignment, delegation or subcontract shall result in any increase in the amount of total compensation payable to Consultant under this Agreement.

16. Ownership of Documents.

All plans, specifications, reports, studies, tracings, maps and other documents prepared or obtained by Consultant in the course of performing the work required by this Agreement shall be the property of the City. Basic survey notes, sketches, charts, computations and similar data prepared or obtained by Consultant under this Agreement shall, upon request, be made available to City without restriction or limitation on their use. City's reuse of such materials on any project other than the project, which is the subject of this Agreement, shall be at City's sole risk.

17. Entire Agreement and Amendments.

A. This Agreement supersedes all prior proposals, agreements, and understandings between the parties and may not be modified or terminated orally.

B. No attempted waiver of any of the provisions hereof, nor any modification in the nature, extent or duration of the work to be performed by Consultant hereunder, shall be binding unless in writing and signed by the party against whom the same is sought to be enforced.

18. Resolution of Disputes.

Disputes regarding the interpretation or application of any provisions of this

Agreement shall, to the extent reasonably feasible, be resolved through good faith negotiations between the parties. In the event that the parties cannot reach agreement, parties agree to submit their dispute to non-binding arbitration prior to the commencement of any legal action or suit. The parties are free to choose a mutually agreeable arbitrator; however, in the event of a lack of agreement between the parties, the matter shall be submitted to the American Arbitration Association and be subject to its Commercial Arbitration Rules. Each party shall bear its own costs and fees, and share equally in the cost of the arbitration fee.

19. Severability

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

20. Exhibits.

The following exhibits to which reference is made in this Agreement are deemed incorporated herein in their entirety:

Exhibit "A" Scope of Work
Exhibit "B" Proposal dated June 13, 2017

21. Governing Law.

This Agreement shall be governed by the laws of the State of California. Venue shall be within the County of Los Angeles.

22. Effective Date.

Unless otherwise specified herein, this Agreement shall become effective as of the date set forth on which the last of the parties, whether City or Consultant, executes said Agreement. Agreement for staff augmentation services is approved for one (1) year ending June 30, 2018.

**AGREEMENT FOR PROFESSIONAL SERVICES BETWEEN THE
CITY OF SOUTH GATE AND SAFNA ENGINEERING AND CONSULTING, A
DIVISION OF HEATEFLEX CORPORATION**


IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed and attested by their respective officers thereunto duly authorized.

**"CITY"
CITY OF SOUTH GATE**

By: 
Maria Davila, Mayor

Dated: 7-11-17

ATTEST:


Carmen Avalos, City Clerk
(SEAL)

**"CONSULTANT"
SAFNA ENGINEERING AND CONSULTING,
A DIVISION OF HEATEFLEX CORPORATION**

By: 
Jorge Ramirez


President, Heateflex Corporation

Dated: 7-20-2017

APPROVED AS TO FORM:


Raul F. Salinas, City Attorney

Exhibit "A"

Scope of Work

The following Scope of Work provides for typical duties that may be expected from the selected Utility Engineer in areas relative to municipal water system engineering, including but not limited to:

- Knowledge and design principles of transmission and distribution facilities including water mainlines, customer services, booster pump stations, pressure regulating stations and associated appurtenances.
- Knowledge and design principles of water production facilities such as water wells, hydrology, drilling, equipping, buildings, motors, and pumps.
- Knowledge and design principles of water storage and treatment facilities including reservoirs, water tanks, and chlorine systems.
- Knowledge and design principles of electrical systems such as modification, upgrade, and replacement of existing electrical systems, including motor control centers, motor starters, electrical panels, instrumentation and control systems, and SCADA systems.
- Knowledge of water quality issues such as operations and maintenance practices, optimization, best available treatment alternatives, operational troubleshooting, investigations, evaluations, and other water treatment concerns including compliance with applicable rules, regulations and laws.
- Knowledge of environmental compliance practices relative to Spill Containment and Prevention Systems, Environmental Compliance Audits, Asbestos and Lead Surveys, Hazardous Materials Abatement and Remediation, Environmental Site Assessments, Surface Water Quality Issues, Air Quality Source Testing, and analysis of proposed projects and funding sources for compliance with the California Environmental Quality Act (CEQA) and/or the Federal National Environmental Policy Act (NEPA).
- Knowledge of applying for and administering State and Federal grants or other funding sources. Activities may include advising the City of grant funding opportunities for engineering and construction financing and, when directed, prepare funding applications, invoices, and other required documentation.
- Provide development review support for City staff focusing on water related issues with an understanding and knowledge of the City development review process and practice. Be competent and knowledgeable in construction materials and methods and codes and standards in the field for which they are performing plan review.
- Provide limited construction management services for public works water facilities and

infrastructure improvements including, but not limited to water mains, reservoirs, tanks, valves, treatment facilities, recycled water systems, chlorine systems, pumps, motors, and booster stations.

- Provide coordination services to facilitate coordination with utility companies, contractors, and City staff.
- Preparation or review of complex technical documents including reports, studies, regulatory filings, statements of compliance, and other correspondence.
- Attend meetings with City Staff, prepare meeting minutes, and make presentations as directed.



June 13, 2017

Attn: Arturo Cervantes
Public Works Director
City of South Gate
8650 California Avenue
South Gate, CA 90280

RE: Proposal for Project Management Services for the City of South Gate

Dear Mr. Cervantes:

SAFNA Engineering & Consulting recently hired Ana Ananda to join our team of professionals. I understand that Mr. Ananda is a critical part of the City's project delivery success. To maintain continuity and avoid any disruptions to the City's critical projects, we have prepared this proposal and are committed to offer Mr. Reymundo Trejo and Mr. Ananda to support the City in the delivery of your projects. We will also honor the existing hourly rate that the City is paying for these services. As part of this proposal, the following sections have been prepared for your consideration:

- Firm Overview
- Project Team
- SAFNA Experience
- Resumes
- Fee Schedule

Thank you for the opportunity to serve your agency. Please feel free to contact me at 626-599-8566.

Sincerely,

A handwritten signature in black ink that reads 'Jorge Ramirez'. The signature is written in a cursive style with a prominent 'J' and 'R'.

Jorge Ramirez
President and CEO

Firm Overview

Background

SAFNA Engineering and Consulting (SAFNA) has a long legacy of offering a wide range of professional engineering services and products to public and private clients. With offices in Arcadia and San Dimas, the company has a work force of over 40 employees providing engineering and consulting services in program management, engineering design, and implementation of infrastructure projects.

SAFNA's roots began in 1974, when its parent company, Heateflex Corporation, successfully accommodated the stringent engineering design and fabrication support services for private, semiconductor, and related high-technology industry clients. As the parent company grew financially, it began to diversify its portfolio offerings into enhanced engineering services, fabrication of tanks, and specialized solutions for fluid heating requirements through organic growth and the merger and acquisition of SAFNA. For over four decades, the company has maintained a strong focus in customer satisfaction.

Today, SAFNA has evolved into a full-service engineering services and product company, with strong financial backing, corporate headquartered in Arcadia, CA, with full production and fabrication facilities in San Dimas, CA.

Certifications

SAFNA is a proud participant and holder of several certifications. Below are the active certifications:

Minority Business Enterprise (MBE)

- City of Los Angeles
- Southern California Minority Business Development Council (SCMBDC)
- California Public Utilities Commission (CPUC)

Small Business Enterprise (SBE)

- Metropolitan Water District of Southern California
- California Department of General Services
- City of Los Angeles
- Port of Los Angeles
- City of Long Beach
- Port of Long Beach
- Los Angeles Community College District
- Los Angeles Unified School District
- San Diego County Water Authority

Additionally, the company is certified by National Board (NB) of Boiler & Pressure Vessel Inspectors and the American Society of Mechanical Engineers (ASME).

Services

We offer a broad range of engineering and planning services and are expanding our offerings as we continue to recruit experienced professionals that bring passion, integrity, and innovative approaches to meet our clients' challenges.

Program and Project Management

We provide project and program management support services for large complex projects, capital improvement programs, and short term project management assignments. Our experienced engineers and project managers provide immediate service and offer flexible schedules to support as needed project needs and milestones. Our project and program management services includes integrated management of staff, consultants, and contractors. We support preparation of request for proposals (RFP) and assist in developing evaluation criteria to select the most qualified firms. We provide agency owner's representation on capital improvement program (CIP) review, daily management, and overall program execution.

Planning and Feasibility Studies

Our engineering professionals can support clients in strategic planning and feasibility studies. We believe that conducting a review of existing plans and studies may help determine if alternative solutions may become available. We can collaborate with clients and planning teams to bring a fresh perspective on agency strategic objectives and provide recommendations.

Utility Research and Design

The state of California is undergoing tremendous infrastructure renovation and expansion of facilities, utility infrastructure and transportation corridors. One of the most important tasks in selecting the pipeline alignments, modification of underground structures and preparing the design plans is the location of other utilities within the project site. Our staff performs thorough investigations that allow utility constraints to be identified during the alignment studies and may help avoid potential conflicts during construction, resulting in cost savings and time saved. Our provides utility design support services for including utility research, utility design, drainage design, water and sewer design, and utility relocation planning.

CAD Design Services

Our engineering staff is fully capable in Bentley, AutoCAD and Revit platforms and has experience working with various agency standards. We have experience in the use of drafting programs, including Autodesk's Revit, to develop detailed drawings and to produce construction documents as an aid in structural analysis and detailing for various structures. We can utilize Microstation/AutoCAD drafting and design production to develop engineering plans with plans and profiles, grading plans,

mechanical and structural details, electrical, and P&IDs. Our capabilities also include Advanced 3D design modeling and 2D & 3D visualizations.

Permitting Services

Our professionals understand the permitting process and level of coordination required to effectively complete design and construction projects. We bring a comprehensive and disciplined approach to identifying, tracking, managing and acquiring permits. Our services include preparation of permitting applications, detailed status monitoring, and direct coordination with each agency to ensure timely receipt of permits and other required project documentation. We have experience in permit support efforts with major utility agencies, county agencies, federal agencies, regulatory agencies, and state agencies throughout California.

E	A utoCAD M icrostation	P	F easibility S tudies	W	P rogram D evelopment	P	P rogram M anagement	C	C onstructability R eview
N		L		A		R		O	
G		A		T		O		N	
I	U tility R esearch	N	C EQA/NEPA S upport	E	C IP I mplementation	G	B udget Control	S	C onstruction O bservation
N		I		R		A		T	
E	U tility Design	N	G rant Strategic P lanning	R	C ustomer D evelopment	M	P rogram S chedule	U	C ontract A dministration
R		G		E		A		C	
I	D rainage D esign		G rant A pplications	U	R etrofit Design	N	O wner's R epresentation	I	R esident E ngineer
N				S		A		O	
G			G rant A dministration	E	P ermitting	G	R FP D evelopment & P rocurement	N	R eporting
	W ater Design					E		M	
			U tility R elocation P lanning		S takeholder C oordination	M	C IP M anagement a nd Execution	A	D ocument C ontrol
	S ewer Design					E		N	
					E ngineering R eports	N	C onservation P rogram M anagement	G	C loseout A dministration
						T		E	
	P ermits				R egulatory S upport		S takeholder C oordination	M	U tility C oordination

Staff Augmentation Services

Our firm provides engineering professionals to meet short-term and long-term project assignments at various levels of experience. Our staff augmentation services are flexible, and include part-time or full-time interns, junior engineers, assistant engineers, inspectors, or senior management professionals.

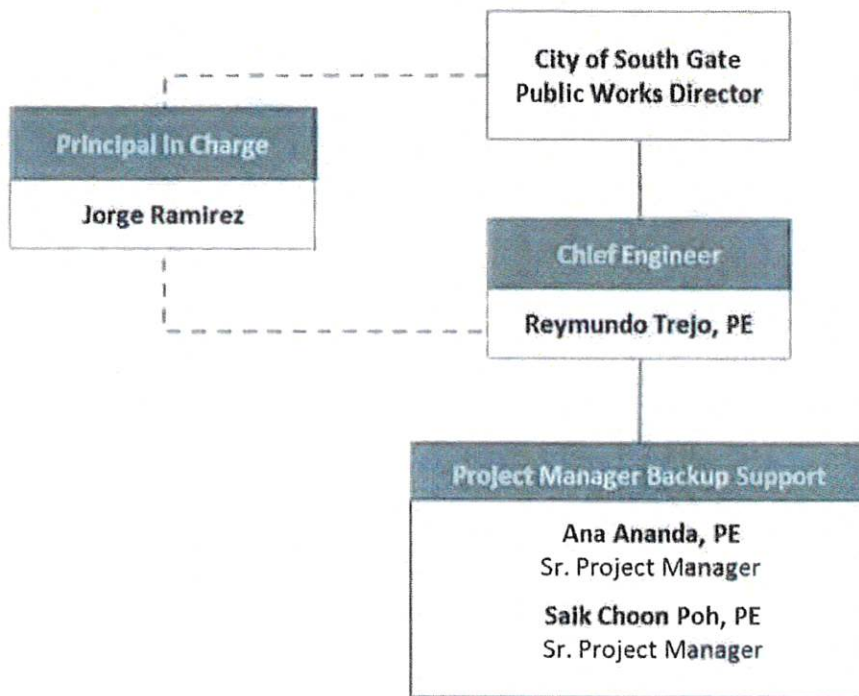
Grant Writing Services

Many of the infrastructure agencies rely on some level of grants funding to fund design and construction of projects. Our understanding of the funding process has helped agencies obtain millions in grants and loans for project development and implementation. These programs include Proposition 50, Chapter 8; U.S. Bureau of Reclamation Title XVI; California Clean Water State Revolving Fund; Proposition 84; Proposition 1 Water Bond; Measure M; and others.

Project Team

Proposed Team and Organizational Chart

Mr. Reymundo Trejo is the Chief Engineer of SAFNA, and will serve as our proposed Senior Project Manager for the City. We are also submitting two additional back up project managers should the City need additional resources to complete projects on time and within budget. Below is the proposed organizational chart to support the City.



Local Familiarity and Presence

Our corporate offices are in the City of Arcadia, centrally located in the county of Los Angeles. Our key senior project manager and support team members are familiar with the project locations and are stationed in our Arcadia headquarters, giving us the ability to respond to all project requirements in an efficient manner. Mr. Trejo will report directly at the City of South Gate Public Works offices, supported by Mr. Ananda. Mr. Ananda will report directly to Mr. Trejo on all assignments.



Commitment and Availability

We carefully selected each of the project core team members based on experience as well as commitment to the project needs and schedule. Below is a summary of the percent availability for each of the project members.

REYMUNDO TREJO, Chief Engineer	100%
ANA ANANDA, Senior Project Manager	50%
SAIK CHOON POH, Senior Project Manager	50%

Proposed Team Resumes are included at the end of this proposal.

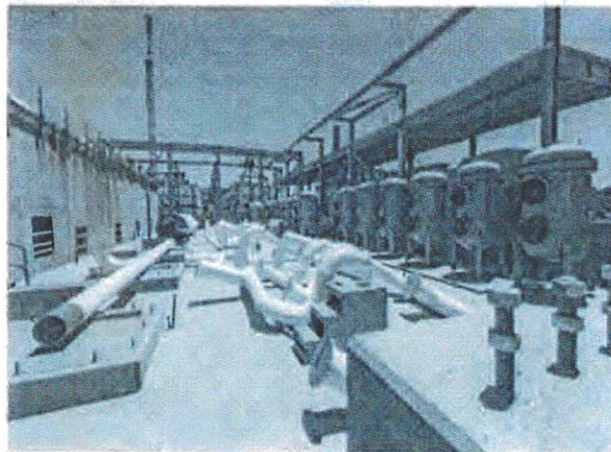
SAFNA Experience

Firm Experience

SAFNA has worked with several private and public agencies in completing projects. Below are some of SAFNA's notable projects.

Carlsbad Ocean Water Desalination Project

SAFNA was part of the design-build team for the Carlsbad desalination project. The Carlsbad Desalination plant provides 50 MGD of water to approximately 300,000 residents in San Diego. One of the most critical processes and components of the plant was the selection and design of a pre-treatment process. SAFNA was part of the design-build team responsible for designing innovative pre-treatment filtration vessels (patent-pending) that extends the life of the plant's Reverse Osmosis equipment and meets NSF 61 requirements. Running high corrosive seawater through treatment equipment at 250 psi



of pressure posed water quality and structural integrity challenges. The experienced SAFNA team selected natural polypropylene as the internal structural cage. A total of 17 multi cartridge filter vessels were designed and manufactured at the SAFNA facilities in San Dimas, CA. The vessels were made of carbon steel, lined with Endura-flex offering several benefits to the project including cost savings, reduced maintenance, and equipment longevity. Among the key design services provided by SAFNA's engineers includes:

- Design of Pressure Vessel Using ASME CODE, Section VIII, Division 1
- ASME Design and Code Verification Software
- Utilized SolidWorks to Create 3D Model
- Stress Analysis
- Prepared all Seismic Calculations
- Developed Torque and Setting Specifications
- Generated Operations Manual
- Hydrostatic Testing
- Prepared Manufacturing Drawings and Weld maps using AutoCAD
- NSF-61 Certification, Design and Testing
- Fabrication of All Vessels at SAFNA's San Dimas, CA Facility

- SolidWorks modelling and simulation to determine internal material deflection and wear based on variable flow rates and water pressure

Metropolitan Water District of Southern California F.E. Weymouth Filtration Plant

The Metropolitan Water District completed the F.E. Weymouth Treatment Plant in 1940. It serves the county residents of Los Angeles and Orange. To enhanced its output and lower chlorine levels the amounts of chlorine, a plant retrofit was planned to disinfect primarily with ozone. Construction is underway for an ozone water treatment process, which when completed in 2017, will make Weymouth the final Metropolitan treatment plant retrofitted for ozone disinfection. Compared to chlorine, ozone destroys a wider range of micro-organisms, produces fewer byproducts and removes unpleasant tastes and odors more effectively. When using ozone, bromate is produced as a byproduct and requires additional treatment to manage it.



SAFNA designed three very specific and customized 10,600-gallon sulfuric acid storage tanks, made with carbon steel (CS), to address this issue. The in-house design and production of the project tanks included:

- Engineered to API Standard
- Used API Modeling Software to Confirm Design Conformity
- Prepared all Seismic Calculations for Tank Anchors
- Hydrostatic Testing
- Prepared All Manufacturing Drawings and Weld Maps using AutoCAD
- Design and Fabricated Tanks at the SAFNA San Dimas, CA Facility

Irvine Ranch Water District – Michelson Water Recycling Plant – Bio-solids and Energy Recovery Facilities

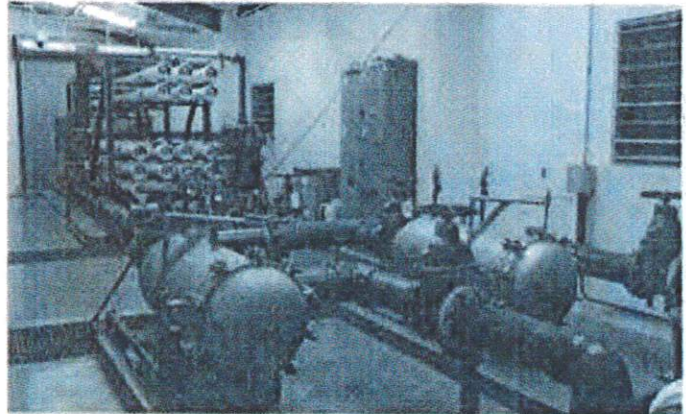
The Michelson Water Reclamation Plant treats thousands of gallons of wastewater to produce reclaimed water for irrigation applications. The wastewater treatment process also produces a nutrient rich by-product referred to as biosolids. This new facility will utilize a biological and heat process to convert the biosolids into fertilizers, and utilize the resulting biogas as a fuel to generate electricity. SAFNA was responsible for designing and fabricating two stainless steel utility water tanks (8,600 gallons each) along with one sodium hydroxide storage tank (CS) as part of the project.

Engineers estimate that this facility will save IRWD customers \$10 million a year over the next 20 years. Below are some of the design aspects of the tasks assigned to SAFNA:

- Engineered to API Standard
- Used API Modeling Software to confirm design conformity
- Seismic Calculations for Tank Anchors
- Hydrostatic Testing
- Prepared All Manufacturing Drawings and Weld Maps using AutoCAD
- Design and Fabricated Tanks at the SAFNA San Dimas, CA Facility

Simi Valley Water Works

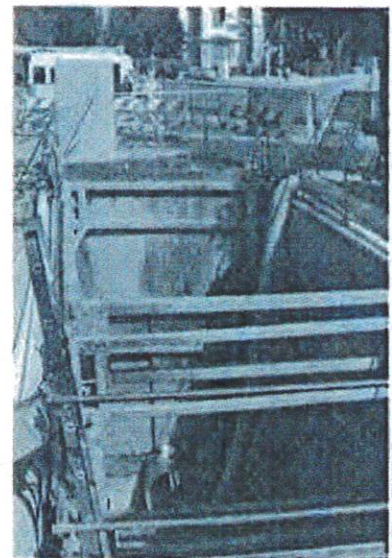
Simi Valley Waterworks provides over 23,000 acre-feet of potable water annually using 40 storage facilities. SAFNA built and supplied a multi-cartridge filter housing for pre-reverse osmosis filtration at 800 GPM. Among the design tasks completed by SAFNA's team includes:



- Design of Pressure Vessel using ASME CODE, Section VIII, Division 1
- ASME Design and Code Verification Software
- Generated Operations Manual
- Hydrostatic Testing
- Drafting with AutoCAD - Manufacturing Drawings, Weld Maps

Long Beach Water Department Recycled Water Program

As one of the oldest recycled water systems in California, the city of Long Beach Recycled Water System Expansion increased the reliability of the system, providing system looping and allowing new customers to connect. Successful implementation of the project included:

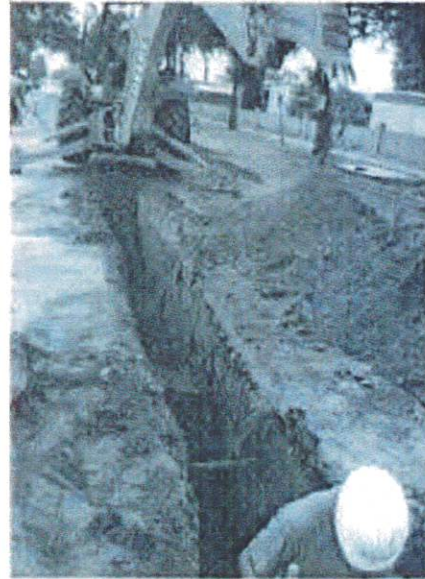


- Managing the day-to-day capital improvement plan and ongoing system operations
- Managing the preparation of the recycled water master plan
- Managing the design team in the preparation of the plans and bid documents for the construction of recycled water pipelines
- Customer development and negotiated agreements on recycled water use

City of Ontario Recycled Water Program

As the largest customer of the Inland Empire Utilities Agency's recycled water system, the City of Ontario has managed one of the most aggressive water reuse programs in the Inland Empire. Successful implementation of the program included:

- Managing and directing staff, consultants, and contractors
- Developing design criteria
- Developing city construction standards
- Managing the preparation of design bid documents for the construction of new recycled water pipelines and laterals to new customers
- Managing the completion of the recycled water master plan and recommending a phased approach to a recycled water expansion program
- Implementation of Phase 1 of the recycled water pipeline expansion unique recycled water users included farmers for agricultural irrigation, industrial users (including an industrial laundry customer), and several new developments with use in HOA areas, common areas, and city parks.



Los Angeles Department of Water and Power Recycled Water Customer Conversions

The City of Los Angeles has continued to invest in water reuse projects. SAFNA's staff has prior experience serving as a consultant to the Los Angeles Department of Water and Power's recycled water division. The customer conversions program involved several duties and responsibilities including:

- Recycled water customer development
- Preparation of workshops for school leaders, park staff, and city staff
- Managing retrofit design work
- Preparation of design plans
- Preparation of permit applications
- On-site field investigations
- Customer coordination

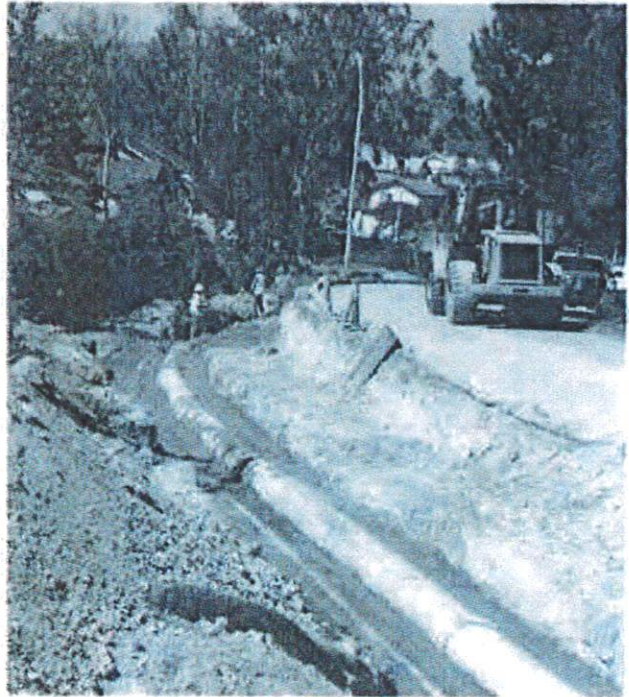
Among the unique project challenges was the development of an engineering report for an industrial laundry user, preparation of design plans for the conversion of a cooling tower at a medical facility, and the retrofit and successful conversion of one of the first city of Los Angeles schools.

Upper San Gabriel Valley Municipal Water Pump Station, 2MG Reservoir Tank, 24 Miles of 8 to 24-inch Recycled Water System Expansion

South El Monte, Rosemead, and West Covina, CA

Over the last decade, the Upper District has continued to implement a \$50 million recycled water program in the San Gabriel Valley. SAFNA's Chief Engineer previously served as Program Manager for the program. The program management responsibilities included developing the overall program budget, maintaining the overall implementation schedule, and delivering the completed system under strict funding schedules driven by federal ARRA funding.

The program involved a fast track approach for the preparation of procurement packages for consulting design services, and the preparation of final design bid documents for the construction of several miles of pipelines, multiple pump stations, and a 2 million-gallon storage tank. Under the program manager's leadership, the District was successful in obtaining all permits from the local cities, the Los Angeles County Department of Public Health, and received approvals for all amendments to the CEQA documents to accommodate design changes warranted during implementation. The Chief Engineer led all customer development, coordinating with all end user entities including the cities of South El Monte, Rosemead, and West Covina; the Suburban Water Systems, and the San Gabriel Valley Water Company. Due to the strategic planning and coordination, the project was completed on time and the start-up of the entire system was achieved successfully.





Reymundo Trejo, PE
EXECUTIVE DIRECTOR
CHIEF ENGINEER

EDUCATION

*BS/Civil Environmental
Engineering, University of
Southern California*

*Leadership LA
Class of 2012*

YEARS OF EXPERIENCE

*Over 21 years of
Professional Engineering
and Executive
Management Experience in
Southern California*

REGISTRATIONS

*Professional Civil
Engineer/CA (2004)
#66962*

*T2 Water Treatment
Operator Certification*

AFFILIATIONS

*Orange County Water
Association*

*Southern California Water
Committee*

*WaterReuse Association
National Member*

*WaterReuse Los Angeles,
Orange County, and
Ventura Chapters*

*American Society of Civil
Engineers*

*AWWA Recycled Water
Committee*

*AWWA Desalination
Committee*

*American Council of
Engineering Companies*

Mr. Trejo's background involves management of a broad range of infrastructure and engineering projects. He has been in charge of advanced water treatment, conveyance infrastructure, waste water conveyance, and regional scale recycled water programs, that spans more than 21 years and involved nearly \$1 Billion in infrastructure programs. He has been responsible for infrastructure programs for regional, coastal and Inland Empire agencies. Since he has been employed by both private and public agencies, as well as having had a position of responsibility in a city environment, he has a versatile frame of reference with regard to planning, operations, budgets, grant funding, staffing, and overall program requirements. He is a proven manager of complex programs, innovative projects, and personnel, with emphasis on effective management. Mr. Trejo currently serves on the CA-NV AWWA Recycled Water and Desalination Committees, where he continues to work to enhance the existing recycled water, desalination water, and conveyance design standards.

Prior to joining SAFNA Engineering & Consulting, Mr. Trejo served as Chief Engineer and Assistant General Manager at the Upper San Gabriel Valley Municipal Water District (Upper District), where he managed the implementation of a \$55 Million recycled water program, regional water conservation, and water resources programs. As Chief Engineer, he was responsible for the day to day activities involving complex engineering decisions and working with dozens of consultants, contractors, water districts and local cities, negotiating terms and conditions to implement regional projects. The customers that Mr. Trejo connected to the recycled water system included golf courses, private customers (Edison's Headquarters), schools, and parks.

Mr. Trejo's combined 21 years of professional engineering experience at an executive position in both private and public includes a diverse mix of regional projects. Below are highlights of Mr. Trejo's diverse infrastructure management, technical, research and project management experience.

Upper San Gabriel Valley MWD (Upper District) Direct Reuse System - Mr. Trejo served as the Chief Engineer for the \$50 Million recycled water program, where he managed the planning, design, customer development, and construction of over 24 miles of pipeline, a 2 Million Gallon steel storage tank, and conversion of over 40 customers. Mr. Trejo also coordinated all the Federal and State funding as well as the permitting requirements for the project involving the Regional Board, LA County Public Health, and the State's Division of Drinking Water.

San Gabriel Valley Indirect Reuse Groundwater Replenishment Project - For over five years, Mr. Trejo lead a team of staff, contractors and consultants in the planning and permitting of a \$100 Million Indirect Reuse Groundwater Replenishment Project. This project involved a feasibility study, groundwater modeling, pipeline right away assessment, and coordination with the State Department of Public Health, the Regional Board, the Army Corps of Engineers, the Sanitation Districts of Los Angeles County, among numerous other public and private entities. Mr. Trejo also lead the effort of obtaining over \$1 Million in grant funding and in-kind services



Reymundo Trejo, PE
EXECUTIVE DIRECTOR
CHIEF ENGINEER

to study, research, and complete the permitting process for the project. The research included Soil Aquifer Treatment Study Using Soil Column Tests, as well as the Water Reuse Research Foundation Study of Treatment Process Trains (Reverse Osmosis and Ozone) for Direct Potable Reuse. Mr. Trejo also lead all permitting for the project and was successful in receiving the Engineering Report approval from both the State Division of Drinking Water and the Regional Water Quality Control Board.

City of Ontario Program Manager Conveyance Projects – Mr. Trejo served as Principal Engineer and City of Ontario's representative in a Developer Partnership New Model Colony. Mr. Trejo was responsible for the overall management of the water and sewer infrastructure estimated at more than \$350M. Mr. Trejo lead the development of request for proposals, evaluating and hiring professional engineering consulting firms. Mr. Trejo headed all final bid documents to contract construction companies following the public bid process. Among the projects designed and constructed included one 10 MG pre-stressed concrete storage tank, one 6 MG storage tank, eleven (11) groundwater production wells, and several miles of sewer and potable water pipeline projects. The New Model Colony included the master planning of communities covering over 8,200 acres of undeveloped land, 31,000 residential units, 163 acres of parks, and 5 million square feet of commercial of which recycled water was targeted to supply 25% of the overall water demand.

Long Beach Seawater Desalination Demonstration Program - Mr. Trejo was the City's project engineer for the Long Beach Water Department's \$14 million Seawater Desalination Demonstration Program utilizing an innovative nano-filtration method and comparing it to traditional reverse osmosis membranes. Mr. Trejo managed staff and multiple consultants in this Design Build Project. He oversaw the preparation of design plans and specifications, coordinated construction activities and pursued permitting requirements directly with regulatory agencies including the RWQCB, State DPH, the Long Beach Planning Department and the California Coastal Commission. He also administered the desalination partnership agreements with the United States Bureau of Reclamation and the Los Angeles Department of Water and Power. The project was built as Design Build, and Mr. Trejo served as the resident engineer for the project.

City of Oxnard Advanced Water Purification Facility – While at AECOM, Mr. Trejo is the Principle in Charge for the Construction Management Services for the City of Oxnard's \$100 Million Advanced Water Purification Facility and Conveyance program involving RO and UV treatment of recycled water for landscape irrigation and groundwater injection applications. The plant consisted of a 6.25 MGD advanced treatment facility expandable to 30 MGD, with approximately 9 miles of pipeline conveyance.

North Orange County Recycled Water Treatment and Conveyance Feasibility Study, La Habra, CA and MWDOC – While at Boyle Engineering (acquired by AECOM during his tenure), Mr. Trejo served as Project Manager responsible for studying the developing a recycled water program within the City of La Habra, supported by the MWDOC. Mr. Trejo's team identified potential customers, identified satellite

treatment plant options, costs, and potential locations for construction. Several treatment technologies were evaluated, including conveyance alternatives, and a large anchor recycled water customer base including the Westridge golf course.

Recycled Water Program Implementation for the City of Los Angeles Department of Water and Power (LADWP), City of Upland, West Basin Municipal Water District, City of Oxnard, and the City of Ontario – While at AECOM, Mr. Trejo served as Project Director responsible for developing recycled water programs, negotiating contracts and converting existing potable users to recycled water use on both potable and non-potable systems. Mr. Trejo lead the program coordination of these projects with LADWP, West Basin, Department of Public Health, the City of Upland and representatives from each end user during the design, construction and inspection of each site.

Ion Exchange Treatment Plant Facility and Two Groundwater Well Design and Construction Program Management, City of Ontario - Mr. Trejo was the Principal Engineer managing the design and construction of a 2,400 gpm Ion Exchange treatment facility and two ground water wells. The project's objective was to treat the high Nitrate and Perchlorates in the groundwater basin, and produce water that meets drinking water standards. Additionally, Mr. Trejo was successful in processing a \$4.5 Million State Grant funding application for the project.

Annual Operations Plans, Water Distribution System Mass Balance Modeling and Demand Projections, Metropolitan Water District of Southern California – Mr. Trejo provided intense technical and financial analysis and developed recommendations for the weekly management water supply deliveries. He prepared the analysis involved with the annual water supply costs, system demands, power costs, and system operations for all five treatment plans. Other tasks included the calculation of demands, peaking factors, population projections, cost analysis, and final plan preparation. Mr. Trejo produced extensive analysis working closely with multiple Metropolitan sections and direct coordination with technical planners of 26 member agencies to formulate water forecasts and develop delivery schedules for replenishment and cyclic water deliveries.

Recycled Water, Potable Water and Sewer Master Plans and Water Resource Planning Studies City of Long Beach, City of Ontario and Metropolitan Water District

Mr. Trejo has lead the development of numerous master plans for recycled water, potable water, and sewer water for numerous cities and municipalities including the City of Long Beach, the City of Ontario, the City of Palm Springs, Metropolitan Water District, and the City of La Habra.

Southwest District Director of Client Services – Boyle Engineering, Inc.

Mr. Trejo served as business development and district director for Boyle Engineering, managing projects, staffing, and daily operations for the Southwestern



Reymundo Trejo, PE
EXECUTIVE DIRECTOR
CHIEF ENGINEER

U.S. business region. This included 5 offices of staff, managers, and clients. Mr. Trejo was responsible for winning work, executing work to meet profit margins, and responsible for all performance of the 5 offices primarily located in southern California including Ventura, Los Angeles, Ontario, Newport Beach, and San Diego. Mr. Trejo was also selected as the transition leadership team when AECOM acquired Boyle Engineering. His roles and responsibilities include office consolidation, client consolidation, proposal preparation, competitive proposal interviews, and day to day operations and execution of work assignments. Among one of his most important roles was serving as the client service manager for Los Angeles County clients.

District Director of Business Development and Recycled Water Practice Leader – AECOM

Prior to joining Upper District in December 2010, Mr. Trejo served as District Director at one of the largest global engineering firms (AECOM), providing executive leadership, client service management, and technical advisory in development of recycled water programs. Mr. Trejo had access to more than 50,000 employees, allowing him to leverage technical staff and national experience among the firm's five major business lines including Environment, Transportation, Water, Design and Energy, to develop innovative approaches to infrastructure planning, program management, treatment design and construction management. Additionally, Mr. Trejo served on the Executive Leadership team responsible for implementing a corporate wide rebranding and reorganization of AECOM's companies and business lines, occurring during an economically challenged consulting industry.

His primary responsibilities included supporting municipalities and public agencies in initiating and completing projects, assisting AECOM's project multi-business teams in meeting the requirements of major infrastructure undertakings, and ensuring that AECOM was consistently providing high-quality service to the firm's Southwest District clients, including those served by AECOM's offices in Los Angeles, Orange County, San Diego, Ontario, and Ventura. As a Business Development Director, Mr. Trejo had an annual sales revenue target of \$20 million for his respective service area. Mr. Trejo's essential functions as Director included:

- Assigned as Client Service Manager for the Los Angeles Department of Water and Power, the West Basin MWD, the Long Beach Water Department, and the City's Bureau of Engineering and Sanitation.
- Responsible for relationship building at all levels of the client's organization, an in depth understanding of the regulatory and technical challenges, a keen sense and understanding of the client's budgetary process.
- Represented the firm in a public setting, while working closely with Board Commissions, General Managers, and local stakeholders.
- Developed Comprehensive Strategic Client Business Plans and project specific budgets and work plans for AECOM Water as well as multi business line strategic Pursuit Plans for the City of Los Angeles.
- Directed multi-business line client management strategies in Water, Environment, Design and Energy groups for the City of Los Angeles LADWP,



Reymundo Trejo, PE
EXECUTIVE DIRECTOR
CHIEF ENGINEER

Bureau of Engineering, and Bureau of Sanitation.

- Responsible for strategic recruiting, workforce development, and mentoring.
- Principal in charge on all projects with assigned clients, responsible for Interviews with the Board and Executive Management.
- Responsible for annual budget preparation and meeting growth plan initiatives.

PUBLICATIONS/PRESENTATIONS

WaterReuse – Ontario's Recycled Water Program: From Farmers and Beyond, Palm Springs, CA 3/2007

AWWA – CA/NV – Ontario's Recycled Water Program Implementation, CA 10/2006

AWWA – Long Beach Desalination Program, San Antonio, TX 6/2005

AWWA – Long Beach Desalination Program, Phoenix, AZ

Desalination Hearing, Central Basin 2004

ACWA Annual Conference – Lessons Learned In Developing an Indirect Reuse Groundwater Replenishment Program with the new regulations – December 2014

Mr. Trejo was also an expert guest speaker at a number of Water Forums sponsored by the local Senators as well as local Assembly Members in the San Gabriel Valley.



Saik-Choon Poh, PE

Senior Project Manager

EDUCATION

M.Eng., Environmental and Water Quality Engineering, Massachusetts Institute of Technology
B.S., Civil Engineering, Loyola Marymount University

YEARS OF EXPERIENCE

Over 18 years of Professional Engineering Experience in Southern California

REGISTRATIONS

Professional Engineer, State of California
National Association of Sewer Service Companies (NASSCO) - PACP, MACP, LACP

Mr. Poh has over 18 years of professional engineering experience in project management and design experience from small to multi-billion dollar CIPs. He is a proven project manager and understands project phases from planning, design and construction management. Mr. Poh has a strong background in water conveyance pipeline, sewer, and potable wells design. He has served as project manager on complex design projects, and has served as resident engineer on treatment plant design build projects. He is sensitive to client's needs and technical expectations. Below are some of Mr. Poh's project experience.

Professional Experience

Project Experience North Long Beach Sewer Improvement Project Phase 1 and Phase 2, Long Beach Water Department, Long Beach, CA

Mr. Poh was the Project Manager for the design for the rehabilitation of approximately 19,600 linear of existing sewer lines. Scope of services include reviewing of existing closed-circuit television (CCTV) inspections for structural deficiencies and provided recommendations to rehabilitate and replace the sanitary sewer pipeline ranging in diameter from 8 to 12 inches. Pipe material includes vitrified clay pipe (VCP) and concrete pipe (CP or NRCP). The sewer mains identified for sewer improvements are located throughout the City of Long Beach. Inspection reviews were performed by NASSCO certified personnel. Rehabilitation methods include trenchless repairs for full or sectional pipe lengths using cured-in-place pipe (CIPP), UV-CIPP, carbon fiber reinforced polymer (FRP), glass FRP, top hats, and other alternative methods. Additionally, DRP prepared bid documents (Plans and Specifications) for the project.

S-1 Sewer Lift Station Rehabilitation Upgrade, Long Beach Water Department, Long Beach, CA

Mr. Poh was Project Manager for Field Assessment and Engineering design for this lift station rehabilitation project (0.2-3 MGD) consisting the field assessment of the existing odor control units, Corrosion of Electrical Gear caused by H₂S, VFDs & pump clogging, condition of Wet well (concrete degradation and lining) and Dry wet. The engineering design includes replacing/ upgrading the pumps, wet well rehab, and installation of new lining to the wet well and electrical gear.

S-12 Sewer Lift Station Rehabilitation Upgrade, Long Beach Water Department, Long Beach, CA

Mr. Poh was the Project Manager for Field Assessment, Engineering design and Construction Management Services for this lift station rehabilitation project (3-5 MGD) consisting the field assessment of the existing odor control units, Corrosion of Electrical Gear caused by H₂S, VFDs & pump clogging, condition of Wet well (concrete degradation and lining) and Dry wet., FOG, groundwater intrusion. The engineering design includes replacing/ upgrading the odor control unit, wet well rehab, installation of new lining to the wet well and electrical gear.

Orange Avenue/Del Amo Blvd/ Walnut Ave Street Sewer Upgrade, Long Beach Water Department, Long Beach, CA

Mr. Poh was the Resident Engineer for the project which consisted of approximately 1,019 LF of 12- inch sewer to be upsized to a 15-inch sewer along Walnut Avenue between Market Street and Jackson Street (located in a built-out, high-density residential/commercial area) the installation of a 10-inch double barrel HDPE siphon with steel casings, and the rehabilitation of nine (9) brick manholes. The new 15-inch line will connect to a Los Angeles County Sanitation District (LACSD) 33- inch trunk sewer. The project is located in a built-out, high-density residential/commercial area

Orange Avenue/7th Street Sewer Upgrade, Long Beach Water Department, Long Beach, CA

Mr. Poh was the Deputy Project Manager for the design and performed construction management services for the construction of approximately 1,300 linear feet of 12- inch Extra Strength VCP within 7th Street and 1,775 linear feet of 30-inch Extra Strength VCP within Orange Avenue. This project also included several manholes, a drop manhole, and a sewer siphon. The project required hydraulic modeling, trench load calculations, and cost estimates, Preliminary Design Report (PDR), traffic control plans, and permitting. The trench-load calculations were based on the findings of the soils report to determine the Vitrified Clay Pipe (VCP) strength required for the project, trench width, load factor and the pipe bedding class. The pipeline route had challenging rights-of-way and easement issues, with open-trench construction and jack-and-bore within the existing street right-of-way.

Powell Butte Reservoir No. 2, Portland Water Bureau, Portland OR

Mr. Poh was the Deputy Project Manager for the design of a buried 50 MG concrete reservoir, which consisted of reservoir mixing analysis, hydraulic capacity modeling for the inlet and outlet piping; the design of inspection vault, energy dissipation structure and pumping facilities. Responsibilities included the overall design coordination among various design disciplines; Managed production of detailed design drawings, including coordinating work and supervising team of engineers and designers, specification writing, financial performance, schedule and coordination with client.

Pipeline Replacement Projects, Golden State Water Company, Southern California

Mr. Poh acted as the Project Engineer for various pipeline replacement projects within the Capital Improvement Program (CIP), including approximately 20,000 linear feet of 12-Inch, 8-Inch, and 6- inch water main located throughout the Client's water system. Responsibilities included supervision of a team of engineers and designers to prepare design drawings; conducting utility research and field verifying locations; performing hydraulic analysis of water systems; and coordinating with Client regarding preferences and design standards.



K. "Ana" Ananda, PE Senior Project Manager

EDUCATION

*MS Engineering
(Sanitary/Environmental)
University of Florida,
Gainesville
BS (Civil Engineering)
University of Sri Lanka,
Peradeniya*

YEARS OF EXPERIENCE

*Over 28 years of
Professional Engineering
and Operations Experience
in Southern California*

REGISTRATIONS

*Professional Engineer, State
of California
Water Treatment Plant
Operator Grade 4
Water Distribution System
Operator Grade 5
Sewer Collection System
Operator Grade 4*

Mr. Ananda has over 28 Years of professional engineering and operations experience in public and private entities, managing millions of dollars in infrastructure. He has a high degree of Project Management, Construction Management, and Contract Administration experience. He has experience with Operation and Maintenance of Water, Sewer, and Recycled Water Systems. Additionally, Mr. Ananda has in depth design and operations experience with Street Improvements, Groundwater Wells, Pumping Stations, Water Treatment Plants and SCADA Systems. Below is a summary of some of Mr. Ananda's notable projects.

Professional Experience

City of South Gate, (2014 - Present) - Contract Utility Manager

Mr. Ananda manages the design and construction of Elizabeth Reservoir, Santa Fe Water Tower rehabilitation, water mains, booster pump station (est. \$15 mil). He assists operations managing water quality issues of Cr6+, VOCs, I&M, treatment. He represents the City in Regional Water Management meetings, manages regulatory issues of water quality and drought, and manages AMR meter replacement project (est. \$1.1 mil). He assists water and sewer staff with technical issues.

City of Pico Rivera, (2012 -- 2014) - Contract Utility Manager

Mr. Ananda worked with the Public Works Director to implement programs and projects. He assists in the overall planning, organization and management of all aspects of utility operations, works with field superintendents to ensure coordinated work assignments and project planning related to the operation, maintenance and construction of electric, water and wastewater systems. He conducted reviews, and prepared requisitions for necessary equipment, material and supplies. He also prepared equipment and bid specification documents. Mr. Ananda represents the City in Regional Water Management meetings, and compiles information and projections to aid in the preparation of annual budget requests. He monitors established budget and utilizes authorized budgetary and purchasing procedures. Mr. Ananda manages and provides oversight for contracted utility projects including pump stations SCADA, services, and purchases, regularly inspects work sites to ensure progress and compliance with City standards of quality and contract terms and conditions, and manages operations and maintenance of sewer system.

SYMTECH Corporation, Camp Pendleton, (2012) - Water Systems Contract Operator

Mr. Ananda was responsible for the daily operation of Camp Pendleton North Area Water System Supervise SCADA based operations of booster pump stations, water wells, on-site treatment and reservoirs. His tasks included trouble-shoot equipment and systems operations.

Central Basin MWD (2009 — 2011) - Engineering and Operations Manager

Headed the Engineering and Operations Department where he managed engineering, water resources, operations staff, and consultants. He oversaw the Southeast Water Reliability Project - 13 miles of recycled water mains, pump station, street improvements, and chlorination facilities. Total \$40 million. Mr. Ananda managed imported water distribution to purveyors, operation of water treatment facility, and recycled water distribution system. He prepared project/CIP budgets, CEQA documents, recycled water master, customer development, and cost benefit analysis.

Long Beach Water Department, Long Beach, CA (1994-2009) - Senior Civil Engineer

Mr. Ananda served as project engineer for the Long Beach Conjunctive Use Project, Pilot Plants for advanced water treatment, well rehabilitation (10 wells), new groundwater wells (7), aquifer storage and recovery wells, and collection systems. He managed the complexed LBWD Bottling Plant (nanofiltration) and Treatment Plant upgrades, and the Long Beach Recycled Water Expansion Project Phase 1. He was the lead in the implementation of major water and sewer main replacement projects. He supervised technical and maintenance staff in preparing the CIP budget, project/CIP budgets, CEQA documents, recycled water master, customer development, and cost benefit analysis.

Padre Dam Municipal Water District (1990-1994) - Project Manager

Mr. Ananda served as Project Manager, CALTRANS State Route 52 utility relocation, (60", 12", 20", and 24" water, reclaimed water, and sewer mains). He led the design of Fletcher Hills Reservoir. He managed the preparation of the preliminary design report and CEQA documents report for Galloway Valley Reservoir. Mr. Ananda also managed the design and construction of Five-year Master Plan Water Projects, the design and construction management of San Diego County Water Authority Connection # 6, (30" main), and the design and manage construction of Prospect Avenue water main replacement project (3 miles of 12" main).

Malcolm Pirnie, Inc. (1986-1990)
Project Engineer

Mr. Ananda managed the Chlorination/dechlorination Facility Expansion, in the City of Titusville, Florida. He was in charge of the Lake Formosa sewer rehabilitation project of City of Orlando, Florida (24"- 42" sewers), 7 mgd pump station, construction cost \$7 mil. He managed the South-west interceptor force main master plan and pump station improvements, in the City of Titusville's sewer system. He managed the completion of the water system master plan, and hydraulic analysis, for the City of Holly Hill, Florida. Mr. Ananda successfully completed the wastewater treatment plant expansion, treatment study and hydraulic analysis, for the City of Holly Hill.



June 13, 2017

Attn: Arturo Cervantes
Public Works Director
City of South Gate
8650 California Avenue
South Gate, CA 90280

RE: FEE SCHEDULE – Project Management Services for the City of South Gate

Dear Mr. Cervantes:

SAFNA Engineering & Consulting is committed to providing continuation services with Mr. Reymundo Trejo as our key personnel, supported by Mr. Ana Ananda and Mr. Saik Choon Poh. At this time, I am committed to offer the same hourly rate of \$107 per hour for the proposed candidates.

Thank you for the opportunity to serve your agency. Please feel free to contact me at 626-599-8566.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jorge Ramirez', is written over a light blue horizontal line.

Jorge Ramirez
President and CEO

CITY MANAGER'S OFFICE

JAN 31 2022
3:30 pm

City of South Gate
CITY COUNCIL

AGENDA BILL

For the Regular Meeting of: February 8, 2022
Originating Department: Parks and Recreation

Department Head: Steve Costley ^(AE) Interim City Manager: Chris Jeffers
Steve Costley Chris Jeffers

SUBJECT: ASSUMPTION AGREEMENT WITH THE RECREATION PARKS OPEN SPACE DISTRICT (RPOSD) FOR CITY WIDE TREE PLANTING

PURPOSE: To assume control and maintenance of trees that were planted in various places throughout the City by the Conservation Corp of Long Beach ("CCLB") with a grant from the Recreation Parks Open Space District ("RPOSD").

- RECOMMENDED ACTIONS:** The City Council will consider:
- a. Approving an Assignment and Assumption of Grant Agreement for Grant #2659 for South Gate Tree Planting; and
 - b. Authorizing the Mayor to sign the agreement in a form acceptable to the City Attorney

FISCAL IMPACT: Minimal. The cost for the maintenance of the trees was budgeted in previous years and is now part of the on-going maintenance program.

ANALYSIS: In 2017, the City supported a grant proposal submitted by the CCLB in which trees were planted in various public locations within the City of South Gate. The CCLB has completed that task and the RPOSD is now requesting that the City formally accept responsibility for the trees and agree to undertake the standard maintenance of them. That maintenance would be consistent with the maintenance now provided with any other city tree on public property.

The CCLB received a grant for \$200,000 to plant trees throughout locations identified by the City. The locations were along City streets and in various City parks. All the trees were planted for the City by the CCLB and will now be maintained by either the Public Works Department or the Parks & Recreation Department.

ATTACHMENT: Proposed Assignment and Assumption of Grant Agreement

ASSIGNMENT AND ASSUMPTION OF GRANT AGREEMENT

This ASSIGNMENT AND ASSUMPTION OF GRANT AGREEMENT (Assignment), dated for reference purposes only as of January 27, 2022, is made by and among the LOS ANGELES COUNTY REGIONAL PARK AND OPEN SPACE DISTRICT (District), a California Special District; the Conservation Corps of Long Beach, a non-profit organization; and the City of South Gate, a Public Agency.

RECITALS

A. On February 21, 2017, Grantee and the District entered into Grant Agreement 58M1-17-2659 (Grant Agreement) for the planting of trees in multiple locations within South Gate Park and at various street locations throughout the City of South Gate (Project).

B. Following completion of the Project, Grantee wishes to assign its obligations under the Grant Agreement to Assignee. Assignee has agreed to accept the assignment and assume the obligations as Grantee under the Grant Agreement. The District is willing to consent to this assignment and assumption subject to the terms and conditions of this Assignment.

NOW, THEREFORE, in consideration of the foregoing recitals, which are incorporated by reference into this Assignment, Grantee, Assignee, and the District hereby agree to the following:

1. **Assignment and Assumption.** Grantee hereby assigns, conveys and transfers to Assignee all right, titles, interests, and obligations as Grantee as to those maintenance and operation obligations stated in Section J. (Use of Facilities), subsection J.2. Assignee hereby accepts such assignment and assumes and agrees to be bound by all of the terms and provisions of the Agreement and assumes these specific obligations of Grantee arising under the Grant Agreement.

2. **Consent to Assignment, Assumption and Release.** District consents to the assignment by Grantee to Assignee and to the assumption by Assignee of all rights, title, interest and obligations as Grantee as to those maintenance and operations obligations stated in Section J. (Use of Facilities), subsection J.2 under the Grant Agreement.

3. **Use of Real Property.** It is the intent of the parties that the Property shall be used, operated, maintained and managed in accordance with the Grant Agreement. The property shall not be sold, transferred, exchanged or otherwise conveyed (including any portion of it or any interest in it) (each, a "Transfer") except in compliance with Sections D.9 and D.10 of the Grant Agreement.

4. **Effectiveness of Assignment.** This Assignment shall be deemed effective as of the date executed by the last of the parties to do so (the effective date) and shall be binding upon and inure to the benefit of the permitted successors and assigns of the respective parties. Except as otherwise specifically provided in this Assignment, the rights and obligations of Grantee, Assignee, and the District shall be those set forth in the Grant Agreement.

5. **Counterparts.** The Parties may execute this Agreement in two or more counterparts, which shall, in the aggregate, be signed by all the Parties; each counterpart shall be deemed an original instrument as against any party who has signed it. In the event of any disparity between the counterparts produced, the recorded counterpart shall be controlling.

IN WITNESS WHEREOF, District, Grantee, and Assignee have executed this Assignment and Assumption of Grant Agreement as set forth below.

LOS ANGELES COUNTY REGIONAL PARK AND OPEN SPACE DISTRICT, a California Special District

Dated: _____

By: _____
Director / Administrator
Regional Park and Open Space District

GRANTEE CONSERVATION CORPS OF LONG BEACH, a non-profit organization

Dated: _____

By: _____
Dan Knapp
Executive Director/CEO

ASSIGNEE CITY OF SOUTH GATE, a Public Agency

Dated: _____

By: _____
Al Rios
Mayor

ATTEST

Dated: _____

By: _____
Carmen Avalos
City Clerk

Dated: _____

APPROVED AS TO FORM (112)
By: Paul Salinas
Raul F. Salinas
City Attorney

APPROVED AS TO FORM:

RODRIGO A. CASTRO-SILVA
County Counsel

By: _____
Parjack Ghaderi
Principal Deputy County Counsel

CITY MANAGER'S OFFICE

JAN 31 2022

9:06 am

City of South Gate

CITY COUNCIL

AGENDA BILL

For the Regular Meeting of: **February 8, 2022**

Originating Department: **Police Department**

Department Head: *Darren Arakawa* Interim City Manager: *Chris Jeffers*
Darren Arakawa Chris Jeffers

SUBJECT: MODIFIED USE OF 2019 HOMELAND SECURITY GRANT PROGRAM FUNDS, FAIN #EMW-2019-SS-00035, FEDERAL AWARD DATED SEPTEMBER 26, 2019 WITH PERFORMANCE PERIOD OF SEPTEMBER 1, 2019 TO MAY 31, 2022 IN THE AMOUNT OF \$51,788

PURPOSE: To receive formal approval by the City Council for the modified use of the 2019 Homeland Security Grant Program in the amount of \$51,788.

RECOMMENDED ACTION: The City Council will consider approving the modified use of Homeland Security Grant Program - California Governor's Office of Emergency Services (Cal OES) funds 2019 SHSP, FAIN #EMW-2019-SS-00035 in the amount of \$51,788.

FISCAL IMPACT: There is no fiscal impact to the General Fund and no requirement by the City to match these grant funds. The total amount of funding that is allocated to the City for Fiscal Year 2020/21 is \$51,788.

REPORT SUMMARY: On March 23, 2021, the City Council authorized the use of the 2019 Homeland Security Grand Program funds in the amount of \$51,788 to be appropriated to Account Number 231-541-21-6204 (Law Enforcement Grants – Homeland Security Grant- Small Tools & Equipment) for the purchase of unit radios, portable radios, charging stations and accessories for the Police Department. Due to new guidelines by the state in the procurement process which could lead to the purchase of equipment that is not fully compatible with our current Motorola system, the Police Department is proposing to redirect the purchase of police radios to the purchase of five tactical vests, five tactical helmets, (108) first aid trauma kits, three ballistic shields, and two small Unmanned Aircraft Systems drones. The proposed items to be purchased meet the requirements and qualification of items approved under the Cal OES Homeland Security Grant Program.

ATTACHMENT: Agenda Bill (Item No. 4) City Council Meeting of March 23, 2021

RECEIVED

City of South Gate Item No. 4

CITY COUNCIL

MAR 16 2021

AGENDA BILL

CITY OF SOUTH GATE
OFFICE OF THE CITY MANAGER

For the Regular Meeting of: March 23, 2021

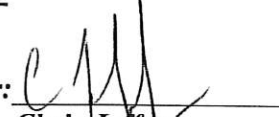
4:15pm

Originating Department: Police

Department Director:


Randall Davis

Interim City Manager:



Chris Jeffers

SUBJECT: PROPOSED USE OF 2019 HOMELAND SECURITY GRANT PROGRAM DIRECTLY TO THE CALIFORNIA GOVERNOR'S OFFICE OF EMERGENCY SERVICES (CAL OES) FOR THE 2019 SHSP, FAIN #EMW-2019-SS-00035, FEDERAL AWARD DATED SEPTEMBER 26, 2019 WITH A PERFORMANCE PERIOD OF SEPTEMBER 1, 2019 TO MAY 31, 2022.

PURPOSE: To accept the 2019 Homeland Security Grant Program Funds in the amount of \$51,788 to enhance interoperable communications equipment.

RECOMMENDED ACTIONS: Following the conclusion of a public hearing, the City Council will consider:

- a. Authorizing utilization of 2019 Homeland Security Grant Program Funds in the amount of \$51,788 for the purchase of communications equipment and accessories, plus installation, for the Police Department;
- b. Increasing the Fiscal Year 2020/21 revenue projection in Account Number 231-4625 (Law Enforcement Grants – Homeland Security Grant) by \$51,788;
- c. Amending the Fiscal Year 2020/21 Law Enforcement Grants Fund Budget by appropriating \$51,788 to Account Number 231-541-21-6204 (Law Enforcement Grants – Homeland Security Grant – Small Tools & Equipment) for the purchase of unit radios, portable radios, charging stations and accessories; and
- d. Authorizing the Mayor to execute the State Homeland Security Program Subrecipient Agreement for Grant Year 2019.

 **FISCAL IMPACT:** There is no fiscal impact to the General Fund and no requirement by the City to match these grant funds. The total amount of funding that is allocated to the City for Fiscal Year 2020/21 is \$51,788.

PUBLIC NOTICE: A legal notice was published in the *Los Angeles Wave* newspaper on March 4, 2021.

ANALYSIS: None.

BACKGROUND: The U.S. Department of Homeland Security through the Office of Grants and Training (G&T), has provided financial assistance for the State Homeland Security Program (SHSP) directly to the California Governor's Office of Emergency Services (Cal OES) for the 2019 SHSP, FAIN #EMW-2019-SS-00035, Federal Award dated September 26, 2019 with a

performance period of September 1, 2019 to May 31, 2022.

Cal OES is providing these funds to the County of Los Angeles (DUNS #052238763) as its Subgrantee, and the Chief Executive Office (CEO) is responsible for managing and overseeing the SHSP funds that are distributed to other specified jurisdictions within Los Angeles County. This specific financial assistance is being provided to the City of South Gate Police Department in order to address our unique equipment, training, organization, exercise and planning needs of the department to assist in building effective prevention and protection capabilities to prevent, respond to, and recover from threats or acts of terrorism.

The County of Los Angeles as a Subgrantee has obtained approval of the 2019 SHSP grant from Cal OES in the total amount of \$10,655,569 and the South Gate Police Department has been allocated funds in the amount of \$51,788 for interoperable communication equipment, mobile radio installation, portable communication radios and accessories. A goal of LA County is to provide financial assistance to the South Gate PD as a sub-recipient to help address unique equipment needs (interoperable communications) in building effective prevention and protection capabilities to respond to, and recover from threats or acts of terrorism. The County has mandated that \$26,693 must be spent on mobile radios to be installed on Police Department vehicles and \$25,095 must be spent on portable radios and accessories.

ATTACHMENTS: A. Proposed 2019 Subrecipient Agreement
B. Budget Worksheet
C. Public Hearing Notice

FEB 01 2022

3:10 pm

City of South Gate
CITY COUNCIL

AGENDA BILL

For the Regular Meeting of: February 8, 2022

Originating Department: Public Works

Department Director:

Arturo Cervantes
Arturo Cervantes

Interim City Manager:

Chris Jeffers
Chris Jeffers

SUBJECT: PURCHASE OF THREE GRAFFITI REMOVAL TRUCKS FOR THE DEPARTMENT OF PUBLIC WORKS, GRAFFITI ABATEMENT PROGRAM

PURPOSE: The Public Works Department, Facilities Division operates a Graffiti Abatement Program and annually removes approximately 850,000 square feet of graffiti across 19 census tracts in the City, utilizing specialized graffiti trucks. Staff is recommending the purchase of three specialized trucks to transition the Graffiti Abatement Program from three (3) two-person crew to a five (5) one-person crews.

RECOMMENDED ACTIONS: The City Council will consider:

- a. Authorizing the purchase of three (3) Ford F-550 Super Cab-N-Chassis equipped with Graffiti Body (Ford F-550 Unit), through Sourcewell and from 72 Hour, LLC dba National Auto Fleet Group through the National Joint Powers Alliance Cooperative Contract Purchasing Program, necessary for graffiti abatement services in the amount of \$407,563; and
- b. Authorizing the City Manager to execute the documents necessary to purchase the Ford F-550 Units in forms acceptable to the City Attorney.

FISCAL IMPACT: The aggregate cost to purchase three (3) Ford F-550 Units is \$407,563.14, or \$135,854 per unit. Funds budgeted in Account No. 521-750-12-9003 (General Fund) will be used to pay for the vehicles.

ANALYSIS: The Public Works Department, Field Operations Division operates the Graffiti Removal Program, which is responsible for graffiti abatement and cleanup Citywide, seven (7) days a week. Currently, there are six (6) employees in the Graffiti crew. Three (3) two-person crews operate Monday through Friday and cover three (3) different areas of the City – East, Central, and West. Two weekend crews operate Thursday through Sunday and each cover one-half of the city. Weekend crews focus on assignments for bus shelters, hydro, and color matches. A utility employee is utilized for more detailed assignments. Under this structure, the Department removed approximately 735,000 square feet of graffiti between 2019 and 2021. As part of the Fiscal Year 2021/22 Municipal Budget, the City Council appropriated additional funds to enhance the program. The enhancement included converting three (3) two-person crews to five (5) one-person crews, to allow greater graffiti removal coverage, better color matching and address smaller graffiti areas.

Enhanced service will include walking routes to address graffiti that is otherwise hard to see. The City Council also approved funding to purchase three (3) new, specialized, fully- equipped graffiti trucks. This will provide a dedicated vehicle to each one-person crew since, currently, two person crews share a vehicle.

COVID-19 has impacted the production and availability of the vehicles. Staff anticipated that the vehicles will be available six months after placing the order. The one-person crews will be implemented after the vehicles are received.

City Council authorization is required to purchase the Graffiti Removal trucks. Pursuant to Purchasing Ordinance guidelines: 1.54.510 Exemptions from formal and informal bidding procedures, City Council authorizes vehicle acquisitions that are more than \$50,000, either individually or collectively from the same dealer.

In lieu of securing bids, City staff is recommending that the graffiti removal truck units be purchased utilizing the National Joint Powers Alliance (NJPA) cooperative contract purchasing program. NJPA's cooperative contract purchasing leverages the national purchasing power of more than 50,000 member agencies while also streamlining the required purchasing process. As a municipal national contracting agency, NJPA establishes and provides nationally leveraged and competitively solicited purchasing contracts under the guidance of the Uniform Municipal Contracting Law. Joint Powers laws enable members to legally purchase through awarded contracts. By utilizing NJPA, the City complies with the purchasing code requirements without conducting a separate bid process.

BACKGROUND: The Graffiti Abatement Program has a fleet of two vehicles customized for graffiti abatement. The units are self-contained trucks setup with airless spray guns, hot water high pressure blasting systems and recovery systems to effectively remove graffiti in the public right-of-way while meeting AQMD requirements. The Fiscal Year 2021/22 Department Budget contains funding to purchase three new graffiti removal vehicles.

The proposed unit is the Ford F550 Super Cab-N-Chassis equipped with graffiti bodies to include the following per unit: a four (4) airless spray gun paint system, an arrow board, a hot water high pressure blasting system, a 220-gallon water tank and a recovery system.

The F550 Super Duty chassis is equipped with a highly visible LED light bar with a traffic advisor to protect the safety of the workers and motorists, quad dual-beam halogen headlamps producing more light output, a utility lighting system – LED side-mirror spotlights, LED roof clearance lights, AdvanceTrac with roll stability control, airbags with safety canopy system with roll-fold side-curtain airbags and SecuriLock Anti-Theft Ignition. The truck is equipped with a fuel efficient 6.8L Triton V10 gasoline engine teamed with TorqShift SelectShift 6-speed automatic transmission delivering 29 miles a gallon.

The Ford F550 Unit helps maximize efficiency by the crews as they transport the necessary equipment and materials to address graffiti removal to areas such as: walls, sidewalks, poles, signs, street surfaces, street lighting and traffic signal poles, trees, bus bench structures and utility boxes and playground equipment in eight City parks.

- ATTACHMENTS:**
- A. Quote from National Auto Fleet Group
 - B. NJPA RFP Contract Documentation (#060920-NAF)
 - C. NJPA Board Resolutions

OH:jc/lc

Vehicle Configuration Options

ENGINE	
Code	Description
99N	ENGINE: 7.3L 2V DEVCT NA PFI V8 GAS, (STD)
TRANSMISSION	
Code	Description
44G	TRANSMISSION: TORQSHIFT 10-SPEED AUTOMATIC, -inc: 10R140 w/neutral idle and selectable drive modes: normal, tow/haul, eco, deep sand/snow and slippery (STD)
TIRES	
Code	Description
TGJ	TIRES: 225/70RX19.5G BSW A/P, (STD)
PRIMARY PAINT	
Code	Description
Z1	OXFORD WHITE
PAINT SCHEME	
Code	Description
---	STANDARD PAINT
SEAT TYPE	
Code	Description
AS	MEDIUM EARTH GRAY, HD VINYL 40/20/40 SPLIT BENCH SEAT, -inc: center armrest, cupholder, storage and driver's side manual lumbar
AXLE RATIO	
Code	Description
X48	4.88 AXLE RATIO, (STD)
ADDITIONAL EQUIPMENT	
Code	Description
90L	POWER EQUIPMENT GROUP, -inc: Deletes passenger side lock cylinder, upgraded door-trim panel, Accessory Delay, Advanced Security Pack, SecuriLock Passive Anti-Theft System (PATS) and inclination/intrusion sensors, MyKey, owner controls feature, Power Locks, Remote Keyless Entry, Folding Trailer Tow Mirrors w/Power Heated Glass, manual telescoping, heated convex spotter mirror and integrated clearance lamps/turn signals, Power Front Side Windows, 1-touch up/down driver/passenger window
62R	TRANSMISSION POWER TAKE-OFF PROVISION, -inc: mobile and stationary PTO modes

63A	UTILITY LIGHTING SYSTEM, -inc: LED side-mirror spotlights
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OPTION PACKAGE	
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Code	Description
660A	ORDER CODE 660A

2022 Fleet/Non-Retail Ford Super Duty F-550 DRW XL 2WD Reg Cab 193" WB 108" CA

WINDOW STICKER

2022 Ford Super Duty F-550 DRW XL 2WD Reg Cab 193" WB 108" CA

CODE	MODEL	MSRP
F5G	2022 Ford Super Duty F-550 DRW XL 2WD Reg Cab 193" WB 108" CA	\$42,215.00
OPTIONS		
99N	ENGINE: 7.3L 2V DEVCT NA PFI V8 GAS, (STD)	\$0.00
44G	TRANSMISSION: TORQSHIFT 10-SPEED AUTOMATIC, -inc: 10R140 w/neutral Idle and selectable drive modes: normal, tow/haul, eco, deep sand/snow and slippery (STD)	\$0.00
TGJ	TIRES: 225/70RX19.5G BSW A/P, (STD)	\$0.00
Z1	OXFORD WHITE	\$0.00
	STANDARD PAINT	\$0.00
AS	MEDIUM EARTH GRAY, HD VINYL 40/20/40 SPLIT BENCH SEAT, -inc: center armrest, cupholder, storage and driver's side manual lumbar	\$0.00
X48	4.88 AXLE RATIO, (STD)	\$0.00
90L	POWER EQUIPMENT GROUP, -inc: Deletes passenger side lock cylinder, upgraded door-trim panel, Accessory Delay, Advanced Security Pack, SecuriLock Passive Anti-Theft System (PATS) and inclination/intrusion sensors, MyKey, owner controls feature, Power Locks, Remote Keyless Entry, Folding Trailer Tow Mirrors w/Power Heated Glass, manual telescoping, heated convex spotter mirror and integrated clearance lamps/turn signals, Power Front Side Windows, 1-touch up/down driver/passenger window	\$915.00
62R	TRANSMISSION POWER TAKE-OFF PROVISION, -inc: mobile and stationary PTO modes	\$280.00
63A	UTILITY LIGHTING SYSTEM, -inc: LED side-mirror spotlights	\$160.00
660A	ORDER CODE 660A	\$0.00

Please note selected options override standard equipment

SUBTOTAL	\$43,570.00
Advert/ Adjustments	\$0.00
Manufacturer Destination Charge	\$1,695.00
TOTAL PRICE	\$45,265.00

Est City: N/A MPG
 Est Highway: N/A MPG
 Est Highway Cruising Range: N/A mi

Any performance-related calculations are offered solely as guidelines. Actual unit performance will depend on your operating conditions.

Standard Equipment

MECHANICAL

Engine: 7.3L 2V DEVCT NA PFI V8 Gas
Transmission: TorqShift 10-Speed Automatic -inc: 10R140 w/neutral idle and selectable drive modes: normal, tow/haul, eco, deep sand/snow and slippery
4.88 Axle Ratio
GVWR: 18,000 lbs Payload Package
50-State Emissions System
Transmission w/Oil Cooler
Rear-Wheel Drive
78-Amp/Hr 750CCA Maintenance-Free Battery w/Run Down Protection
HD 240 Amp Alternator
Towing Equipment -inc: Trailer Sway Control
Trailer Wiring Harness
11110# Maximum Payload
HD Shock Absorbers
Front And Rear Anti-Roll Bars
Firm Suspension
Hydraulic Power-Assist Steering
40 Gal. Fuel Tank
Single Stainless Steel Exhaust
Dual Rear Wheels
Front Suspension w/Coil Springs
Leaf Rear Suspension w/Leaf Springs
4-Wheel Disc Brakes w/4-Wheel ABS, Front And Rear Vented Discs and Brake Assist
Upfitter Switches

EXTERIOR

Wheels: 19.5" x 6" Argent Painted Steel -inc: Hub covers/center ornaments not included
Tires: 225/70Rx19.5G BSW A/P
Clearcoat Paint
Black Front Bumper w/Black Rub Strip/Fascia Accent and 2 Tow Hooks
Black Fender Flares
Black Side Windows Trim and Black Front Windshield Trim
Black Door Handles
Black Manual Side Mirrors w/Manual Folding
Manual Extendable Trailer Style Mirrors
Fixed Rear Window

Light Tinted Glass
Variable Intermittent Wipers
Aluminum Panels
Front Splash Guards
Black Grille
Autolamp Auto On/Off Aero-Composite Halogen Daytime Running Lights Preference Setting
Headlamps w/Delay-Off
Cab Clearance Lights

ENTERTAINMENT

Radio: AM/FM Stereo w/MP3 Player -inc: 4 speakers
Radio w/Seek-Scan and Clock
Fixed Antenna
SYNC Communications & Entertainment System -inc: enhanced voice recognition, 911 Assist, 4.2" LCD center stack screen, AppLink, 1 smart-charging USB port and steering wheel audio controls
2 LCD Monitors In The Front

INTERIOR

4-Way Driver Seat -inc: Manual Recline and Fore/Aft Movement
4-Way Passenger Seat -inc: Manual Recline and Fore/Aft Movement
Manual Tilt/Telescoping Steering Column
Gauges -inc: Speedometer, Odometer, Oil Pressure, Engine Coolant Temp, Tachometer, Transmission Fluid Temp, Engine Hour Meter, Trip Odometer and Trip Computer
FordPass Connect 4G Mobile Hotspot Internet Access
Manual Air Conditioning
Illuminated Locking Glove Box
Interior Trim -inc: Chrome Interior Accents
Full Cloth Headliner
Urethane Gear Shifter Material
HD Vinyl 40/20/40 Split Bench Seat -inc: center armrest, cupholder, storage and driver's side manual lumbar
Day-Night Rearview Mirror
Passenger Visor Vanity Mirror
3 12V DC Power Outlets
Front Map Lights
Fade-To-Off Interior Lighting
Full Vinyl/Rubber Floor Covering
Smart Device Remote Engine Start
Instrument Panel Covered Bin and Dashboard Storage
Manual 1st Row Windows

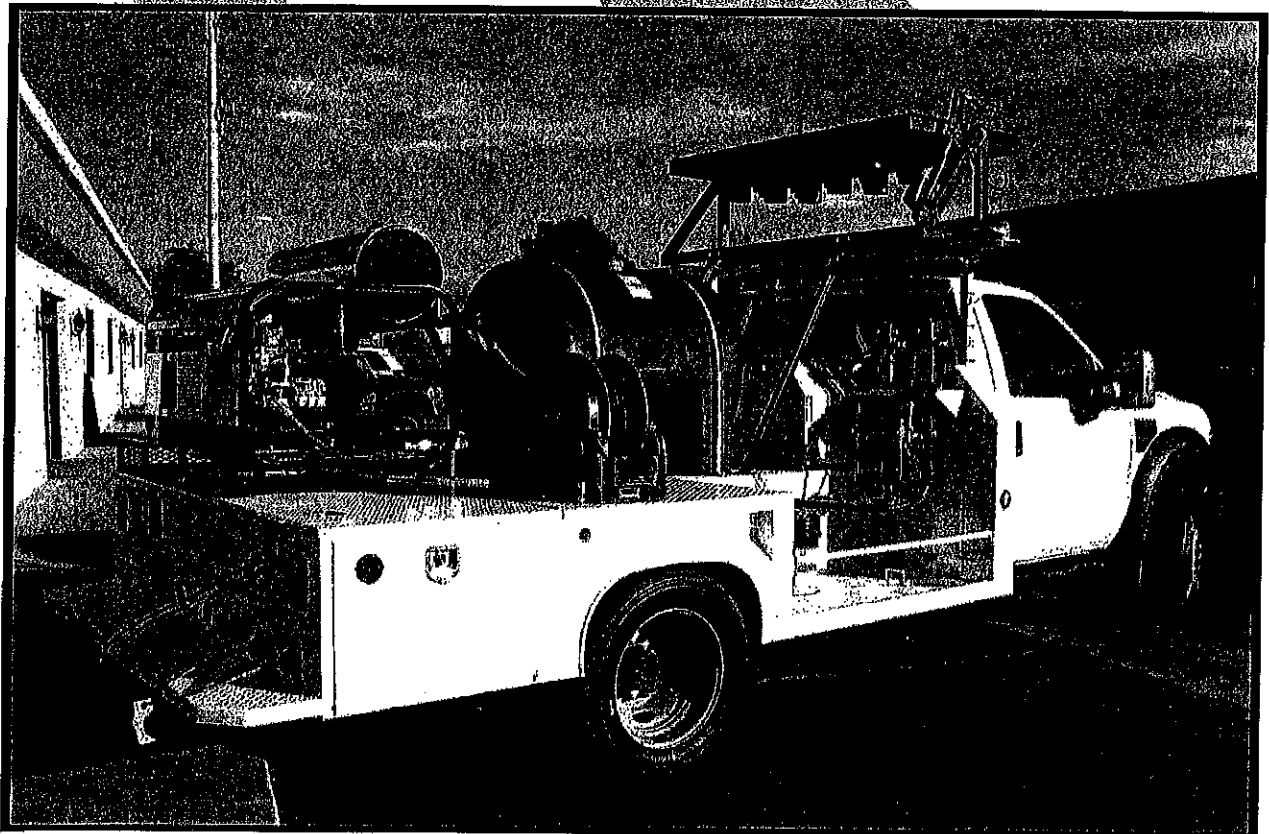
Systems Monitor
Trip Computer
Outside Temp Gauge
Analog Appearance
Seats w/Vinyl Back Material
Manual Adjustable Front Head Restraints
Air Filtration

SAFETY

Driveline Traction Control
Side Impact Beams
Dual Stage Driver And Passenger Seat-Mounted Side Airbags
Dual Stage Driver And Passenger Front Airbags w/Passenger Off Switch
Safety Canopy System Curtain 1st Row Airbags
Outboard Front Lap And Shoulder Safety Belts -inc: Height Adjusters



The Ultimate Graffiti Removal System



Model GPMT-H/W shown with various options

Model GPMT-H/W

The Roadline Products Model GPMT-H/W is equipped with hydraulic-driven airless pumps. There are several advantages in an airless paint system over a conventional paint system.

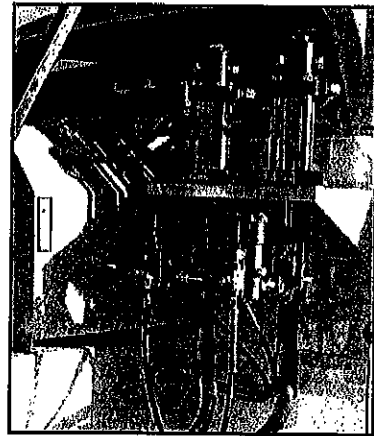
Some of these advantages are less over spray, savings in material, faster clean-up, less noise, no paint pots to clean, and higher productivity; which ensures a higher level of PUBLIC SAFETY!

Standard Equipment

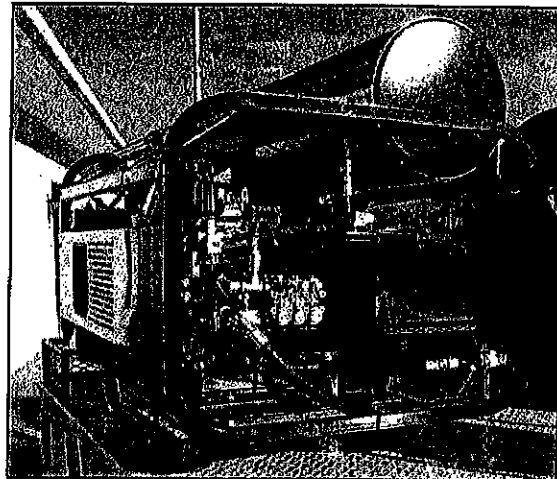
- 12 GPM Hydraulic pump
- One complete airless paint system
- Removable paint tray
- Removable gun holster
- Below deck tool box
- Traffic cone storage
- 30-Gallon headboard hydraulic reservoir
- Paint well that can hold seven 5-gallon containers

Optional Equipment

- High pressure wash system
- Additional complete airless paint systems
- Electric hose reels for special applications
- Arrow board
- Rotating lights
- Work lights for night time operation
- Sodium cleaning system

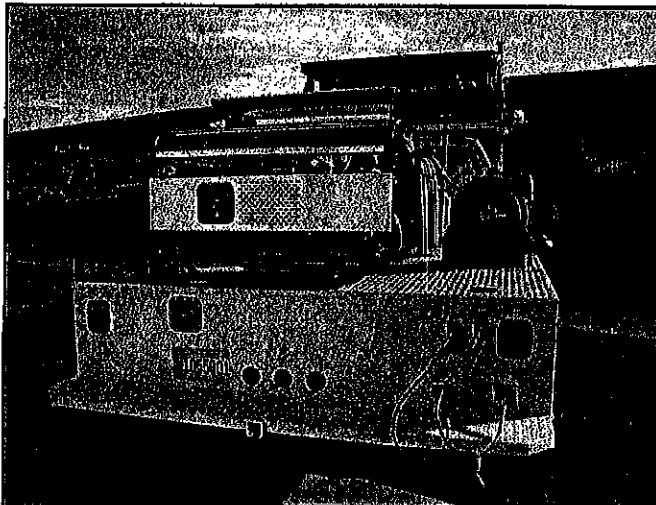


Up to six hydraulic-driven paint systems can be supplied. Easy access to hydraulic controls are standard.



Heated Water Blaster Specifications

Model:	RP-5305EB
Capacity:	5.0 GPM
Pressure:	3000 PSI
Engine/Motor:	16 HP Vanguard Electric Start
Burner, Pressure:	11 VOL
Atomizing:	KERO, #1, #2 DSL
Auto, Ignition:	350,000 BTU
Fuel Consumption:	2.25 GPH
Fuel Tank Capacity:	9.5 GAL
Gas Tank Capacity:	2.7 GAL
Hose:	3/8" X 50'
Dimensions:	38.5"H X 49"L X 30"W
Weight:	850 LBS



Distributed By:

Manufactured By:



13253 Stanbridge Avenue, Downey, CA 90242
Main: (562) 803-4447 Shop: (562) 404-8889



Solicitation Number: RFP #060920

CONTRACT

This Contract is between Sourcewell, 202 12th Street Northeast, P.O. Box 219, Staples, MN 56479 (Sourcewell) and 72 Hour LLC dba: National Auto Fleet Group, 490 Auto Center Drive, Watsonville, CA 95076 (Vendor).

Sourcewell is a State of Minnesota local government agency and service cooperative created under the laws of the State of Minnesota (Minnesota Statutes Section 123A.21) that offers cooperative procurement solutions to government entities. Participation is open to federal, state/province, and municipal governmental entities, higher education, K-12 education, nonprofit, tribal government, and other public entities located in the United States and Canada.

Vendor desires to contract with Sourcewell to provide equipment, products, or services to Sourcewell and the entities that access Sourcewell's cooperative purchasing contracts (Participating Entities).

1. TERM OF CONTRACT

- A. **EFFECTIVE DATE.** This Contract is effective upon the date of the final signature below.
- B. **EXPIRATION DATE AND EXTENSION.** This Contract expires August 1, 2024, unless it is cancelled sooner pursuant to Article 24. This Contract may be extended up to one additional one-year period upon request of Sourcewell and with written agreement by Vendor.
- C. **SURVIVAL OF TERMS.** Articles 11 through 16 survive the expiration or cancellation of this Contract.

2. EQUIPMENT, PRODUCTS, OR SERVICES

- A. **EQUIPMENT, PRODUCTS, OR SERVICES.** Vendor will provide the Equipment, Products, or Services as stated in its Proposal submitted under the Solicitation Number listed above. Vendor's Equipment, Products, or Services Proposal (Proposal) is attached and incorporated into this Contract.

All Equipment and Products provided under this Contract must be new/current model. Vendor may offer close-out or refurbished Equipment or Products if they are clearly indicated in

Vendor's product and pricing list. Unless agreed to by the Participating Entities in advance, Equipment or Products must be delivered as operational to the Participating Entity's site.

This Contract offers an indefinite quantity of sales, and while substantial volume is anticipated, sales and sales volume are not guaranteed.

B. **WARRANTY.** Vendor warrants that all Equipment, Products, and Services furnished are free from liens and encumbrances, and are free from defects in design, materials, and workmanship. In addition, Vendor warrants the Equipment, Products, and Services are suitable for and will perform in accordance with the ordinary use for which they are intended. Vendor's dealers and distributors must agree to assist the Participating Entity in reaching a resolution in any dispute over warranty terms with the manufacturer. Any manufacturer's warranty that is effective past the expiration of the Vendor's warranty will be passed on to the Participating Entity.

C. **DEALERS, DISTRIBUTORS, AND/OR RESELLERS.** Upon Contract execution, Vendor will make available to Sourcewell a means to validate or authenticate Vendor's authorized dealers, distributors, and/or resellers relative to the Equipment, Products, and Services related to this Contract. This list may be updated from time-to-time and is incorporated into this Contract by reference. It is the Vendor's responsibility to ensure Sourcewell receives the most current version of this list.

3. PRICING

All Equipment, Products, or Services under this Contract will be priced as stated in Vendor's Proposal.

When providing pricing quotes to Participating Entities, all pricing quoted must reflect a Participating Entity's total cost of acquisition. This means that the quoted cost is for delivered Equipment, Products, and Services that are operational for their intended purpose, and includes all costs to the Participating Entity's requested delivery location.

Regardless of the payment method chosen by the Participating Entity, the total cost associated with any purchase option of the Equipment, Products, or Services must always be disclosed in the pricing quote to the applicable Participating Entity at the time of purchase.

A. **SHIPPING AND SHIPPING COSTS.** All delivered Equipment and Products must be properly packaged. Damaged Equipment and Products may be rejected. If the damage is not readily apparent at the time of delivery, Vendor must permit the Equipment and Products to be returned within a reasonable time at no cost to Sourcewell or its Participating Entities. Participating Entities reserve the right to inspect the Equipment and Products at a reasonable time after delivery where circumstances or conditions prevent effective inspection of the Equipment and Products at the time of delivery.

Vendor must arrange for and pay for the return shipment on Equipment and Products that arrive in a defective or inoperable condition.

Sourcewell may declare the Vendor in breach of this Contract if the Vendor intentionally delivers substandard or inferior Equipment or Products. In the event of the delivery of nonconforming Equipment and Products, the Participating Entity will notify the Vendor as soon as possible and the Vendor will replace nonconforming Equipment and Products with conforming Equipment and Products that are acceptable to the Participating Entity.

B. SALES TAX. Each Participating Entity is responsible for supplying the Vendor with valid tax-exemption certification(s). When ordering, a Participating Entity must indicate if it is a tax-exempt entity.

C. HOT LIST PRICING. At any time during this Contract, Vendor may offer a specific selection of Equipment, Products, or Services at discounts greater than those listed in the Contract. When Vendor determines it will offer Hot List Pricing, it must be submitted electronically to Sourcewell in a line-item format. Equipment, Products, or Services may be added or removed from the Hot List at any time through a Sourcewell Price and Product Change Form as defined in Article 4 below.

Hot List program and pricing may also be used to discount and liquidate close-out and discontinued Equipment and Products as long as those close-out and discontinued items are clearly identified as such. Current ordering process and administrative fees apply. Hot List Pricing must be published and made available to all Participating Entities.

4. PRODUCT AND PRICING CHANGE REQUESTS

Vendor may request Equipment, Product, or Service changes, additions, or deletions at any time. All requests must be made in writing by submitting a signed Sourcewell Price and Product Change Request Form to the assigned Sourcewell Contract Administrator. This form is available from the assigned Sourcewell Contract Administrator. At a minimum, the request must:

- Identify the applicable Sourcewell contract number;
- Clearly specify the requested change;
- Provide sufficient detail to justify the requested change;
- Individually list all Equipment, Products, or Services affected by the requested change, along with the requested change (e.g., addition, deletion, price change); and
- Include a complete restatement of pricing documentation in Microsoft Excel with the effective date of the modified pricing, or product addition or deletion. The new pricing restatement must include all Equipment, Products, and Services offered, even for those items where pricing remains unchanged.

A fully executed Sourcewell Price and Product Request Form will become an amendment to this Contract and be incorporated by reference.

5. PARTICIPATION, CONTRACT ACCESS, AND PARTICIPATING ENTITY REQUIREMENTS

A. PARTICIPATION. Sourcewell's cooperative contracts are available and open to public and nonprofit entities across the United States and Canada; such as federal, state/province, municipal, K-12 and higher education, tribal government, and other public entities.

The benefits of this Contract should be available to all Participating Entities that can legally access the Equipment, Products, or Services under this Contract. A Participating Entity's authority to access this Contract is determined through its cooperative purchasing, interlocal, or joint powers laws. Any entity accessing benefits of this Contract will be considered a Service Member of Sourcewell during such time of access. Vendor understands that a Participating Entity's use of this Contract is at the Participating Entity's sole convenience and Participating Entities reserve the right to obtain like Equipment, Products, or Services from any other source.

Vendor is responsible for familiarizing its sales and service forces with Sourcewell contract use eligibility requirements and documentation and will encourage potential members to join Sourcewell. Sourcewell reserves the right to add and remove Participating Entities to its roster during the term of this Contract.

B. PUBLIC FACILITIES. Vendor's employees may be required to perform work at government-owned facilities, including schools. Vendor's employees and agents must conduct themselves in a professional manner while on the premises, and in accordance with Participating Entity policies and procedures, and all applicable laws.

6. PARTICIPATING ENTITY USE AND PURCHASING

A. ORDERS AND PAYMENT. To access the contracted Equipment, Products, or Services under this Contract, a Participating Entity must clearly indicate to Vendor that it intends to access this Contract; however, order flow and procedure will be developed jointly between Sourcewell and Vendor. Typically, a Participating Entity will issue an order directly to Vendor. If a Participating Entity issues a purchase order, it may use its own forms, but the purchase order should clearly note the applicable Sourcewell contract number. All Participating Entity orders under this Contract must be issued prior to expiration of this Contract; however, Vendor performance, Participating Entity payment, and any applicable warranty periods or other Vendor or Participating Entity obligations may extend beyond the term of this Contract.

Vendor's acceptable forms of payment are included in Attachment A. Participating Entities will be solely responsible for payment and Sourcewell will have no liability for any unpaid invoice of any Participating Entity.

B. ADDITIONAL TERMS AND CONDITIONS/PARTICIPATING ADDENDUM. Additional terms and conditions to a purchase order may be negotiated between a Participating Entity and Vendor, such as job or industry-specific requirements, legal requirements (e.g., affirmative action or immigration status requirements), or specific local policy requirements. Some Participating Entities may require the use of a Participating Addendum; the terms of which will be worked out directly between the Participating Entity and the Vendor. Any negotiated additional terms and conditions must never be less favorable to the Participating Entity than what is contained in this Contract.

C. PERFORMANCE BOND. If requested by a Participating Entity, Vendor will provide a performance bond that meets the requirements set forth in the Participating Entity's order.

D. SPECIALIZED SERVICE REQUIREMENTS. In the event that the Participating Entity requires service or specialized performance requirements (such as e-commerce specifications, specialized delivery requirements, or other specifications and requirements) not addressed in this Contract, the Participating Entity and the Vendor may enter into a separate, standalone agreement, apart from this Contract. Sourcewell, including its agents and employees, will not be made a party to a claim for breach of such agreement.

E. TERMINATION OF ORDERS. Participating Entities may terminate an order, in whole or in part, immediately upon notice to Vendor in the event of any of the following events:

1. The Participating Entity fails to receive funding or appropriation from its governing body at levels sufficient to pay for the goods to be purchased;
2. Federal, state, or provincial laws or regulations prohibit the purchase or change the Participating Entity's requirements; or
3. Vendor commits any material breach of this Contract or the additional terms agreed to between the Vendor and a Participating Entity.

F. GOVERNING LAW AND VENUE. The governing law and venue for any action related to a Participating Entity's order will be determined by the Participating Entity making the purchase.

7. CUSTOMER SERVICE

A. PRIMARY ACCOUNT REPRESENTATIVE. Vendor will assign an Account Representative to Sourcewell for this Contract and must provide prompt notice to Sourcewell if that person is changed. The Account Representative will be responsible for:

- Maintenance and management of this Contract;
- Timely response to all Sourcewell and Participating Entity inquiries; and
- Business reviews to Sourcewell and Participating Entities, if applicable.

B. **BUSINESS REVIEWS.** Vendor must perform a minimum of one business review with Sourcewell per contract year. The business review will cover sales to Participating Entities, pricing and contract terms, administrative fees, supply issues, customer issues, and any other necessary information.

8. REPORT ON CONTRACT SALES ACTIVITY AND ADMINISTRATIVE FEE PAYMENT

A. **CONTRACT SALES ACTIVITY REPORT.** Each calendar quarter, Vendor must provide a contract sales activity report (Report) to the Sourcewell Contract Administrator assigned to this Contract. A Report must be provided regardless of the number or amount of sales during that quarter (i.e., if there are no sales, Vendor must submit a report indicating no sales were made).

The Report must contain the following fields:

- Customer Name (e.g., City of Staples Highway Department);
- Customer Physical Street Address;
- Customer City;
- Customer State/Province;
- Customer Zip Code;
- Customer Contact Name;
- Customer Contact Email Address;
- Customer Contact Telephone Number;
- Sourcewell Assigned Entity/Participating Entity Number;
- Item Purchased Description;
- Item Purchased Price;
- Sourcewell Administrative Fee Applied; and
- Date Purchase was invoiced/sale was recognized as revenue by Vendor.

B. **ADMINISTRATIVE FEE.** In consideration for the support and services provided by Sourcewell, the Vendor will pay an administrative fee to Sourcewell on all Equipment, Products, and Services provided to Participating Entities. The Administrative Fee must be included in, and not added to, the pricing. Vendor may not charge Participating Entities more than the contracted price to offset the Administrative Fee.

The Vendor will submit a check payable to Sourcewell for the administrative fee amount of \$400 multiplied by the total number of trucks purchased by Participating Entities from Vendor under this Contract, and \$200 multiplied by the number of trucks purchased by Participating Entities from Vendor's partner dealer Alan Jay Automotive in Florida, during each calendar quarter. Payments should note the Sourcewell-assigned contract number in the memo and must be mailed to the address above "Attn: Accounts Receivable." Payments must be received no later than 45 calendar days after the end of each calendar quarter.

Vendor agrees to cooperate with Sourcewell in auditing transactions under this Contract to ensure that the administrative fee is paid on all items purchased under this Contract.

In the event the Vendor is delinquent in any undisputed administrative fees, Sourcewell reserves the right to cancel this Contract and reject any proposal submitted by the Vendor in any subsequent solicitation. In the event this Contract is cancelled by either party prior to the Contract's expiration date, the administrative fee payment will be due no more than 30 days from the cancellation date.

9. AUTHORIZED REPRESENTATIVE

Sourcewell's Authorized Representative is its Chief Procurement Officer.

Vendor's Authorized Representative is the person named in the Vendor's Proposal. If Vendor's Authorized Representative changes at any time during this Contract, Vendor must promptly notify Sourcewell in writing.

10. ASSIGNMENT, AMENDMENTS, WAIVER, AND CONTRACT COMPLETE

A. **ASSIGNMENT.** Neither the Vendor nor Sourcewell may assign or transfer any rights or obligations under this Contract without the prior consent of the parties and a fully executed assignment agreement. Such consent will not be unreasonably withheld.

B. **AMENDMENTS.** Any amendment to this Contract must be in writing and will not be effective until it has been fully executed by the parties.

C. **WAIVER.** If either party fails to enforce any provision of this Contract, that failure does not waive the provision or the right to enforce it.

D. **CONTRACT COMPLETE.** This Contract contains all negotiations and agreements between Sourcewell and Vendor. No other understanding regarding this Contract, whether written or oral, may be used to bind either party.

E. **RELATIONSHIP OF THE PARTIES.** The relationship of the parties is one of independent contractors, each free to exercise judgment and discretion with regard to the conduct of their respective businesses. This Contract does not create a partnership, joint venture, or any other relationship such as master-servant, or principal-agent.

11. LIABILITY

Vendor must indemnify, save, and hold Sourcewell and its Participating Entities, including their agents and employees, harmless from any claims or causes of action, including attorneys' fees, arising out of the performance of this Contract by the Vendor or its agents or employees; this indemnification includes injury or death to person(s) or property alleged to have been caused

by some defect in the Equipment, Products, or Services under this Contract to the extent the Equipment, Product, or Service has been used according to its specifications.

12. AUDITS

Sourcewell reserves the right to review the books, records, documents, and accounting procedures and practices of the Vendor relevant to this Contract for a minimum of 6 years from the end of this Contract. This clause extends to Participating Entities as it relates to business conducted by that Participating Entity under this Contract.

13. GOVERNMENT DATA PRACTICES

Vendor and Sourcewell must comply with the Minnesota Government Data Practices Act, Minnesota Statutes Chapter 13, as it applies to all data provided by or provided to Sourcewell under this Contract and as it applies to all data created, collected, received, stored, used, maintained, or disseminated by the Vendor under this Contract.

If the Vendor receives a request to release the data referred to in this article, the Vendor must immediately notify Sourcewell and Sourcewell will assist with how the Vendor should respond to the request.

14. INDEMNIFICATION

As applicable, Vendor agrees to indemnify and hold harmless Sourcewell and its Participating Entities against any and all suits, claims, judgments, and costs instituted or recovered against Sourcewell or Participating Entities by any person on account of the use of any Equipment or Products by Sourcewell or its Participating Entities supplied by Vendor in violation of applicable patent or copyright laws.

15. INTELLECTUAL PROPERTY, PUBLICITY, MARKETING, AND ENDORSEMENT

A. INTELLECTUAL PROPERTY

1. *Grant of License.* During the term of this Contract:
 - a. Sourcewell grants to Vendor a royalty-free, worldwide, non-exclusive right and license to use the Trademark(s) provided to Vendor by Sourcewell in advertising and promotional materials for the purpose of marketing Sourcewell's relationship with Vendor.
 - b. Vendor grants to Sourcewell a royalty-free, worldwide, non-exclusive right and license to use Vendor's Trademarks in advertising and promotional materials for the purpose of marketing Vendor's relationship with Sourcewell.
2. *Limited Right of Sublicense.* The right and license granted herein includes a limited right of each party to grant sublicenses to its and their respective distributors, marketing representatives, and agents (collectively "Permitted Sublicensees") in advertising and

promotional materials for the purpose of marketing the Parties' relationship to Participating Entities. Any sublicense granted will be subject to the terms and conditions of this Article. Each party will be responsible for any breach of this Article by any of their respective sublicensees.

3. Use; Quality Control.

- a. Sourcewell must not alter Vendor's Trademarks from the form provided by Vendor and must comply with Vendor's removal requests as to specific uses of its trademarks or logos.
- b. Vendor must not alter Sourcewell's Trademarks from the form provided by Sourcewell and must comply with Sourcewell's removal requests as to specific uses of its trademarks or logos.
- c. Each party agrees to use, and to cause its Permitted Sublicensees to use, the other party's Trademarks only in good faith and in a dignified manner consistent with such party's use of the Trademarks. Upon written notice to the breaching party, the breaching party has 30 days of the date of the written notice to cure the breach or the license will be terminated.

4. Termination. Upon the termination of this Contract for any reason, each party, including Permitted Sublicensees, will have 30 days to remove all Trademarks from signage, websites, and the like bearing the other party's name or logo (excepting Sourcewell's pre-printed catalog of vendors which may be used until the next printing). Vendor must return all marketing and promotional materials, including signage, provided by Sourcewell, or dispose of it according to Sourcewell's written directions.

B. PUBLICITY. Any publicity regarding the subject matter of this Contract must not be released without prior written approval from the Authorized Representatives. Publicity includes notices, informational pamphlets, press releases, research, reports, signs, and similar public notices prepared by or for the Vendor individually or jointly with others, or any subcontractors, with respect to the program, publications, or services provided resulting from this Contract.

C. MARKETING. Any direct advertising, marketing, or offers with Participating Entities must be approved by Sourcewell. Materials should be sent to the Sourcewell Contract Administrator assigned to this Contract.

D. ENDORSEMENT. The Vendor must not claim that Sourcewell endorses its Equipment, Products, or Services.

16. GOVERNING LAW, JURISDICTION, AND VENUE

Minnesota law governs this Contract. Venue for all legal proceedings out of this Contract, or its breach, must be in the appropriate state court in Todd County or federal court in Fergus Falls, Minnesota.

17. FORCE MAJEURE

Neither party to this Contract will be held responsible for delay or default caused by acts of God or other conditions that are beyond that party's reasonable control. A party defaulting under this provision must provide the other party prompt written notice of the default.

18. SEVERABILITY

If any provision of this Contract is found to be illegal, unenforceable, or void then both Sourcewell and Vendor will be relieved of all obligations arising under such provisions. If the remainder of this Contract is capable of performance, it will not be affected by such declaration or finding and must be fully performed.

19. PERFORMANCE, DEFAULT, AND REMEDIES

A. PERFORMANCE. During the term of this Contract, the parties will monitor performance and address unresolved contract issues as follows:

1. *Notification.* The parties must promptly notify each other of any known dispute and work in good faith to resolve such dispute within a reasonable period of time. If necessary, Sourcewell and the Vendor will jointly develop a short briefing document that describes the issue(s), relevant impact, and positions of both parties.
2. *Escalation.* If parties are unable to resolve the issue in a timely manner, as specified above, either Sourcewell or Vendor may escalate the resolution of the issue to a higher level of management. The Vendor will have 30 calendar days to cure an outstanding issue.
3. *Performance while Dispute is Pending.* Notwithstanding the existence of a dispute, the Vendor must continue without delay to carry out all of its responsibilities under the Contract that are not affected by the dispute. If the Vendor fails to continue without delay to perform its responsibilities under the Contract, in the accomplishment of all undisputed work, any additional costs incurred by Sourcewell and/or its Participating Entities as a result of such failure to proceed will be borne by the Vendor.

B. DEFAULT AND REMEDIES. Either of the following constitutes cause to declare this Contract, or any Participating Entity order under this Contract, in default:

1. Nonperformance of contractual requirements, or
2. A material breach of any term or condition of this Contract.

Written notice of default and a reasonable opportunity to cure must be issued by the party claiming default. Time allowed for cure will not diminish or eliminate any liability for liquidated or other damages. If the default remains after the opportunity for cure, the non-defaulting party may:

- Exercise any remedy provided by law or equity, or
- Terminate the Contract or any portion thereof, including any orders issued against the Contract.

20. INSURANCE

A. REQUIREMENTS. At its own expense, Vendor must maintain insurance policy(ies) in effect at all times during the performance of this Contract with insurance company(ies) licensed or authorized to do business in the State of Minnesota having an "AM BEST" rating of A- or better, with coverage and limits of insurance not less than the following:

1. *Workers' Compensation and Employer's Liability.*

Workers' Compensation: As required by any applicable law or regulation.

Employer's Liability Insurance: must be provided in amounts not less than listed below:

Minimum limits:

\$500,000 each accident for bodily injury by accident

\$500,000 policy limit for bodily injury by disease

\$500,000 each employee for bodily injury by disease

2. *Commercial General Liability Insurance.* Vendor will maintain insurance covering its operations, with coverage on an occurrence basis, and must be subject to terms no less broad than the Insurance Services Office ("ISO") Commercial General Liability Form CG0001 (2001 or newer edition), or equivalent. At a minimum, coverage must include liability arising from premises, operations, bodily injury and property damage, independent contractors, products-completed operations including construction defect, contractual liability, blanket contractual liability, and personal injury and advertising injury. All required limits, terms and conditions of coverage must be maintained during the term of this Contract.

Minimum Limits:

\$1,000,000 each occurrence Bodily Injury and Property Damage

\$1,000,000 Personal and Advertising Injury

\$2,000,000 aggregate for Products-Completed operations

\$2,000,000 general aggregate

3. *Commercial Automobile Liability Insurance.* During the term of this Contract, Vendor will maintain insurance covering all owned, hired, and non-owned automobiles in limits of liability not less than indicated below. The coverage must be subject to terms no less broad than ISO Business Auto Coverage Form CA 0001 (2010 edition or newer), or equivalent.

Minimum Limits:

\$1,000,000 each accident, combined single limit

4. *Umbrella Insurance.* During the term of this Contract, Vendor will maintain umbrella coverage over Workers' Compensation, Commercial General Liability, and Commercial Automobile.

Minimum Limits:
\$2,000,000

5. *Professional/Technical, Errors and Omissions, and/or Miscellaneous Professional Liability.* During the term of this Contract, Vendor will maintain coverage for all claims the Vendor may become legally obligated to pay resulting from any actual or alleged negligent act, error, or omission related to Vendor's professional services required under this Contract.

Minimum Limits:
\$2,000,000 per claim or event
\$2,000,000 – annual aggregate

6. *Network Security and Privacy Liability Insurance.* During the term of this Contract, Vendor will maintain coverage for network security and privacy liability. The coverage may be endorsed on another form of liability coverage or written on a standalone policy. The insurance must cover claims which may arise from failure of Vendor's security resulting in, but not limited to, computer attacks, unauthorized access, disclosure of not public data – including but not limited to, confidential or private information, transmission of a computer virus, or denial of service.

Minimum limits:
\$2,000,000 per occurrence
\$2,000,000 annual aggregate

Failure of Vendor to maintain the required insurance will constitute a material breach entitling Sourcewell to immediately terminate this Contract for default.

B. CERTIFICATES OF INSURANCE. Prior to commencing under this Contract, Vendor must furnish to Sourcewell a certificate of insurance, as evidence of the insurance required under this Contract. Prior to expiration of the policy(ies), renewal certificates must be mailed to Sourcewell, 202 12th Street Northeast, P.O. Box 219, Staples, MN 56479 or sent to the Sourcewell Contract Administrator assigned to this Contract. The certificates must be signed by a person authorized by the insurer(s) to bind coverage on their behalf. All policies must include there will be no cancellation, suspension, non-renewal, or reduction of coverage without 30 days' prior written notice to the Vendor.

Upon request, Vendor must provide to Sourcewell copies of applicable policies and endorsements, within 10 days of a request. Failure to request certificates of insurance by Sourcewell, or failure of Vendor to provide certificates of insurance, in no way limits or relieves Vendor of its duties and responsibilities in this Contract.

C. **ADDITIONAL INSURED ENDORSEMENT AND PRIMARY AND NON-CONTRIBUTORY INSURANCE CLAUSE.** Vendor agrees to list Sourcewell and its Participating Entities, including their officers, agents, and employees, as an additional insured under the Vendor's commercial general liability insurance policy with respect to liability arising out of activities, "operations," or "work" performed by or on behalf of Vendor, and products and completed operations of Vendor. The policy provision(s) or endorsement(s) must further provide that coverage is primary and not excess over or contributory with any other valid, applicable, and collectible insurance or self-insurance in force for the additional insureds.

D. **WAIVER OF SUBROGATION.** Vendor waives and must require (by endorsement or otherwise) all its insurers to waive subrogation rights against Sourcewell and other additional insureds for losses paid under the insurance policies required by this Contract or other insurance applicable to the Vendor or its subcontractors. The waiver must apply to all deductibles and/or self-insured retentions applicable to the required or any other insurance maintained by the Vendor or its subcontractors. Where permitted by law, Vendor must require similar written express waivers of subrogation and insurance clauses from each of its subcontractors.

E. **UMBRELLA/EXCESS LIABILITY.** The limits required by this Contract can be met by either providing a primary policy or in combination with umbrella/excess liability policy(ies).

F. **SELF-INSURED RETENTIONS.** Any self-insured retention in excess of \$10,000 is subject to Sourcewell's approval.

21. COMPLIANCE

A. **LAWS AND REGULATIONS.** All Equipment, Products, or Services provided under this Contract must comply fully with applicable federal laws and regulations, and with the laws in the states and provinces in which the Equipment, Products, or Services are sold.

B. **LICENSES.** Vendor must maintain a valid and current status on all required federal, state/provincial, and local licenses, bonds, and permits required for the operation of the business that the Vendor conducts with Sourcewell and Participating Entities.

22. BANKRUPTCY, DEBARMENT, OR SUSPENSION CERTIFICATION

Vendor certifies and warrants that it is not in bankruptcy or that it has previously disclosed in writing certain information to Sourcewell related to bankruptcy actions. If at any time during this Contract Vendor declares bankruptcy, Vendor must immediately notify Sourcewell in writing.

Vendor certifies and warrants that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from programs

operated by the State of Minnesota; the United States federal government or the Canadian government, as applicable; or any Participating Entity. Vendor certifies and warrants that neither it nor its principals have been convicted of a criminal offense related to the subject matter of this Contract. Vendor further warrants that it will provide immediate written notice to Sourcewell if this certification changes at any time.

23. PROVISIONS FOR NON-UNITED STATES FEDERAL ENTITY PROCUREMENTS UNDER UNITED STATES FEDERAL AWARDS OR OTHER AWARDS

Participating Entities that use United States federal grant or FEMA funds to purchase goods or services from this Contract may be subject to additional requirements including the procurement standards of the Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards, 2 C.F.R. § 200. Participating Entities may also require additional requirements based on specific funding specifications. Within this Article, all references to "federal" should be interpreted to mean the United States federal government. The following list only applies when a Participating Entity accesses Vendor's Equipment, Products, or Services with United States federal funds.

A. **EQUAL EMPLOYMENT OPPORTUNITY.** Except as otherwise provided under 41 C.F.R. § 60, all contracts that meet the definition of "federally assisted construction contract" in 41 C.F.R. § 60-1.3 must include the equal opportunity clause provided under 41 C.F.R. §60-1.4(b), in accordance with Executive Order 11246, "Equal Employment Opportunity" (30 FR 12319, 12935, 3 C.F.R. §, 1964-1965 Comp., p. 339), as amended by Executive Order 11375, "Amending Executive Order 11246 Relating to Equal Employment Opportunity," and implementing regulations at 41 C.F.R. § 60, "Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor." The equal opportunity clause is incorporated herein by reference.

B. **DAVIS-BACON ACT, AS AMENDED (40 U.S.C. § 3141-3148).** When required by federal program legislation, all prime construction contracts in excess of \$2,000 awarded by non-federal entities must include a provision for compliance with the Davis-Bacon Act (40 U.S.C. § 3141-3144, and 3146-3148) as supplemented by Department of Labor regulations (29 C.F.R. § 5, "Labor Standards Provisions Applicable to Contracts Covering Federally Financed and Assisted Construction"). In accordance with the statute, contractors must be required to pay wages to laborers and mechanics at a rate not less than the prevailing wages specified in a wage determination made by the Secretary of Labor. In addition, contractors must be required to pay wages not less than once a week. The non-federal entity must place a copy of the current prevailing wage determination issued by the Department of Labor in each solicitation. The decision to award a contract or subcontract must be conditioned upon the acceptance of the wage determination. The non-federal entity must report all suspected or reported violations to the federal awarding agency. The contracts must also include a provision for compliance with the Copeland "Anti-Kickback" Act (40 U.S.C. § 3145), as supplemented by Department of Labor regulations (29 C.F.R. § 3, "Contractors and Subcontractors on Public Building or Public Work

Financed in Whole or in Part by Loans or Grants from the United States"). The Act provides that each contractor or subrecipient must be prohibited from inducing, by any means, any person employed in the construction, completion, or repair of public work, to give up any part of the compensation to which he or she is otherwise entitled. The non-federal entity must report all suspected or reported violations to the federal awarding agency. Vendor must be in compliance with all applicable Davis-Bacon Act provisions.

C. CONTRACT WORK HOURS AND SAFETY STANDARDS ACT (40 U.S.C. § 3701-3708). Where applicable, all contracts awarded by the non-federal entity in excess of \$100,000 that involve the employment of mechanics or laborers must include a provision for compliance with 40 U.S.C. §§ 3702 and 3704, as supplemented by Department of Labor regulations (29 C.F.R. § 5). Under 40 U.S.C. § 3702 of the Act, each contractor must be required to compute the wages of every mechanic and laborer on the basis of a standard work week of 40 hours. Work in excess of the standard work week is permissible provided that the worker is compensated at a rate of not less than one and a half times the basic rate of pay for all hours worked in excess of 40 hours in the work week. The requirements of 40 U.S.C. § 3704 are applicable to construction work and provide that no laborer or mechanic must be required to work in surroundings or under working conditions which are unsanitary, hazardous or dangerous. These requirements do not apply to the purchases of supplies or materials or articles ordinarily available on the open market, or contracts for transportation or transmission of intelligence. This provision is hereby incorporated by reference into this Contract. Vendor certifies that during the term of an award for all contracts by Sourcewell resulting from this procurement process, Vendor must comply with applicable requirements as referenced above.

D. RIGHTS TO INVENTIONS MADE UNDER A CONTRACT OR AGREEMENT. If the federal award meets the definition of "funding agreement" under 37 C.F.R. § 401.2(a) and the recipient or subrecipient wishes to enter into a contract with a small business firm or nonprofit organization regarding the substitution of parties, assignment or performance of experimental, developmental, or research work under that "funding agreement," the recipient or subrecipient must comply with the requirements of 37 C.F.R. § 401, "Rights to Inventions Made by Nonprofit Organizations and Small Business Firms Under Government Grants, Contracts and Cooperative Agreements," and any implementing regulations issued by the awarding agency. Vendor certifies that during the term of an award for all contracts by Sourcewell resulting from this procurement process, Vendor must comply with applicable requirements as referenced above.

E. CLEAN AIR ACT (42 U.S.C. § 7401-7671q.) AND THE FEDERAL WATER POLLUTION CONTROL ACT (33 U.S.C. § 1251-1387). Contracts and subgrants of amounts in excess of \$150,000 require the non-federal award to agree to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act (42 U.S.C. § 7401- 7671q) and the Federal Water Pollution Control Act as amended (33 U.S.C. § 1251- 1387). Violations must be reported to the Federal awarding agency and the Regional Office of the Environmental Protection Agency (EPA). Vendor certifies that during the term of this Contract will comply with applicable requirements as referenced above.

F. DEBARMENT AND SUSPENSION (EXECUTIVE ORDERS 12549 AND 12689). A contract award (see 2 C.F.R. § 180.220) must not be made to parties listed on the government wide exclusions in the System for Award Management (SAM), in accordance with the OMB guidelines at 2 C.F.R. §180 that implement Executive Orders 12549 (3 C.F.R. § 1986 Comp., p. 189) and 12689 (3 C.F.R. § 1989 Comp., p. 235), "Debarment and Suspension." SAM Exclusions contains the names of parties debarred, suspended, or otherwise excluded by agencies, as well as parties declared ineligible under statutory or regulatory authority other than Executive Order 12549. Vendor certifies that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation by any federal department or agency.

G. BYRD ANTI-LOBBYING AMENDMENT, AS AMENDED (31 U.S.C. § 1352). Vendors must file any required certifications. Vendors must not have used federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any federal contract, grant, or any other award covered by 31 U.S.C. § 1352. Vendors must disclose any lobbying with non-federal funds that takes place in connection with obtaining any federal award. Such disclosures are forwarded from tier to tier up to the non-federal award. Vendors must file all certifications and disclosures required by, and otherwise comply with, the Byrd Anti-Lobbying Amendment (31 U.S.C. § 1352).

H. RECORD RETENTION REQUIREMENTS. To the extent applicable, Vendor must comply with the record retention requirements detailed in 2 C.F.R. § 200.333. The Vendor further certifies that it will retain all records as required by 2 C.F.R. § 200.333 for a period of 3 years after grantees or subgrantees submit final expenditure reports or quarterly or annual financial reports, as applicable, and all other pending matters are closed.

I. ENERGY POLICY AND CONSERVATION ACT COMPLIANCE. To the extent applicable, Vendor must comply with the mandatory standards and policies relating to energy efficiency which are contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act.

J. BUY AMERICAN PROVISIONS COMPLIANCE. To the extent applicable, Vendor must comply with all applicable provisions of the Buy American Act. Purchases made in accordance with the Buy American Act must follow the applicable procurement rules calling for free and open competition.

K. ACCESS TO RECORDS (2 C.F.R. § 200.336). Vendor agrees that duly authorized representatives of a federal agency must have access to any books, documents, papers and records of Vendor that are directly pertinent to Vendor's discharge of its obligations under this Contract for the purpose of making audits, examinations, excerpts, and transcriptions. The right

also includes timely and reasonable access to Vendor’s personnel for the purpose of interview and discussion relating to such documents.

L. PROCUREMENT OF RECOVERED MATERIALS (2 C.F.R. § 200.322). A non-federal entity that is a state agency or agency of a political subdivision of a state and its contractors must comply with Section 6002 of the Solid Waste Disposal Act, as amended by the Resource Conservation and Recovery Act. The requirements of Section 6002 include procuring only items designated in guidelines of the Environmental Protection Agency (EPA) at 40 C.F.R. § 247 that contain the highest percentage of recovered materials practicable, consistent with maintaining a satisfactory level of competition, where the purchase price of the item exceeds \$10,000 or the value of the quantity acquired during the preceding fiscal year exceeded \$10,000; procuring solid waste management services in a manner that maximizes energy and resource recovery; and establishing an affirmative procurement program for procurement of recovered materials identified in the EPA guidelines.

24. CANCELLATION

Sourcewell or Vendor may cancel this Contract at any time, with or without cause, upon 60 days’ written notice to the other party. However, Sourcewell may cancel this Contract immediately upon discovery of a material defect in any certification made in Vendor’s Proposal. Cancellation of this Contract does not relieve either party of financial, product, or service obligations incurred or accrued prior to cancellation.

Sourcewell

DocuSigned by:
By: Jeremy Schwartz
C0FD2A139D06489...
Jeremy Schwartz

Title: Director of Operations & Procurement/CPO

Date: 8/3/2020 | 5:08 PM CDT

72 Hour LLC dba: National Auto Fleet Group

DocuSigned by:
By: Jesse Cooper
FACBB5730C1E467...
Jesse Cooper

Title: Fleet Manager

Date: 8/3/2020 | 2:06 PM CDT

Approved:

DocuSigned by:
By: Chad Coquette
7E42BBF817A64CC...
Chad Coquette

Title: Executive Director/CEO

Date: 8/3/2020 | 5:13 PM CDT

RFP 060920 - Class 4-8 Chassis with Related Equipment, Accessories, and Services

Vendor Details

Company Name: 72 HOUR LLC
Does your company conduct business under any other name? If yes, please state: National Auto Fleet Group
Address: 490 Auto Center Drive
Watsonville, CA 95076
Contact: Jesse Cooper
Email: Jcooper@nationalautofleetgroup.com
Phone: 951-440-0585
Fax: 831-840-8497
HST#: 263297677

Submission Details

Created On: Friday April 17, 2020 10:02:43
Submitted On: Tuesday June 09, 2020 00:25:02
Submitted By: Jesse Cooper
Email: Jcooper@nationalautofleetgroup.com
Transaction #: 42f514a4-eaaa-46d1-a264-1de559e88b95
Submitter's IP Address: 76.81.241.2

Specifications

Table 1: Proposer Identity & Authorized Representatives

General Instructions (applies to all Tables) Sourcewell prefers a brief but thorough response to each question. Please do not merely attach additional documents to your response without also providing a substantive response. Do not leave answers blank; mark "NA" if the question does not apply to you (preferably with an explanation).

Line Item	Question	Response *
1	Proposer Legal Name (and applicable d/b/a, if any):	72 Hour LLC, DBA: National Auto Fleet Group
2	Proposer Address:	490 Auto Center Drive Watsonville CA, 95076
3	Proposer website address:	www.NationalAutoFleetGroup.com
4	Proposer's Authorized Representative (name, title, address, email address & phone) (The representative must have authority to sign the "Proposer's Assurance of Compliance" on behalf of the Proposer and, in the event of award, will be expected to execute the resulting contract):	Jesse Cooper 1-855-289-6572 Fleet Manager 490 Auto Center Drive Watsonville, CA 95076 Jcooper@nationalautofleetgroup.com
5	Proposer's primary contact for this proposal (name, title, address, email address & phone):	Jesse Cooper 1-855-289-6572 Fleet Manager 490 Auto Center Drive Watsonville, CA 95076 Jcooper@nationalautofleetgroup.com
6	Proposer's other contacts for this proposal, if any (name, title, address, email address & phone):	Clarke Cooper 1-855-289-6572 Fleet Manager 490 Auto Center Drive Watsonville, CA 95076 Clarkecooper@wondries.com

Table 2: Company Information and Financial Strength

Line Item	Question	Response *
7	Provide a brief history of your company, including your company's core values, business philosophy, and industry longevity related to the requested equipment, products or services.	<p>NAFG, was originally established in 1987 when we went by Wondries Fleet Group located in Southern California. Starting with a single automobile dealership, my father Clarke Cooper has grown our network to over 35 dealerships both in and outside of California. We have always hired and promoted from within our organization to help promote our culture. Most of our Fleet Division Managers who started with us back in 1987 are still with us today.</p> <p>We have evolved over the decades to adapt to the improving industry technology to the advancement of once gas-powered vehicles to now fuel cell powered. Even in today's fast changing marketplace, our core values have never changed. Our core values are: Always do what's right for the customer, you take care of them and they will take care of you.</p> <p>Our Business philosophy has always been the 4 RIGHT'S to every client: Deliver the RIGHT vehicle, at the RIGHT time, to the RIGHT place and the RIGHT price.</p> <p>Our longevity can best be displayed with a few statements. We are and have always been family owned and operated. We have deep family roots in the automobile business with future generations in the infant stages today. We plan on leading our industry for decades to come.</p>

8	What are your company's expectations in the event of an award?	If awarded another Sourcewell Contract, this would be our 4th and like our prior 3 contracts we will grow yet again by compounding our knowledge and customer service experience we have gained from serving members from across our great nation yet again to new heights. We want to grow our divisions with more staff and particularly grow our Partner Program which is detailed in the Zip file in the additional Documents upload. Our Partner program allows members to suggest and even recommend their local upfitters to NAFG to partner on any turn key quote. We see a tremendous value in giving the ability to the member to supply the upfitter of their choice to NAFG in order to provide a 100% turn key solution.
9	Demonstrate your financial strength and stability with meaningful data. This could include such items as financial statements, SEC filings, credit and bond ratings, letters of credit, and detailed reference letters. Upload supporting documents (as applicable) in the document upload section of your response.	<p>We have uploaded the following under the section: Financial Strength: Bank commitment letters that we have been utilizing with our current Sourcewell Contracts which extend a direct line of credit up to \$ 43,000,000 and more if needed to serve member needs.</p> <p>Market Success with copies of recent current contracts of over \$ 140,000,000 worth of products and goods from a direct result of our current Sourcewell Contracts which are:</p> <ol style="list-style-type: none"> 1. City of San Diego, CA \$ 72,000,000 contract under our Sourcewell Contract 120716-NAF. 2. City of San Diego, CA \$ 55,400,000 contract under our Sourcewell Contract 081716-NAF. 3. Government Fleet Article Highlighting our transaction with the City of San Diego, CA procuring over 100 Police vehicles through NAFG Sourcewell Contract 120716-NAF. 4. City of Los Angeles World Airports, CA Contract for \$ 24,003,500 under Sourcewell Contract 120716-NAF for the procurement of 400 vehicles. 5. City of Los Angeles Harbor, CA Contract Extension to \$ 4,500,000 contract under Sourcewell Contract 120716-NAF. 6. City of Los Angeles Harbor, CA Contract for \$ 1,500,000 under our Sourcewell Contract 120716-NAF. 7. City of Los Angeles Harbor, CA Renewal for another \$ 1,500,000 under Sourcewell Contract Class 6, 7 and 8 Contract 081716-NAF. 8. City of Costa Mesa, CA Contract for \$ 1,023,220 under our Sourcewell Contract 120716-NAF. 9. Blanket Contract with the State of Maryland, MD off our current Class 6, 7 and 8 Chassis Contract 081716-NAF. 10. Blanket Contract with the State of Maryland, MD off our Current Sourcewell Contract 120716-NAF. <p>Commitment Letter's for 5 years' worth of continued unwavering support from large national upfit suppliers such as The Knapheide Manufacturing Company with it's distributor base nation wide down to regional support from Phenix Truck Body in Southern CA as an example. All of which currently help support our current members clients with current and past orders they have had with NAFG.</p> <p>We have Member Recommendations attached showing not only does NAFG practice with we preach, but Member's can stand behind NAFG as well.</p> <p>We have Upfitter Recommendations as well to show not only NAFG is a good partner for members but also a good partner to partner with. Not only does taking care of the member just involve the dealer, it also must and will always include the upfitter along with the entire supply chain. All of which goes towards serving the members.</p> <p>We have provided documentation of the State of Maryland adopting our current Class 6, 7 and 8 contract demonstrating our ability to go after and show States there's a better way of doing business.</p> <p>Lastly, we have shown our Growth we have had with Sourcewell from 2012 when we were first awarded. We hope this only shows the trajectory of where we are expecting to take our future expectations.</p>
10	What is your US market share for the solutions that you are proposing?	Our US Market Share for the products and Model's we are offering is roughly 70-80% as the 11 manufacturers represent. NAFG market share is roughly estimated 2% of Government Fleet Sales.
11	What is your Canadian market share for the solutions that you are proposing?	NAFG current Canadian market share is zero, however plans are in place to aggressively go after the Canadian market.
12	Has your business ever petitioned for bankruptcy protection? If so, explain in detail.	No.

13	<p>How is your organization best described: is it a manufacturer, a distributor/dealer/reseller, or a service provider? Answer whichever question (either a) or b) just below) best applies to your organization.</p> <p>a) If your company is best described as a distributor/dealer/reseller (or similar entity), provide your written authorization to act as a distributor/dealer/reseller for the manufacturer of the products proposed in this RFP. If applicable, is your dealer network independent or company owned?</p> <p>b) If your company is best described as a manufacturer or service provider, describe your relationship with your sales and service force and with your dealer network in delivering the products and services proposed in this RFP. Are these individuals your employees, or the employees of a third party?</p>	<p>NAFG is best described as "A" a Distributer/Dealer/Reseller/Dealer Partner for the 11 Manufacturers contained in our response: Ford Motor Company, RAM, Chevrolet, Hino, Isuzu, International, Volvo, Freightliner, Western Star, Mack, Kenworth and Peterbilt. All orders are placed with franchised dealerships and ultimately titled to the member. All our appropriate certificates can be viewed in the "Related Certification" section for either our dealerships direct or our partner dealers you will find all appropriate certificates. We do not sell used equipment to the members. As well you will find NAFG has named our dealer partners as additional insured under our policy.</p>
14	<p>If applicable, provide a detailed explanation outlining the licenses and certifications that are both required to be held, and actually held, by your organization (including third parties and subcontractors that you use) in pursuit of the business contemplated by this RFP.</p>	<p>A Dealer License and Franchise agreement issued by the Manufacture, Department of Motor Vehicles License along with a Reseller's permit are the most pertinent licenses to hold. In the attachment in section "Related Certification" you will find the following either as a solely owned entity or by our partner dealer we jointly hold:</p> <p>IRS Approved FET Number CA State Seller's Permit 101-135239 CA State Seller's Permit 245364864-00001 Department of Motor Vehicle, Vehicle Dealer/ License Number 97772 Department of Motor Vehicle, Vehicle Dealer License Number 97771 Department of Motor Vehicle, Vehicle Dealer License Number 43609 Bureau of Automotive repair Registration # ARD00296319 123120 CA State Seller's Permit 232781952-00001 City of Watsonville Business License Number 1792 City of Watsonville Business License Number 4358 Fictitious Business Names from Santa Cruz County for National Auto Fleet Group FBN: 2017-0000138 California General Resale Certificate Dun & Bradstreet Number: 023680653 Government of The District of Columbia Certificate Government of the District of Columbia Tax Registration # 7815888160711 City of Los Angeles Tax Registration Government of The District of Columbia CLEAN HANDS CERTIFICATION San Diego Freightliner Seller's Permit Commonwealth of Virginia State Corporation Commission Certificate State of Maryland Good Standing Certificate Kansas Department of Revenue for Kansas City Peterbilt New Jersey Department of Treasury Registration Certificate New Jersey Business Registration Notice of Compliance of the Canton City Codified Ordinance Employee Information Report for the State of New Jersey State of Maryland New Sales and Use tax License CA State Seller's Permit 98-037902 00006 South Carolina Department of Motor Vehicles License Number 36133 State of South Carolina Retail License Commonwealth of Kentucky Vehicle Dealer License 1583 20 100 State of West Virginia Dealer License Commonwealth of Kentucky Vehicle Dealer License 1581 20 036 State of Tennessee Vehicle Dealer License</p>
15	<p>Provide all "Suspension or Debarment" information that has applied to your organization during the past ten years.</p>	<p>Does not apply.</p>

Table 3: Industry Recognition & Marketplace Success

Line Item	Question	Response *
16	Describe any relevant industry awards or recognition that your company has received in the past five years	The most prodigious award NAFG has received in the past 5 years would be: Top Placement in Ford Motor Company as a leading dealership in Government Sales followed by our high ranking recognition from General Motors for our Chevrolet brand. Both NAFG has received 4 of the past 5 years.
17	What percentage of your sales are to the governmental sector in the past three years	As an organization most of our sales are focused on retail, however in our division in Fleet, we have sold to about 90% Government accounts.
18	What percentage of your sales are to the education sector in the past three years	As a percentage of our sales in the Government, about 20% would be considered to Universities and Unified School Districts.
19	List any state, provincial, or cooperative purchasing contracts that you hold. What is the annual sales volume for each of these contracts over the past three years?	We hold the State of California contract with volumes from 200 to 500 units a year during the past three years. Second, our Sourcewell Contract's 091219, 081716 and 120716 which over the past three years has sold a volume of \$ 390,030,176.99 of Combined Quarterly Sales.
20	List any GSA contracts or Standing Offers and Supply Arrangements (SOSA) that you hold. What is the annual sales volume for each of these contracts over the past three years?	NAFG focus is on our Sourcewell Contracts we do not hold any other besides the State of California.

Table 4: References/Testimonials

Line Item 21. Supply reference information from three customers who are eligible to be Sourcewell participating entities.

Entity Name *	Contact Name *	Phone Number *
Port of Los Angeles, CA	Mr. Dave Comer	310-732-3794
County of Ventura, CA	Mr. Jorge Bonilla	805-672-2044
City of Austin, TX	Mr. Matt Sager	512-978-2637

Table 5: Top Five Government or Education Customers

Line Item 22. Provide a list of your top five government, education, or non-profit customers (entity name is optional), including entity type, the state or province the entity is located in, scope of the project(s), size of transaction(s), and dollar volumes from the past three years.

Entity Name	Entity Type *	State / Province *	Scope of Work *	Size of Transactions *	Dollar Volume Past Three Years *
City of Austin	Government	Texas - TX	Purchaser	10-15 Vehicles at a time	Over 1M
Los Angeles Department of Water and Power	Government	California - CA	Purchaser	Over 100 Trucks	Over 3M
Port of Los Angeles	Government	California - CA	Purchaser	Over 75 Trucks	Over 2M
City of San Diego	Government	California - CA	Purchaser	Over 400 Trucks	Over 10M
Ann Arundel County	Government	Maryland - MD	Purchaser	Over 20 Trucks	Over 1M

Table 6: Ability to Sell and Deliver Service

Describe your company's capability to meet the needs of Sourcewell participating entities across the US and Canada, as applicable. Your response should address in detail at least the following areas: locations of your network of sales and service providers, the number of workers (full-time equivalents) involved in each sector, whether these workers are your direct employees (or employees of a third party), and any overlap between the sales and service functions.

Line Item	Question	Response *

23	Sales force.	<p>We have a Direct and Indirect sales force. Our direct sales force are our employees and partner dealers. Combined our estimated employee count exceeds 100 persons dedicated to supporting our dealerships and NAFG Fleet Division. Our indirect sales force which would be our partner suppliers and upfitters would be well above 100. With both direct and indirect sales force staff NAFG has been proven to maintain and service the current demand of the members. As the number of members grow that we can help, the more staff we would eagerly employee to help meet demand.</p>
24	Dealer network or other distribution methods.	<p>Our franchise network which cover's our proposed 11 manufacturers are second to none. With industry forefront of the combined experience of manufactures like The Ford Motor Company, General Motors, Freightliner, MACK, Peterbilt and Kenworth to name a few have established a national presence were all members can receive service and warranty repairs on there respective products. The distribution of an Automobile or Cab Chassis has always been an ongoing challenge for all manufactures new and old. However we in America have the best Automobile Supply Chain Network in the world and as a franchised dealer of brands, we too get take full advantage of the network to ship and supply our member clients nationwide.</p>
25	Service force.	<p>With over thousands of service locations representing our 11 manufacturers a member client can find with ease a service station or warranty repair facility near by. Of course Alaska and Hawaii do have a larger distance between franchises a member would utilize for warranty repair or service.</p>

26	Describe in detail the process and procedure of your customer service program, if applicable. Include your response-time capabilities and commitments, as well as any incentives that help your providers meet your stated service goals or promises.	<p>To best illustrate our Customer Service programs, I ask that you use as a reference our ZIP file under Additional Documents and within in a ZIP file named "Member Walk Through". Start with and view in order which I will explain in order here:</p> <p>How A Member Can Get Quotes Online Demo: A member can obtain most quotes by visiting our website www.NationalAutoFleetGroup.com where a simple one step form is needed for registration. This is to protect the price information from nonmembers. Once a member registers they will receive an automated welcome email with a demo video on how to use our site. Members will gain access to there very own dashboard which will house all there quotes in one safe secure login. Member's can select which brand they are looking for and model year. Our site shows all the categories the brand offers such as: Cars, Vans, SUV's Trucks and Chassis Cabs. Members will then be able to drill down for the right selection by picking from the filter menu of what cab there looking for (Regular, Extended or Crew) to 2 wheel or 4 wheel drive down to the bed length there looking for. All factory options are then presented for the member to select from, this will show all current factory order-able options, taking the guess work out for the member. Once a member selects a desired build, they will see there Sourcewell Price report showing the MSRP, there contract price, the saving in real dollars and as a percentage. In the PDF example you can see a saving of \$ 9,175.96 of 22.345% to the member showing a significant savings. Members then can chose to add extra's to there order like extra keys' service manuals, sales tax and even request an upfit to be added to there quote. Lastly they will be given a complete turn key quote package to print which will include there customized Quote ID, Description and Specifications of what they built.</p> <p>How Members and Upfitters can Partner with NAFG: Our dedicated website www.NAFGPartner.com was built to accommodate the member who would like a certain upfitter to upfit there vehicles. It was also built for upfitters to have a place to go where they can find information on how to partner with NAFG to better serve there local members.</p> <p>Example of A Member with Upfit Quote: This is an example of how we use our Cab Chassis and combine them with an upfit to provide a turnkey solution for the member in a simple to follow format.</p> <p>ETA System for Members Walk Through: This is where members can easily come to our website, the same website they built there chassis on and track there order like they would a UPS package. We have a very simple display on our homepage "Track your order" where members can enter one of the following: Purchase Order Number, Quote ID, Upfit Quote ID or vin to easily see there in the process there particular order is in.</p> <p>Courtesy Confirmation Explained: After NAFG receives an order from a Member, we always like to send the member a Courtesy Confirmation. This is were the member will double check some particulars on there order like, Color, Quantity, Upfit and to ensure all Specification's are all correct before order placement. We also like to ask for title Information at this point so we can help process the paperwork at delivery promptly.</p> <p>Factory Order Cut Off Notices: Here is were we like to highlight were members can access any upcoming factory order cut off dates. We walk the member through the process step by step to ensure the member knows the upcoming factory order cut off date, we even print this information (if known at the time) right on the cover page of there quotes.</p> <p>Validation Walk Through Example: To demonstrate a price validation, we show what a member would see when they build a truck on our site. At check out the member would see the Total Configured MSRP of \$ 35,730.00, A Sourcewell Price of \$ 27,331.68, Total Saving of \$ 8,398.32 or 23.505% for a 2020 F-250 followed by the pricing page which shows the Minimum Discount of at least 18.50%. As you see we provided an additional 5% discount on top of the 18.50% contract discount. This would be the case in this example.</p>
27	Identify your ability and willingness to provide your products and services to Sourcewell participating entities in the United States.	We have provided a list of our top 1,000 member/clients demonstrating our ability to service all members nationwide. Located in the Marketing Place ZIP file as "NAFG Top 1,000 Member Clients" PDF.
28	Identify your ability and willingness to provide your products and services to Sourcewell participating entities in Canada.	Our ability and know how to carry our business model into Canada has never been as strong as it is today, we believe a simple US Dollar to Canadian exchange rate coupled with our pricing structure will allow NAFG to finally be in a position to serve members in Canada by partnering with Canadian based dealer groups.
29	Identify any geographic areas of the United States or Canada that you will NOT be fully serving through the proposed contract.	NAFG will service 100 % of the United States of America and attempt to build the same model to service all of Canada. We do not know yet what regions we will encounter difficulty and how long the solution will take, but we will strive to service all of Canada.

30	Identify any Sourcewell participating entity sectors (i.e., government, education, not-for-profit) that you will NOT be fully serving through the proposed contract. Explain in detail. For example, does your company have only a regional presence, or do other cooperative purchasing contracts limit your ability to promote another contract?	We will service all Sourcewell Members through our 24 hours a day 365-year website except Non Profits. Non-Profits would be subject to a different pricing program and would need to be handled on a case by case basis. Non-Profits mostly do not qualify for the discount governments qualify for.
31	Define any specific contract requirements or restrictions that would apply to our participating entities in Hawaii and Alaska and in US Territories.	The only requirement for members in Alaska, Hawaii and US Territories would be logistical shipping constraints the region would hold. For example, we currently provide members in Alaska chassis cabs with upfits and the member allows us to add the extra shipping cost, port cost and driver cost to load and unload there vehicles from port to port. This would be required if needed to be added to any quote in these regions.

Table 7: Marketing Plan

Line Item	Question	Response *
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<p>32</p>	<p>Describe your marketing strategy for promoting this contract opportunity. Upload representative samples of your marketing materials (if applicable) in the document upload section of your response.</p>	<p>In addition to the Sample Marketing Flyers and Marketing Department Charts uploaded in the link "Marketing Plan/Samples" National Auto Fleet Group facilitates a variety of marketing strategies to promote our products and services to reach out to government entities. Our company encompasses mainly outbound marketing strategies to promote the Sourewell Government Vehicle Contract.</p> <p>Email Marketing: Part of our outbound strategy includes paid online marketing techniques such as the use of email campaign blasts. This process includes creation of multiple campaign flyers used to convey key messages to our targeted audience. Flyer messages consist of the types of vehicle contracts, brands sold, special discounts offered to first time buyers, holiday themed flyers, vehicles offered, new website features and many more. This method encourages potential customers to our website to explore our products and services. Campaigner email marketing service acts not only to send out emails but as a CRM database system to monitor, send and track effectiveness of emails. Our marketing team works continuously to gather emails from government entities though out the United States to compile a database of clientele.</p> <p>Event Marketing: This strategy has proven to be a successful avenue to generate leads and create lasting relationships. National Auto Fleet Group attends several trades shows per year to engage customers in person along with upsell opportunities. Meeting prospects face-to-face forms a lasting impression not available through other methods of selling. Trade shows attended include GFX, IAPPO, NIGP, ACT, CAPPO, CASBO throughout the United States.</p> <p>Relationship Marketing: This is utilized once a client is directed though our website though online methods. Once a potential client registers and becomes a member on our website, our sales team will personally reach out via phone or email to provide further assistance. The role of the sales team is to continue to support and empower clients and educate them on products and services offered. The team will go the extra mile for subscribers, prospects, and customers even after a sales transaction is completed.</p> <p>Our sales team has worked tirelessly to focus on providing outstanding customer support to create powerful rapport with our clients. By going above and beyond, we have enhanced existing relationships and executed customer loyalty with repeat businesses. They strive to deviate from the "Car Salesperson" mentality which is 100% sales driven to a more product and customer service approach by instilling a sense of confidence to our clients. Their constant goal is to regularly assist clients and address any needs during the entire sales process. Striving to focus on solution selling vs. product selling develops into a mutually beneficial agreement for customers and the business.</p> <p>Referral/Word of mouth: This strategy ties into our outstanding relationship marketing to clients. The positive quality of service experienced by customers has led to an increased number of sales through referrals. Our goal is to provide exemplary customer service throughout entire selling process to encourage repeat business and referrals. Coming late summer of 2020, National Auto Fleet Group will be launching a NAFG Partner Website to increase the growth of our business. The website www.nafgpartner.com is expected to launch late summer/early fall of 2020. The site encourages body upfitting companies throughout the United States to partner up with us to become a preferred member. The benefits of becoming a preferred member is to have their business advertised on our site as well as referring any clients with upfitting needs to a local body company within their general vicinity. Our buyers from government agencies are encouraged to go on the site as well and look for local body upfitting companies they are interested in working with. To join our network, they are required to advertise NAFG and the Sourewell contract on their business website and refer their clients to purchase their cab/chassis needs through NAFG. This creates a relationship that will generate increased sales from both the sides. We are still currently building the website and searching for body companies across the states that would be interested in partnering up with NAFG.</p> <p>Direct Marketing: Prior to the Covid-19 outbreak, our company was promoting direct marketing strategies by contacting local businesses and setting up in person meetings with our dedicated public relations representative. The role of our dedicated representative included in person meetings to discuss our products and services, present website features and to drop off sales contact information for further questions.</p>
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33	Describe your use of technology and digital data (e.g., social media, metadata usage) to enhance marketing effectiveness.	<p>Social media is a critical part in the way people communicate and connect with each other. LinkedIn offers a variety of ways to expand our network by finding and connecting with relevant professionals in the industry. National Auto Fleet Group has utilized LinkedIn to reach out to current and potential members through personalized messages. Personalized messages include thanking them for registering on site as well as directing them to our link to the website, LinkedIn, and Facebook company pages. The goal is to find and connect with people already on our database as well as people that would benefit from our products and services. Current flyers or messages about our company are also posted on the LinkedIn site to generate more business. Time is also spent on reading posts from connections to observe any needs that National Auto Fleet Group may assist with.</p> <p>The marketing team also spends time researching government entities and prospects through their websites. In addition to looking for new clients, the marketing team will take time to sign up for e-newsletters from cities, counties, school districts and colleges. This will ensure that NAFG will understand needs of government entities and will utilize this information for future campaigns.</p> <p>Example: City of New York posted that they plan to replace current fleet with an all-electric fleet within the next 20 years. Email campaigns focusing on types of electrical vehicles provided by National Auto Fleet Group was sent.</p> <p>NAFG has recently introduced newly built live chat feature on our website. Visitors are prompt to chat with a live sales representative 24 hours a day, 7 days a week. This will ensure that clients that are interested have another avenue of reaching out in addition to emailing or telephone. Benefits of Live chat option include quicker response time to assist buyers for purchasing needs. Our live chat feature not only encourages sales but the value of the sale as well. Live chat benefits from understanding the immediate needs of the buyer and buyers can receive an immediate response not only from questions but recommendations for their needs.</p> <p>The use of marketing campaigns plays a major role in enhancing the growth of our client database. Email is a big part of our lives and every government agency employee has an email address. Campaigner.com is the platform used for our email marketing. The goal of email marketing is to reach our target audience and personalizing email flyers with a responsive design. Videos and images are used and can be viewed from on a computer or mobile device. Messages are short and to the point with links leading to the Sourcewell and NAFG homepage. The Campaigner email system allows us to track email activity based on open rate, unsubscribes and link clicks which is beneficial to understanding email effectiveness.</p>
34	In your view, what is Sourcewell's role in promoting contracts arising out of this RFP? How will you integrate a Sourcewell-awarded contract into your sales process?	<p>Sourcewell is a trusted brand that government entities can rely on to provide a wide variety of products and services. They aim to simplify the purchasing and procurement process of government entities. The Sourcewell brand integrates a thorough documentation review of all vendors prior to awarding their cooperative contracts. Products and services are from reputable vendors. The brand provides a sense of showing legitimacy and verification of our company name and members understand that products and services provided are from reputable vendors. Clients recognize the Sourcewell brand and their vendors as a trusted source that will meet their needs. The main selling point of the brand is the elimination of the need to bid. Sourcewell has done for bidding for the government entities which simplifies the purchasing process. This process not only saves money but valuable time as well. Once a client receives a vehicle quote from our sales department, the role of the client is to submit a purchase order when ready.</p> <p>Sourcewell has provided NAFG overwhelming opportunities to work with government agencies across the United States. The Sourcewell well name represents a high standard of integrity and ethics and we are proud to be part of this dynamic. Sourcewell members have access to a contract that is more flexible than the standard bidding process. Sourcewell is an organization that aids government entities to stay competitive without the frustrations and issues involved with the traditional bidding process. The Sourcewell contract can be also be customized to meet the needs of the client. The sales team has incorporated not only this standard of integrity in their sales practice by ensuring clients we will always assist them with all their vehicle purchasing needs. The cost savings and stress-free nature of the cooperative contracts favors that of the traditional bidding process. It enables vendors to work with qualifying government entities in a more efficient manner. We vow to maintain these levels of standards across the board throughout all departments throughout the company.</p>
35	Are your products or services available through an e-procurement ordering process? If so, describe your e-procurement system and how governmental and educational customers have used it.	<p>Our website provides a hands-on empowering approach to ordering vehicles online. Clients can search through many vehicles makes and models with the ability to customize a vehicle tailored to their specific needs of their agency. A personalized quote with pricing can be available in as little as 5 minutes depending on the complexity of the vehicle. If upfitting is needed, a sales representative can be reached through phone, email or on the new live chat feature on the website.</p> <p>Once a customized quote is built, clients have the option to finalize the sales transaction by submitting a purchase order to our sales team via email. This gives complete autonomy to the client to purchase vehicles without the need to speak to a sales rep. If assistance is needed, they can contact sales through email, live chat, or phone.</p> <p>If support is required to build a quote, our sales rep is also available to walk a client through the e-procurement process step by step. This ensures having an available representative to answer any questions if needed and to empower the client to make any future purchases on their own. Clients may also call or email the needs of the company and receive a customized vehicle quote.</p>

Table 8: Value-Added Attributes

Line Item	Question	Response *
36	Describe any product, equipment, maintenance, or operator training programs that you offer to Sourcewell participating entities. Include details, such as whether training is standard or optional, who provides training, and any costs that apply.	NAFG extends any and all Service Training Programs provided by the Manufacturer. Many of the programs offered are quoted individually by the manufacture based on class size and region of the country. NAFG will pass these quotes onto the member at dealer cost.
37	Describe any technological advances that your proposed products or services offer.	Accomplishments by the Manufacturers like Ford Motor Company, General Motor's and MACK Truck serve the member automatically by having these models available through our proposal. As well as our inclusion of Motive Power Systems in our proposal. Motive Power Systems provides the member the ability to electrify their vehicle. We attached product information and pricing in the "Upfits Available" ZIP file in them "All 11 Manufacturer" ZIP file under additional documents.
38	Describe any "green" initiatives that relate to your company or to your products or services, and include a list of the certifying agency for each.	NAFG has Partnered with 400 Mayors Nationwide to create a US Mayor EV Drive Climate Initiative called the Climate Mayor Purchasing Collaborative www.Driveevfleet.org to help spread the benefit of members going 100% green. We have 100% Pure Electric vehicles to offer such as the Chevrolet Bolt and Ford Fusion, which are all technology predecessors to the All New Ford Electric F-150. We are certain over the next few years, Ford and many other manufacturers will be making available 100% pure electric cab chassis for members to select from.
39	Identify any third-party issued eco-labels, ratings or certifications that your company has received for the equipment or products included in your Proposal related to energy efficiency or conservation, life-cycle design (cradle-to-cradle), or other green/sustainability factors.	Within the same Motive Power PDF's located in the "Upfits Available" Zip File, you will find Motive's System's CARB Certification's (California Air Resource Board) for two engines offering along with there Ford Qualified Vehicle Modifier Certificate. All which help energy conversation and efficiencies.
40	Describe any Women or Minority Business Entity (WMBE), Small Business Entity (SBE), or veteran owned business certifications that your company or hub partners have obtained. Upload documentation of certification (as applicable) in the document upload section of your response.	NAFG has provided as an attachment "Upfits Available" our partnership letter with Diversified Leasing. Diversified Leasing is a DVBE/SBE Company that has been in business since 2014. As a Disabled Veteran Business Enterprise Licensed in the Stat of California (#1792183) Diversified has offered there certification to be placed on any NAFG quote for a small admin fee which is fully displayed on there partnership letter attached.
41	What unique attributes does your company, your products, or your services offer to Sourcewell participating entities? What makes your proposed solutions unique in your industry as it applies to Sourcewell participating entities?	Dedication, Hard Work not to be confused with efforts but with results. NAFG has built its division solely for the purpose of serving the members experience from our 24-hour member website or website improvements and capabilities to thinking outside the box to help a member find a solution.

Table 9: Warranty

Describe in detail your manufacturer warranty program, including conditions and requirements to qualify, claims procedure, and overall structure. You may upload representative samples of your warranty materials (if applicable) in the document upload section of your response in addition to responding to the questions below.

Line Item	Question	Response *
42	Do your warranties cover all products, parts, and labor?	We have attached all Warranty information provided by all 11 manufacturers offered in our proposal as an added attachment.
43	Do your warranties impose usage restrictions or other limitations that adversely affect coverage?	Each manufacturer have there own usage restrictions that a member should be aware of. Such as improper use of a chassis may not allow it to be covered under warranty. For example, a F-250 being used for a police rated pursuit vehicle would void certain warranties. We encourage for each member to contact us for there particular warranty coverage.
44	Do your warranties cover the expense of technicians' travel time and mileage to perform warranty repairs?	Yes, in some cases of a breakdown, manufacturers would tow a member vehicle to there nearest warranty repair facility.
45	Are there any geographic regions of the United States (and Canada, if applicable) for which you cannot provide a certified technician to perform warranty repairs? How will Sourcewell participating entities in these regions be provided service for warranty repair?	Each manufacture is different, and we encourage prior to purchasing a product to call in and ask about your specific region and how it's covered.
46	Will you cover warranty service for items made by other manufacturers that are part of your proposal, or are these warranties issues typically passed on to the original equipment manufacturer?	All warranties are passed on to the original equipment manufacturer.
47	What are your proposed exchange and return programs and policies?	We offer no exchange, return programs or policies. Once an order has passed a certain point with the factory and NAFG can not cancel the order after trying to cancel with the manufacturer, then the order is non-cancellable.
48	Describe any service contract options for the items included in your proposal.	We offer any and all manufacturer service contracts to all members. There are several parameters which a customized service contract can be created. NAFG will treat each of these as an added factory option and follow the same discount schedule in the price file.

Table 10: Payment Terms and Financing Options

Line Item	Question	Response *
49	What are your payment terms (e.g., net 10, net 30)?	Payment terms are Net 20, with a 10-day grace period.
50	Do you provide leasing or financing options, especially those options that schools and governmental entities may need to use in order to make certain acquisitions?	NAFG has partnered with National Cooperative Leasing to offer Sourcewell Contract Lease Terms to all NAFG Quotes for all Sourcewell Members. We have attached a PDF called "NCL Sample Lease" in the Zip File Called "member Walk Through"
51	Briefly describe your proposed order process. Include enough detail to support your ability to report quarterly sales to Sourcewell as described in the Contract template. For example, indicate whether your dealer network is included in your response and whether each dealer (or some other entity) will process the Sourcewell participating entities' purchase orders.	NAFG is structured in a manner where it can monitor most transactions preformed through our Sourcewell Contracts. NAFG has made the tracking of all orders a reasonably organized method to allow fast accurate quarterly reporting.
52	Do you accept the P-card procurement and payment process? If so, is there any additional cost to Sourcewell participating entities for using this process?	Yes, up to \$ 2,500 per vehicle, any amount higher than \$ 2,500 would carry a P-card/ Credit Card transaction fee which will be passed onto the member.

Table 11: Pricing and Delivery

Provide detailed pricing information in the questions that follow below. Keep in mind that reasonable price and product adjustments can be made during the term of an awarded Contract as described in the RFP, the template Contract, and the Sourcwell Price and Product Change Request Form.

Line Item	Question	Response *
53	Describe your pricing model (e.g., line-item discounts or product-category discounts). Provide detailed pricing data (including standard or list pricing and the Sourcwell discounted price) on all of the items that you want Sourcwell to consider as part of your RFP response. If applicable, provide a SKU for each item in your proposal. Upload your pricing materials (if applicable) in the document upload section of your response.	NAFG is offering Line Item Discounts Off MSRP for 11 manufacturers detailed in the Price File, NAFG is offering all Upfits to be added to any and all chassis cabs and trucks, details are on the Price Summary Page in the price file.
54	Quantify the pricing discount represented by the pricing proposal in this response. For example, if the pricing in your response represents a percentage discount from MSRP or list, state the percentage or percentage range.	NAFG Discount Range per Manufacturer is as follows: Ford Motor Company from 2.75% to 18.86% RAM FCA Company from 6.18% to 13.95% Chevrolet from 5.73% to 21.39% HINO from 14.36% to 19.24% ISUZU from 9.98% to 15.57% International from 2.01% to 39.33% Volvo from 23.79% to 24.19% Freightliner/ Western Star from 34.17% to 42.90% MACK from 16.97% to 31.95% Kenworth from 28.11 to 39.31% Peterbilt from 21.09% to 42.66% Upfits can be added at dealer invoice up to 10%, detailed in the price file.
55	Describe any quantity or volume discounts or rebate programs that you offer.	We encourage any and all members to contact us if considering ordering 50 or more units for an additional discount quote.
56	Propose a method of facilitating "sourced" products or related services, which may be referred to as "open market" items or "nonstandard options". For example, you may supply such items "at cost" or "at cost plus a percentage," or you may supply a quote for each such request.	Open Market products or Sourced Goods will be treated as any upfit and may be quoted up to a 10% mark-up if applicable.
57	Identify any element of the total cost of acquisition that is NOT included in the pricing submitted with your response. This includes all additional charges associated with a purchase that are not directly identified as freight or shipping charges. For example, list costs for items like pre-delivery inspection, installation, set up, mandatory training, or initial inspection. Identify any parties that impose such costs and their relationship to the Proposer.	All considerations have been taken into account in the price file in its entirety. Price Summary Page and Price Tabs contain all costs associated with all quotes. If a member would like a quote for a particular situation and the item requires special training or installation, these charges would be added as part of the upfit and included in the members quote.
58	If freight, delivery, or shipping is an additional cost to the Sourcwell participating entity, describe in detail the complete freight, shipping, and delivery program.	All manufacturers charge a standardized "Factory Destination Charge" which is displayed on all window stickers and on all trucks on a dealer's lot. This is not the destination charge that maybe charged to ship a chassis to and from an installer, these additional subsequent movements are all added freight charges and will be displayed on the members quote.
59	Specifically describe freight, shipping, and delivery terms or programs available for Alaska, Hawaii, Canada, or any offshore delivery.	Freight to these regions carry a specific logistical barrier which carry added cost such as ferry, port and driver cost both to and from the mainland. These added costs will be disclosed and added to any quote for the member to review.
60	Describe any unique distribution and/or delivery methods or options offered in your proposal.	NAFG will utilize the power and expertise of the already established Automobile Franchise Distribution Network to have members vehicles delivered promptly there destination.

Table 12: Pricing Offered

Line Item	The Pricing Offered in this Proposal is: *	Comments
61	c. better than the Proposer typically offers to GPOs, cooperative procurement organizations, or state purchasing departments.	We would never offer any other organization what we offer Sourcwell in volume pricing and offerings.

Table 13: Audit and Administrative Fee

Line Item	Question	Response *
62	Specifically describe any self-audit process or program that you plan to employ to verify compliance with your proposed Contract with Sourcewell. This process includes ensuring that Sourcewell participating entities obtain the proper pricing, that the Vendor reports all sales under the Contract each quarter, and that the Vendor remits the proper administrative fee to Sourcewell.	We have created a member friendly easy to build online quoting system for members to use. Pricing is built directly into the website and is loaded daily by the manufacture MSRP information. Our system will provide an accurate quote 99.99% of the time. We have stream lined how our admin fee is processed to allow a quick 15-30 day turn around on quarterly reports.
63	Identify a proposed administrative fee that you will pay to Sourcewell for facilitating, managing, and promoting the Sourcewell Contract in the event that you are awarded a Contract. This fee is typically calculated as a percentage of Vendor's sales under the Contract or as a per-unit fee; it is not a line-item addition to the Member's cost of goods. (See the RFP and template Contract for additional details.)	Our Admin Fee has been streamlined to allow for growth to occur with maintaining a high level of accuracy and reporting. Our proposed admin fee would follow these guidelines: F-450, F-550, F600 and like models = \$ 400 flat F-650 and above = \$ 700 flat Partner Deals (NAFG Partners with another dealer) = \$ 150 flat All other models F-250 and below = \$ 325 flat

Table 14A: Depth and Breadth of Offered Equipment Products and Services

Line Item	Question	Response *
64	Provide a detailed description of the equipment, products, and services that you are offering in your proposal.	NAFG is providing: 11 Manufacturers totaling above 1,284 makes, models and trims ranging from Class 3 to Class 8 Cab an Chassis and trucks. With available Upfits to be added ranging from tool boxes to Line Mechanics Bodies. Any and all upfits can be added to our chassis cabs either by our upfit partner supplier or by a members upfit supplier working with NAFG to provide a Turn Key Quote.
65	Within this RFP category there may be subcategories of solutions. List subcategory titles that best describe your products and services.	NAFG Lists all makes, models and trims in each ZIP file under ZIP File "All 11 Manufacturers" representing a combined over 1,284 makes, models and trim combinations for members to choose from along with a subtitle "Upfits" detailed in the price file.

Table 14B: Depth and Breadth of Offered Equipment Products and Services

Indicate below what Classes of equipment are offered in this proposal.

Line Item	Category or Type	Offered *	Comments
66	Class 8 chassis	<input checked="" type="radio"/> Yes <input type="radio"/> No	11 Manufacturers totaling above 1,284 makes and models
67	Class 7 chassis	<input checked="" type="radio"/> Yes <input type="radio"/> No	11 Manufacturers totaling above 1,284 makes and models
68	Class 6 chassis	<input checked="" type="radio"/> Yes <input type="radio"/> No	11 Manufacturers totaling above 1,284 makes and models
69	Class 5 chassis	<input checked="" type="radio"/> Yes <input type="radio"/> No	11 Manufacturers totaling above 1,284 makes and models
70	Class 4 chassis	<input checked="" type="radio"/> Yes <input type="radio"/> No	11 Manufacturers totaling above 1,284 makes and models

Table 15: Industry Specific Questions

Line Item	Question	Response *
71	If you are awarded a contract, provide a few examples of internal metrics that will be tracked to measure whether you are having success with the contract.	If awarded NAFG will keep track of the number of client quotes it processes which will be done via our website and easy to oversee and base this data month after month to see if our interest is growing at the expected rate we would expect.
72	Describe your company's offering in relation to alternative fuel sources, including electric or others.	Our manufacturers products are always striving to bring to market the latest green vehicles to accommodate the ever-increasing demand for eco friendly transportation.
73	Describe any manufacturing processes or materials utilized that contribute to chassis strength, cab strength, overall durability, driver safety that differentiate your offerings.	Representing 11 manufacturers in our response, we are positive we represent the best of the best in chassis production and represent all strengths each manufacture has to offer.
74	Describe any differentiating serviceability attributes (remote diagnostics, etc.) your proposal offers.	Telematics can be added to any quote for any member since each manufacturer offers some form of telematics, if not we can quote it as a separate upfit item.

Table 16: Exceptions to Terms, Conditions, or Specifications Form

Line Item 75. NOTICE: To identify any exception, or to request any modification, to the Sourcewell template Contract terms, conditions, or specifications, a Proposer must submit the exception or requested modification on the **Exceptions to Terms, Conditions, or Specifications Form** immediately below. The contract section, the specific text addressed by the exception or requested modification, and the proposed modification must be identified in detail. Proposer's exceptions and proposed modifications are subject to review and approval of Sourcewell and will not automatically be included in the contract.

Contract Section	Term, Condition, or Specification	Exception or Proposed Modification
	NA	
	NA	
	NA	
	NA	
	NA	
	NA	

Documents

Ensure your submission document(s) conforms to the following:

1. Documents in PDF format are preferred. Documents in Word, Excel, or compatible formats may also be provided.
2. Documents should NOT have a security password, as Sourcewell may not be able to open the file. It is your sole responsibility to ensure that the uploaded document(s) are not either defective, corrupted or blank and that the documents can be opened and viewed by Sourcewell.
3. Sourcewell may reject any response where any document(s) cannot be opened and viewed by Sourcewell.
4. If you need to upload more than one (1) document for a single item, you should combine the documents into one zipped file. If the zipped file contains more than one (1) document, ensure each document is named, in relation to the submission format item responding to. For example, if responding to the Marketing Plan category save the document as "Marketing Plan."

- [Financial Strength and Stability](#) - Market Place Success and Financial Stability.zip - Sunday June 07, 2020 21:38:16
- [Marketing Plan/Samples](#) - NAFG Marketing Plan.zip - Monday June 08, 2020 16:51:00
- [WMBE/MBE/SBE or Related Certificates](#) - Insurance and Related Certificates.zip - Monday June 08, 2020 13:38:53
- [Warranty Information](#) - Warranty Info for 11 Manufacturers.zip - Sunday June 07, 2020 19:30:07
- [Pricing](#) - NAFG Price File for RFP 060920.zip - Monday June 08, 2020 16:09:06
- [Additional Document](#) - ALL 11 MANUFACTURERS MODEL'S AND MEMBER WALK THROUGH'S.zip - Monday June 08, 2020 16:12:26

Proposer's Affidavit

PROPOSER AFFIDAVIT AND ASSURANCE OF COMPLIANCE

I certify that I am the authorized representative of the Proposer submitting the foregoing Proposal with the legal authority to bind the Proposer to this Affidavit and Assurance of Compliance:

1. The Proposer is submitting this Proposal under its full and complete legal name, and the Proposer legally exists in good standing in the jurisdiction of its residence.
2. The Proposer warrants that the information provided in this Proposal is true, correct, and reliable for purposes of evaluation for contract award.
3. The Proposer, including any person assisting with the creation of this Proposal, has arrived at this Proposal independently and the Proposal has been created without colluding with any other person, company, or parties that have or will submit a proposal under this solicitation; and the Proposal has in all respects been created fairly without any fraud or dishonesty. The Proposer has not directly or indirectly entered into any agreement or arrangement with any person or business in an effort to influence any part of this solicitation or operations of a resulting contract; and the Proposer has not taken any action in restraint of free trade or competitiveness in connection with this solicitation. Additionally, if Proposer has worked with a consultant on the Proposal, the consultant (an individual or a company) has not assisted any other entity that has submitted or will submit a proposal for this solicitation.
4. To the best of its knowledge and belief, and except as otherwise disclosed in the Proposal, there are no relevant facts or circumstances which could give rise to an organizational conflict of interest. An organizational conflict of interest exists when a vendor has an unfair competitive advantage or the vendor's objectivity in performing the contract is, or might be, impaired.
5. The contents of the Proposal have not been communicated by the Proposer or its employees or agents to any person not an employee or legally authorized agent of the Proposer and will not be communicated to any such persons prior to Due Date of this solicitation.
6. If awarded a contract, the Proposer will provide to Sourcwell Participating Entities the equipment, products, and services in accordance with the terms, conditions, and scope of a resulting contract.
7. The Proposer possesses, or will possess before delivering any equipment, products, or services, all applicable licenses or certifications necessary to deliver such equipment, products, or services under any resulting contract.
8. The Proposer agrees to deliver equipment, products, and services through valid contracts, purchase orders, or means that are acceptable to Sourcwell Members. Unless otherwise agreed to, the Proposer must provide only new and first-quality products and related services to Sourcwell Members under an awarded Contract.
9. The Proposer will comply with all applicable provisions of federal, state, and local laws, regulations, rules, and orders.
10. The Proposer understands that Sourcwell will reject RFP proposals that are marked "confidential" (or "nonpublic," etc.), either substantially or in their entirety. Under Minnesota Statutes Section 13.591, subdivision 4, all proposals are considered nonpublic data until the evaluation is complete and a Contract is awarded. At that point, proposals become public data. Minnesota Statutes Section 13.37 permits only certain narrowly defined data to be considered a "trade secret," and thus nonpublic data under Minnesota's Data Practices Act.
11. Proposer its employees, agents, and subcontractors are not:
 - a. Included on the "Specially Designated Nationals and Blocked Persons" list maintained by the Office of Foreign Assets Control of the United States Department of the Treasury found at: <https://www.treasury.gov/ofac/downloads/sdnlist.pdf>;
 - b. Included on the government-wide exclusions lists in the United States System for Award Management found at: <https://www.sam.gov/portal/3>; or
 - c. Presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from programs operated

by the State of Minnesota; the United States federal government or the Canadian government, as applicable; or any Participating Entity. Vendor certifies and warrants that neither it nor its principals have been convicted of a criminal offense related to the subject matter of this solicitation.

By checking this box I acknowledge that I am bound by the terms of the Proposer's Affidavit, have the legal authority to submit this Proposal on behalf of the Proposer, and that this electronic acknowledgment has the same legal effect, validity, and enforceability as if I had hand signed the Proposal. This signature will not be denied such legal effect, validity, or enforceability solely because an electronic signature or electronic record was used in its formation. - Jesse Cooper, Fleet Manager, 72 Hour LLC, DBA Naional Auto Fleet Group

The Proposer declares that there is an actual or potential Conflict of Interest relating to the preparation of its submission, and/or the Proposer foresees an actual or potential Conflict of Interest in performing the contractual obligations contemplated in the bid.

Yes No

The Bidder acknowledges and agrees that the addendum/addenda below form part of the Bid Document.

Check the box in the column "I have reviewed this addendum" below to acknowledge each of the addenda.

File Name	I have reviewed the below addendum and attachments (if applicable)	Pages
Addendum_11_Class 4-8_Chassis_RFP060920 Wed June 3 2020 07:52 AM	<input checked="" type="checkbox"/>	-
Addendum_10_Class 4-8_Chassis_RFP060920 Wed May 27 2020 03:40 PM	<input checked="" type="checkbox"/>	-
Addendum_9_Class 4-8_Chassis_RFP060920 Tue May 26 2020 02:51 PM	<input checked="" type="checkbox"/>	-
Addendum_8_Class 4-8_Chassis_RFP060920 Thu May 21 2020 01:21 PM	<input checked="" type="checkbox"/>	-
Addendum_7_Class 4-8_Chassis_RFP060920 Mon May 18 2020 03:30 PM	<input checked="" type="checkbox"/>	-
Addendum_6_Class 4-8_Chassis_RFP060920 Wed May 13 2020 04:40 PM	<input checked="" type="checkbox"/>	2
Addendum_5_Class 4-8_Chassis_RFP060920 Tue May 12 2020 10:00 AM	<input checked="" type="checkbox"/>	-
Addendum_4_Class 4-8_Chassis_RFP060920 Mon May 4 2020 01:24 PM	<input checked="" type="checkbox"/>	-
Addendum_3_Class 4-8_Chassis_RFP060920 Wed April 29 2020 03:45 PM	<input checked="" type="checkbox"/>	-
Addendum_2_Class 4-8_Chassis_RFP060920 Wed April 22 2020 01:14 PM	<input checked="" type="checkbox"/>	-
Addendum_1_Class 4-8_Chassis_RFP060920 Fri April 17 2020 12:32 PM	<input checked="" type="checkbox"/>	-

REGULAR MEETING MINUTES OF THE SOURCEWELL BOARD OF DIRECTORS

Tuesday, March 17, 2020

Conference Room 3 & 4

202 12th St. NE, Staples, MN 56479

Chair Wilson called the Regular Board meeting to order at 5:45p.m. with the following members present; Greg Zylka, Scott Veronen, Ryan Thomas, Sharon Thiel, Chris Kircher, Sara Nagel, and Mike Wilson. Linda Arts attended via ITV. Also present were Paul Brownlow, Verndale Public Schools, and Simoine Bolin, Mid-State Education District, Ex-Officios; Chad Coauette, Mike Carlson, Susan Nanik, Marcus Miller, Paul Drange, Jeremy Schwartz, Travis Bautz, Rebecca Grunig, Josh Meech, and Danielle Wadsworth, Sourcewell staff.

Mr. Zylka moved, seconded by Ms. Nagel to accept the agenda as presented. Motion carried.

Mr. Kircher moved, seconded by Mr. Veronen to accept the minutes of the Organizational Board Meeting held on February 18, 2020 and Regular Board Meeting held on February 18, 2020. Motion carried.

Dr. Coauette presented a COVID-19 Business Update.

Mr. Carlson presented the monthly Financial Reports.

Mr. Veronen moved, seconded by Mr. Zylka to approve the Check Register, Wire Transfer activity, and Wire Transfer-Employee Expense reimbursements as detailed in the batch reports dated March 6, 2020. Motion carried.

Mr. Veronen moved, seconded by Ms. Thiel to accept the Consent Agenda as follows:

- Updated Membership Agreements Members added February 1-29, 2020
- Resolution to approve permission to solicit the following category:
 - a. Wireless and Wireline Telecom Management Solutions
- Resolution to approve permission to re-solicit the following categories:
 - a. Class 4-8 Chassis with Related Equipment, Accessories, and Services
- Sourcewell 2020-2021 Staffing & Program Recommendations and Rationale

Motion carried.

Mr. Miller gave an update on the Government Relations and General Counsel Departments.

Mr. Schwartz gave an update on the Operations, Procurement, and Information and Communications Technology Departments and contracts awarded in February as noted in Appendix A.

Ms. Nagel moved, seconded by Mr. Kircher to approve the Resolution to Approve Ratification of Cooperative Contracting Awards. Motion carried.

Mr. Bautz gave an update on the Membership and Marketing Departments.

Mr. Drange gave an update on the Regional Programs Department.

Ms. Nanik gave an update on the Facilities and Human Resource Departments.

Mr. Thomas moved, seconded by Mr. Zylka to approve the Personnel Recommendations. Motion carried.

Mr. Carlson gave an update on the Finance and Risk Management Departments.

Dr. Coauette gave an update on State/National Associations and Partnerships, Sourcewell Technology, Annual Board Retreat, and Minnesota Service Cooperative Conference Dates.

Ms. Nagel moved, seconded by Mr. Zylka to adjourn the meeting at 6:50 p.m. Motion carried.

APPENDIX A

**SOURCEWELL PROCUREMENT DEPARTMENT
BOARD ITEMS - March 2020**

CONSENT AGENDA ITEMS

Requesting Board permission to Solicit the following categories:
Wireless and Wireline Telecom Management Solutions

Requesting Board permission to Re-Solicit the following categories:
Class 4-8 Chassis with Related Equipment, Accessories, and Services

NEW CONTRACTS

CORT Business Services Corp.	121919-COR	"Furniture Solutions with Related Accessories and Services"
Humanscale Corporation	121919-HMN	"Furniture Solutions with Related Accessories and Services"
Krueger International, Inc. (KI)	121919-KII	"Furniture Solutions with Related Accessories and Services"
OFS Brands, Inc.	121919-OFS	"Furniture Solutions with Related Accessories and Services"
Palmer Hamilton	121919-PHL	"Furniture Solutions with Related Accessories and Services"
Staples Contract & Commercial, LLC	121919-SCC	"Furniture Solutions with Related Accessories and Services"
Steelcase, Inc.	121919-STI	"Furniture Solutions with Related Accessories and Services"
Teknlon, LLC	121919-TKN	"Furniture Solutions with Related Accessories and Services"
Axon Enterprise	010720-AXN	"Public Safety Video Surveillance Solutions "
Laser Aiming Systems	010720-LSR	"Public Safety Video Surveillance Solutions"
Panasonic	010720-PAN	"Public Safety Video Surveillance Solutions "
WatchGuard Video	010720-WCH	"Public Safety Video Surveillance Solutions"

5th YEAR RENEWALS (CONTRACT EXTENSIONS)

PureGreen Services	040215-PGE	"Storage Products or Systems with Related Accessories"
Auto Plus-Pep Boys	062916-PEP	"Automotive and Truck Replacement Parts and Tires"
Genuine Parts Company dba NAPA	062916-GPC	"Automotive and Truck Replacement Parts and Tires"
O'Reilly Auto Enterprises	062916-ORA	"Automotive and Truck Replacement Parts and Tires"
Schindler Elevator	100516-SCH	"Elevators, Escalators and Moving Walks"
ThyssenKrupp Elevator Corporation	100516-TKE	"Elevators, Escalators and Moving Walks"

NEW ezIQC CONTRACTS

Rio Grande Valley Area TX-RGV-021920

Amstar, Inc.	TX-RGV-GC-021920-AMS	General Construction
Centennial Contractors Enterprises	TX-RGV-GC-021920-CCE	General Construction
Core Construction	TX-RGV-GC-021920-CCT	General Construction
F.H. Paschen	TX-RGV-GC-021920-FHP	General Construction
Huper Optik USA	TX-RGV-GC-021920-HOP	General Construction
Trumble Construction	TX-RGV-RC-021920-TCI	Roofing

Gulf Coast Area TX-GC-021920

Alpha Building Corporation	TX-GC-GC-021920-ABC	General Construction
Amstar, Inc.	TX-GC-GC-021920-AMS	General Construction
AR Energy Services	TX-GC-GC-021920-ARE	General Construction
Centennial Contractors Enterprises	TX-GC-GC-021920-CCE	General Construction
Core Construction	TX-GC-GC-021920-CCI	General Construction
Dunhill Development and Construction	TX-GC-GC-021920-DUN	General Construction
F.H. Paschen	TX-GC-GC-021920-FHP	General Construction
Huper Optik USA	TX-GC-GC-021920-HOP	General Construction
Lee Construction and Maintenance	TX-GC-EC-021920-LCM	Electrical

APPENDIX A Continued

Lee Construction and Maintenance	TX-GC-F-021920-LCM	Flooring
Lee Construction and Maintenance	TX-GC-GC-021920-LCM	General Construction
Lee Construction and Maintenance	TX-GC-P-021920-LCM	Painting
RoofConnect Logistics	TX-GC-RC-021920-RCL	Roofing
RoofConnect Logistics	TX-GC-W-021920-RCL	Waterproofing
Trumble Construction	TX-GC-RC-021920-TCI	Roofing
TSG Industries	TX-GC-GC-021920-TSG	General Construction
eziQC ANNUAL RENEWALS		
Johnson-Laux Construction, LLC	OHGCAGCOMC-020618-JLC	
The K Company, Inc.	OHGCAHVOMA-020618-TKC	
Custom Controls Group	OHGCAHVOMB-020618-CCG	
Centennial Contractors Enterprises, Inc.	OHGCAGCOMD-020618-CCE	
West Roofing Systems, Inc.	OHGCAROMA-020618-WRS	
Custom Controls Group	OHGCAROMB-020618-CCG	
Barbicas Construction Company, Inc.	OHGCAAPOMA-020618-BCC	
Ohio Paving and Construction Company, Inc.	OHGCACOMA-020618-OPC	
Henderson Contracting Co. LLC	OHGCAGCMBB-020618-HCC	
Price Builders and Developers	OHGCAGCMBA-020618-PBD	
Empire Paving, LLC	OHGCAAPOMB-020618-EMP	
Foti Contracting LLC	OHGCAGCOMB-020618-FCL	
Regency Construction Services Inc	OHGCAGCOME-020618-REG	
Irizar Electric LLC	OHGCAEOMA-020618-IEL	
F.H. Paschen, S.N. Nielsen & Associates, LLC	OHGCAGCOMA-020618-FHP	
F.H. Paschen, S.N. Nielsen & Associates, LLC	OHGCOAGCOMA-022718-FHP	
Armcorp Construction, Inc.	OHGCOAGCOMB-022718-ACI	
Foti Contracting LLC	OHGCOAGCOMC-022718-FCL	
Custom Controls Group	OHGCOAGCOMD-022718-CCG	
Johnson-Laux Construction, LLC	OHGCOAGCOME-022718-JLC	
Armcorp Construction, Inc.	OHGCOAEOMA-022718-ACI	
Whalen Electric LLC	OHGCOAEOMB-022718-WHE	
Armcorp Construction, Inc.	OHGCOACOMA-022718-ACI	
The K Company, Inc.	OHGCOAHVOMA-022718-KCO	
Custom Controls Group	OHGCOAHVOMB-022718-CCG	
Custom Controls Group	OHGCOAROMA-022718-CCG	
K & W Roofing, Inc.	OHGCOAROMB-022718-KWR	
Price Builders and Developers	OHGCOAGCMBB-022718-PBD	
McDaniel's Construction Corp., Inc.	OHGCOAGCMBA-022718-MCC	
eziQC EXTENSIONS		
Centennial Contractors Enterprises, Inc.	VA01VGC-021417-CCE	
The Matthews Group	VA01NGC-021417-TMG	
FHP Tectonics Corp.	VA02NGC-021417-FTC	
Centennial Contractors Enterprises, Inc.	VA04NGC-021417-CCE	
Comfort Systems USA	VA01NM-021417-CFS	
Centennial Contractors Enterprises, Inc.	VA01HGC-021417-CCE	
Comfort Systems USA	VA01HM-021417-CFS	
Harrisonburg Construction Co., Inc.	VA02HGC-021417-HAR	

Member Zylka moved the adoption of the following Resolution:

RESOLUTION TO RATIFY COOPERATIVE CONTRACTING AWARDS

Resolution No. 2020-22

WHEREAS, the Sourcewell Board of Directors previously authorized the solicitations for the cooperative categories listed on Appendix A, which is attached and incorporated; and

WHEREAS, Sourcewell issued the cooperative contracting solicitations for the authorized categories; and

WHEREAS, through the Sourcewell Procurement Policy, the Board designated the Chief Procurement Officer to administer Sourcewell's cooperative purchasing and contracting program and to award all competitively solicited contracts, without limitation; and

WHEREAS, the Chief Procurement Officer made the awards listed based on the results of the competitive solicitation process; and

WHEREAS, the Board acknowledges that the awards made by the Chief Procurement Officer are valid and binding; however, based upon some members' legal requirements the Chief Procurement Official is required to seek subsequent Board ratification of all cooperative purchasing awards.

NOW THEREFORE BE IT RESOLVED by the Board of Directors ratifies the cooperative contracting awards made by the Chief Procurement Officer listed on Appendix A.

The motion for the adoption of the foregoing resolution was duly seconded by Member Thiel and the following voted in favor: Mike Wilson, Greg Zylka, Scott Veronen, Sara Nagel, Ryan Thomas, Sharon Thiel, Linda Arts, Chris Kircher

and the following voted against: NONE

whereupon said resolution was declared duly passed and adopted.

ATTEST:



Clerk to the Board of Directors

APPENDIX A

**SOURCEWELL PROCUREMENT DEPARTMENT
BOARD ITEMS -August 2020**

CONSENT AGENDA ITEMS

Requesting Board permission to Solicit the following categories:

Rink Systems, Arena Supplies, and Mechanical with Related Equipment and Services
Skate Parks, Bike Parks, and Pump Tracks with Related Equipment and Services
Open Air Structures and Recreation Buildings with Related Equipment and Services
Outdoor Fitness Equipment with Related Accessories & Services
Playground and Water Play Equipment with Related Accessories & Services

Requesting Board permission to Re-Solicit the following categories:

NEW CONTRACTS

Peterbilt Motors Company	060920-PMC	<i>Class 4-8 Chassis with Related Equipment, Accessories and Services</i>
The Lion Electric Co.	060920-LON	<i>Class 4-8 Chassis with Related Equipment, Accessories and Services</i>
West-Mark (Certified Stainless)	060920-CER	<i>Class 4-8 Chassis with Related Equipment, Accessories and Services</i>
National Auto Fleet Group	060920-NAF	<i>Class 4-8 Chassis with Related Equipment, Accessories and Services</i>
Crane Carrier Company	060920-CRN	<i>Class 4-8 Chassis with Related Equipment, Accessories and Services</i>
Autocar Truck	060920-ATC	<i>Class 4-8 Chassis with Related Equipment, Accessories and Services</i>
Navistar Inc.	060920-NVS	<i>Class 4-8 Chassis with Related Equipment, Accessories and Services</i>
Kenworth Truck Company	060920-KTC	<i>Class 4-8 Chassis with Related Equipment, Accessories and Services</i>
Mack Trucks	060920-MAK	<i>Class 4-8 Chassis with Related Equipment, Accessories and Services</i>

5th YEAR RENEWALS (CONTRACT EXTENSIONS)

Ford Motor Co.	061015-FMA	<i>Fleet Related Maintenance Equipment</i>
Syn-tech Systems, Inc.	022217-SYS	<i>Fleet Management and Related Technology</i>

NEW eziQC CONTRACTS

Company Name	Contract Number	Type of Work and Region

eziQC RENEWALS

J.J. Morley Enterprises, Inc.	GA10-1-072115-JME	
Greene & Burdette Property Management, LLC	GA07-2-072115-GBP	
Rubio and Son Interiors, Inc.	GA07-1-072115-RSI	
Red Cloud Services, LLC	GA05-1-072115-RCS	
Engineering Design Technologies, Inc.	GA04-1-072115-EDT	
HCR Construction, Inc.	GA03-3-072115-HCR	
Osprey Management, LLC	GA03-2-072115-OML	
Johnson-Laux Construction, LLC	GA03-1-072115-JLC	
Astra Construction Services, LLC	GA02-2-072115-ACS	
Prime Contractors, Inc.	GA02-1-072115-PCI	
Centennial Contractors Enterprises, Inc.	GA-072115-CCE	
JOC Construction	GA-072115-LRI	
F.H. Paschen, S.N. Nielsen & Associates, LLC	GA-072115-FHP	
Brown & Root	GA-072115-KBR	

CITY MANAGER'S OFFICE

JAN 27 2022

2:55 pm

City of South Gate
CITY COUNCIL

AGENDA BILL

For the Regular Meeting of: February 8, 2022

Originating Department: Office of the City Clerk

Department Director:

Carmen Avalos
Carmen Avalos

Interim City Manager:

Chris Jeffers
Chris Jeffers

SUBJECT: APPROVAL OF CITY COUNCIL MEETING MINUTES

PURPOSE: To historically preserve the events of the City Council Meetings.

RECOMMENDED ACTION: The City Council will consider:

- A. Approving the Regular Meeting minutes of January 11, 2022

FISCAL IMPACT: None.

ANALYSIS: The minutes are provided to the City Council on the Wednesday prior to their regular business meeting. Amendments should be provided to the City Clerk's Office within 24 hours of a City Council Meeting so that verification of the record and corrections are made accordingly. A revised document will be provided to the City Council prior to the Meeting.

BACKGROUND: The minutes typically describe the events of the meeting and may include a list of attendees, a statement of the issues considered by the participants, and related responses or decisions for the issues.

ATTACHMENTS: City Council Minutes

**CITY OF SOUTH GATE
REGULAR CITY COUNCIL MEETING
MINUTES
TUESDAY, JANUARY 11, 2022**

CALL TO ORDER Al Rios, Mayor called a Regular City Council meeting to order at 6:49 p.m.

INVOCATION Steve Costley, Interim Director of Parks & Recreation

PLEDGE OF ALLEGIANCE: Darren Arakawa, Chief of Police

ROLL CALL Carmen Avalos, City Clerk

PRESENT Mayor Al Rios, Vice Mayor Maria del Pilar Avalos, Council Member Maria Davila, Council Member Denise Diaz; and Council Member Gil Hurtado; City Treasurer Gregory Martinez, Interim City Manager Chris Jeffers, City Attorney Counsel Raul F. Salinas

COMMENTS FROM THE AUDIENCE

Cindy Esquivel thanked Aldofo Varas, Parks and Recreation Commission for getting COVID Tests for the JAA coaches.

Oswaldo Pena, Public Affairs Manager SoCal Gas introduced himself to Council and the public.

Mario Dominguez has concerns about speeding and traffic in South Gate.

Virginia Johnson, 5751 McKinley Avenue, spoke about the upcoming elections and threatening protesters. She reported potholes on Center Street and thanked the Parking Enforcement Officers for patrolling Center Street.

Gabriel Anguiano asked for sponsors or donations to help him attend a United Nations Conference in the Spring.

Sandy Rodriguez, President South Gate Kiwanis, invited the Public to the Kiwanis clean up on Saturday, January 15th.

Armando Velazquez, South Gate Kiwanis, spoke about South Gate being the host city for the Key Club Conclave.

Idete Monjatara praised the work of South Gate Officers Bridget Brown and Nicholas Vasquez.

REGULAR CITY COUNCIL MEETING MINUTES OF JANUARY 11, 2022

REPORTS AND COMMENTS FROM CITY OFFICIALS

CONT'D

Mayor Rios reminded everyone to be stay safe as Covid is once again increasing. The City needs to work on technology and making everything more user friendly. There are still federal funds available to help with rental assistance and small business grants. Lastly, the Mayor thanked the Police Department, the Chamber of Commerce and the Kiwanis for all the Christmas giveaways.

CONSENT CALENDAR

Agenda Items 1, 2, 3, 4, 5, 6, 7, 8, and 9 were approved by motion of Mayor Rios and seconded by Vice Mayor Avalos. Council Member Hurtado recused from voting on items 2, 4 and 5. Council Member Davila recused from voting on item 2.

Roll Call: Mayor Rios, yes; Vice Mayor Avalos, yes; Council Member Davila, yes (Recused on Item 2); Council Member Hurtado, yes (Recused on Items 2, 4, and 5); Council Member Diaz, yes

RECESS

The City Council recessed at 9:04 p.m., and reconvened at 9:14 p.m., with all Members of Council present.

1

EMERGENCY PLANNING

The City Council unanimously adopted Resolution No. 2022-01-CC entitled - Resolution of the City Council of the City of South Gate extending the Local Emergency within the City as a result of the ongoing Coronavirus Disease 2019 Pandemic (COVID-19 Pandemic) during Consent Calendar.

2

PUBLIC WORKS

The City Council approved A and B during Consent Calendar.

- a. Amendment No. 1 to Contract No. 2020-15-CC with Willdan Engineering for project management services, on a month-to-month basis for up to eight months, as necessary for the implementation of Capital Improvement Program projects for an amount not-to-exceed \$383,520; and
- b. Authorized the Mayor to execute Amendment No. 1 to Contract No. 2020-15-CC in a form acceptable to the City Attorney.

REGULAR CITY COUNCIL MEETING MINUTES OF JANUARY 11, 2022

REPORTS AND COMMENTS

FROM CITY OFFICIALS

Steve Costley, Interim Director of Parks and Recreation announced that on January 20th the first meeting for the City's Centennial Celebration will happen and the City's Cultural Arts Coordinator will be leaving the City. Jennifer Mejia will be filling in until the position can be filled.

Meredith Elguira, Community Development Director updated the City Council on upcoming Housing Projects.

Chief Arakawa reported that the Police Department deployed their body cameras and training will be finishing up this week.

Greg Martinez, City Treasurer spoke about the upcoming homeless count. Mr. Martinez clarified that the work he does for the homeless is separate from his duties as the City Treasurer.

Mr. Salinas requested that the City Council Meeting tonight be adjourned in memory of Carmen Martinez, mother of Diane Martinez, past mayor City of Paramount.

Council Member Diaz asked for status on the City's app and the turn around time of a request received on the app. She asked about the status of trash can replacement in various areas of the City that have been vandalized.

Council Member Hurtado requested that City Council Meeting tonight be adjourned in memory of Mariana Fernandez, resident of South Gate.

Council Member Hurtado would like staff to look at the tree trimming cycle and the street maintenance programs. He is concerned with the testing site at South Gate Park and would like to explore the easiest options for the residents. He would like staff to review how the City can hold large activities safely. Christmas trees are not being picked up in a timely manner and shares the residents' concerns regarding speeding.

Council Member Davila stated that Janice Hahn is the new Supervisor. Council Member Davila would like staff to invite a member of Ms. Hahn's staff to come and introduce themselves. The Eco Rapid Transit will be going to the Metro Planning Committee, and we need community input.

Council Member Davila reported on School Safety Collaborative.

Vice Mayor Avalos stated that we need to do a better job of communicating on what the City does. The Vice Mayor is also concerned with the speeding that is going on throughout the City.

REGULAR CITY COUNCIL MEETING MINUTES OF JANUARY 11, 2022

COMMENTS FROM THE AUDIENCE CONT'D

Robert Montalvo supports City Council spending taxpayer dollar. He also spoke about the South Gate Connect app and the lack of response to his request to review a Brown Act Violation.

Adolfo Varas, spoke about Covid and the ways he can help the community. He thanked Council Member Hurtado and Mr. Costley for the support for getting Covid tests available to the community.

Thomas Buckley is concerned with Brown Act violations and elections.

Victorio Gutierrez spoke about Mr. C's Towing and the prices that they charge. He also has concerns with overgrown trees, raised sidewalks and potholes.

Joe Pacheco has concerns about the lack of Police patrolling the City and the homeless people sleeping on the sidewalks

Liz Ruiz thanked Council to get the resources the community needs and asked if there was any update on the City receiving green waste bins.

Anna, South Gate Chamber of Commerce provided an update on the local business community.

Raul F. Salinas, City Attorney, Chris Jeffers, Interim City Manager, and Mayor Rios provided a brief explanation of the Brown Act and how it relates to the City Council Meetings.

Mr. Jeffers also updated the public on the green waste containers and the bid process for a new refuse contract. He also stated that the City's website will be updated with information on Covid testing facilities.

Chief Arakawa responded to the various concerns of the residents and asked Mr. Anguiano to apply for funding from the South Gate Youth Commission to help cover costs for the United Nations trip.

Mr. Salinas clarified for one of the residents that if a private tow of vehicle takes place the City receives no funds. If there are any fees involved, it would only cover administrative costs.

Art Cervantes, Director of Public Works provided information regarding street repairs, potholes and how the rains impact the condition of the streets.

REGULAR CITY COUNCIL MEETING MINUTES OF JANUARY 11, 2022

3

REAL PROPERTY ADMIN The City Council unanimously approved A and B during Consent Calendar.

- a. Amendment No. 1 to Contract No. 2021-107-AC with KOA Corporation, to provide construction monitoring and inspection services for an additional 33 working days requested by the developer of the 244 Unit development located at 10920 Garfield Avenue, for an amount not to exceed \$27,785; and
- b. Authorized the Mayor to execute Amendment No. 1 to Contract No. 2021-107-AC in a form acceptable to the City Attorney.

4

TRANSPORTATION The City Council approved A and B during Consent Calendar.

- a. Amendment No. 2 to Contract No. 3333 with Biggs Cardosa Associates, Inc., to extend the contract term for six months to June 30, 2022, to provide additional time to complete the preparation of the environmental documents and obtain Caltrans' approval for the I-710/Firestone Southbound On-Ramp Modification Project, City Project No. 354-ST, at no additional cost; and
- b. Authorized the Mayor to execute Amendment No. 2 in a form acceptable to the City Attorney.

5

STREETS The City Council approved A and B during Consent Calendar.

- a. Amendment No. 5 to Contract No. 3352 with The Trust for Public Land to fund program management, design and construction support services, and to extend the contract term to February 28, 2023, for the Urban Orchard Project, City Project No. 539-PRK, in the amount not to exceed \$644,717; and
- b. Authorized the Mayor to execute Amendment No. 5 in a form, acceptable to the City Attorney.

6

SURPLUS PROPERTY The City Council unanimously approved 1 and 2 during Consent Calendar

1. Resolution No. 2022-02-CC entitled – Resolution of the City Council of the City of South Gate declaring 5821 Firestone Boulevard as surplus property during Consent Calendar.
2. Directed the City Manager to follow disposition procedures set forth in the Surplus Land Act ("Act").

REGULAR CITY COUNCIL MEETING MINUTES OF JANUARY 11, 2022

7

TRANSPORTATION

The City Council unanimously approved A and B during Consent Calendar.

- a. Amendment No. 7 to Contract No. 2796, Memorandum of Understanding with the Los Angeles County Metropolitan Transportation Authority retroactively extending the grant funds lapsing date from February 28, 2021 to February 28, 2022, for the Firestone Boulevard Regional Corridor Capacity Enhancement, Metro Project ID No. F3124, City Project No. 476-TRF, for the 2009 Call for Projects Program grant funds; and
- b. Authorized the Mayor to execute Amendment No. 7 in a form acceptable to the City Attorney.

8

PARKING & TRAFFIC

The City Council unanimously approved A and B during Consent Calendar.

- a. Amendment No. 2 to Contract No. 2020-65-CC with Kimley-Horn and Associates, Inc., retroactively extending the term of the contract from December 14, 2021 to February 14, 2022 to provide traffic engineering services, with no additional compensation; and
- b. Authorized the Mayor to execute Amendment No. 1 to Contract No. 2020-65-CC in a form acceptable to the City Attorney.

9

MINUTES

The City Council unanimously approved A, B, and C during Consent Calendar.

- a. The Joint Special Meeting minutes of July 28, 2021;
- b. The Special Budget Meeting minutes of August 23, 2021; and
- c. The Regular and Special Meetings minutes of December 14, 2021.

10

STREETS

The City Council received and filed a presentation of the Garfield Avenue Complete Streets, City Project No. 564-ST as a part of the project's public outreach process as necessary to provide guidance and collect public input by motion of Council Member Davila and seconded by Vice Mayor Avalos. Council Member Hurtado recused himself.

Roll Call: Mayor Rios, yes; Vice Mayor Avalos, yes; Council Member Davila, yes; Council Member Hurtado, recused; Council Member Diaz, yes

REGULAR CITY COUNCIL MEETING MINUTES OF JANUARY 11, 2022

11

MUNICIPAL CODE

The City Council approved A and B by motion of Council Member Hurtado and seconded by Council Member Diaz

- a. The request by Mayor Rios and Council Member Hurtado direct to research possible changes to the South Gate Municipal Code Section 11.33.060 Parking Lot Standard (Table 11.33-3); and
- b. Providing direction on what elements to study or consider.

Roll Call: Mayor Rios, yes; Vice Mayor Avalos, no; Council Member Davila, no; Council Member Hurtado, yes; Council Member Diaz, yes

12

WARRANTS

The City Council unanimously approved A and B by motion of Vice Mayor Avalos and seconded by Council Member Davila.

- a. Ratified the Warrants for December 28, 2021; and
- b. Approved the Warrants and Cancellations for January 11, 2022.

Total of Checks:	\$1,541,978.85
Voids:	(\$ 0.00)
Total Payroll Deductions:	<u>\$ 320,066.29</u>
Grand Total:	\$1,221,912.56

Cancellations: 93620, 94530, 95257

Roll Call: Mayor Rios, yes; Vice Mayor Avalos, yes; Council Member Davila, yes; Council Member Hurtado, yes; Council Member Diaz, yes

ADJOURNMENT

Mayor Rios adjourned the meeting at 10:57 p.m. in memory of Mariana Fernandez, long- time resident, Carmen Martinez, City of Paramount Council Member Diana Martinez's mother and Gracie Delgado, long-time resident seconded by Council Member Davila.

PASSED and APPROVED this 8th day of February, 2022.

ATTEST:

Al Rios, Mayor

Carmen Avalos, City Clerk

CITY MANAGER'S OFFICE

FEB 01 2022

3:10 pm

City of South Gate

CITY COUNCIL

AGENDA BILL

For the Regular Meeting of: February 8, 2022

Originating Department: Public Works

Department Director:

Arturo Cervantes

Interim City Manager:

Chris Jeffers

SUBJECT: RECEIVE AND FILE THE ATLANTIC CORRIDOR COMPLETE STREET EVALUATION AND MASTER PLAN

PURPOSE: The Gateway Council of Governments (COG) has prepared the Atlantic Corridor Complete Street Evaluation and Master Plan (Atlantic Study) with a goal of developing an attractive, livable, and pedestrian and bike friendly environment that operates effectively and efficiently with all modes of transportation along Atlantic Avenue within the Gateway COG's region. Gateway COG representatives will provide a presentation to the City Council of the completed study.

RECOMMENDED ACTIONS: The City Council will consider receiving and filing the Atlantic Corridor Complete Street Evaluation and Master Plan report.

FISCAL IMPACT: There is no fiscal impact to the General Fund. The Atlantic Study recommends various improvements within the City and estimated their cost to be \$24.5 million. The City could implement the improvements in a variety of ways such as through transportation and grant funded capital projects or through conditions of approval on future developments.

ANALYSIS: This item was continued from the January 25, 2022 Council Meeting. The Gateway Council of Government is developing several complete street studies within the Gateway region, two of which overlay the City on Atlantic Avenue and Imperial Highway. The studies are developed in collaboration with elected officials and city staff through a Gateway Policy Board and a Technical Advisory Committee. This collaboration provides a framework for the cities to guide the planning effort while the COG prepares the studies. The Atlantic Study was completed in September of 2019 with participation from the Public Works Department, Engineering Division and was approved by the Gateway Policy Committee on September 29, 2021 (Council Member Maria Davila is a part of this Committee).

BACKGROUND: The Atlantic Study is a planning document that provides for a complete streets concept proposed to be uniformly implemented by participating cities from the State Route 60 in the County of Los Angeles to Ocean Boulevard in the City of Long Beach (Corridor). It includes the County of Los Angeles, and the cities of Vernon, Commerce, Maywood, Bell, Cudahy, South Gate, Lynwood, Compton, and Long Beach.

The goal of the Atlantic Study is to identify opportunities to revitalize the Corridor with a pedestrian and bike friendly environment that both operates effectively with all modes of transportation and enhances community access and connectivity among the various agencies. The study contains a toolbox of complete streets elements that cities can use as a strategy to achieve this goal. The toolbox proposes elements such as bike facilities, pedestrian and transit infrastructure improvements and water quality measures.

The Atlantic Study provides each City with a sample complete streets strategy and its order of magnitude cost estimate which combine for \$501 million. In the City of South Gate, the sample segment focused on Atlantic Avenue from Michigan Avenue to Tweedy Boulevard. It envisions features such as stormwater treatment, pavement improvements, hardscape improvements, traffic signal modifications, bike amenities, streetlight replacement to LED. The estimated cost of the improvements would be \$24.5 million if they are installed from the north to south City limits.

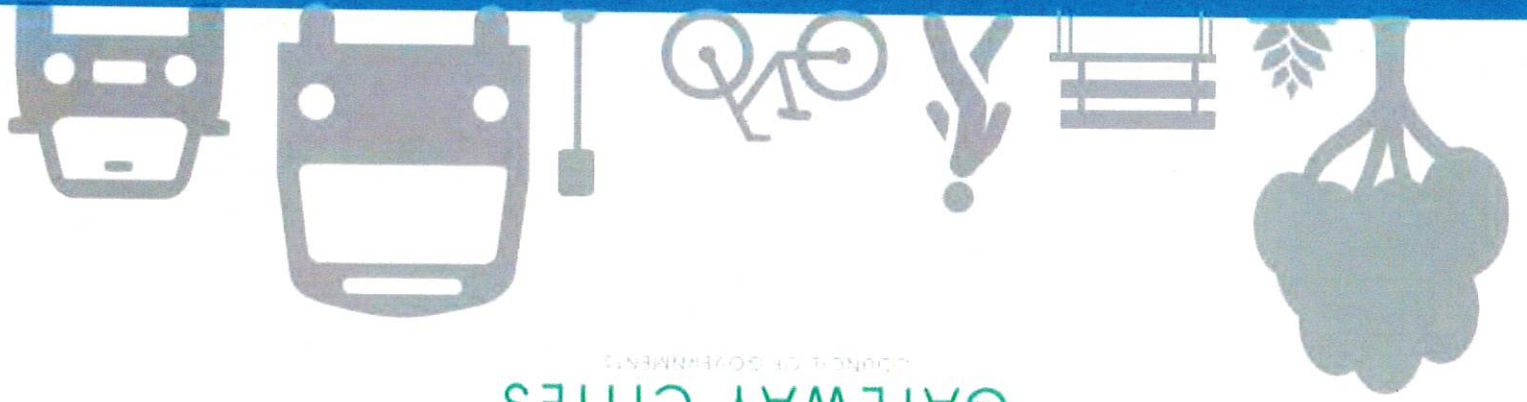
The study is the third master plan developed by the Gateway Council of Governments. Currently, the Imperial Highway Completed Street Project is under development which also overlays the City.

ATTACHMENT: Atlantic Corridor Complete Street Evaluation and Master Plan

GD:lc



ATLANTIC CORRIDOR COMPLETE STREET EVALUATION AND MASTER PLAN



GATEWAY CITIES
COUNCIL OF GOVERNMENTS



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1 INTRODUCTION

1.1 Project Goals and Objectives

This report is intended to serve as a guide for implementation of the Atlantic Corridor Complete Street Corridor (Corridor) project. The concepts presented in this report will create a more attractive, livable, and pedestrian and bike friendly environment that operates effectively and efficiently for all modes of transportation along the Atlantic Corridor within the Gateway Cities.

The goal of this project is to improve the Corridor by promoting a balanced, comprehensive multimodal transportation system in an effort to enhance sustainability of the communities that it serves and to address local and regional transportation needs. The concepts included in this Complete Street Master Plan are expected to lead to the programming, development, and construction of one or more possible multijurisdictional projects.

Specific goals that this study focused on meeting included:

- 1) Improving the multimodal mobility and access,
- 2) Promoting and preserve multimodal transportation system,
- 3) Improving safety and security,
- 4) Fostering livable and healthy communities,
- 5) Promoting social equity and environmental justice,
- 6) Improving the air quality,
- 7) Improving water quality, and
- 7) Supporting economic vitality and quality of life of its communities.

Objectives of this report include:

- Identify opportunities to reduce transportation related greenhouse gases
- Identify opportunities for creating sustainable communities
- Identify areas for school or safe routes to school opportunities
- Develop Complete Street and streetscapes concepts
- Identify and develop bike and pedestrian safety enhancement concepts
- Identify traffic operations and safety enhancements concepts

In addition, this report will evaluate:

- Corridor enhancements for multimodal mobility, access, safety, and linkages
- Transit gaps and opportunities to preserve transit facilities and optimize transit infrastructure
- Accessibility and connectivity of the multimodal transportation network



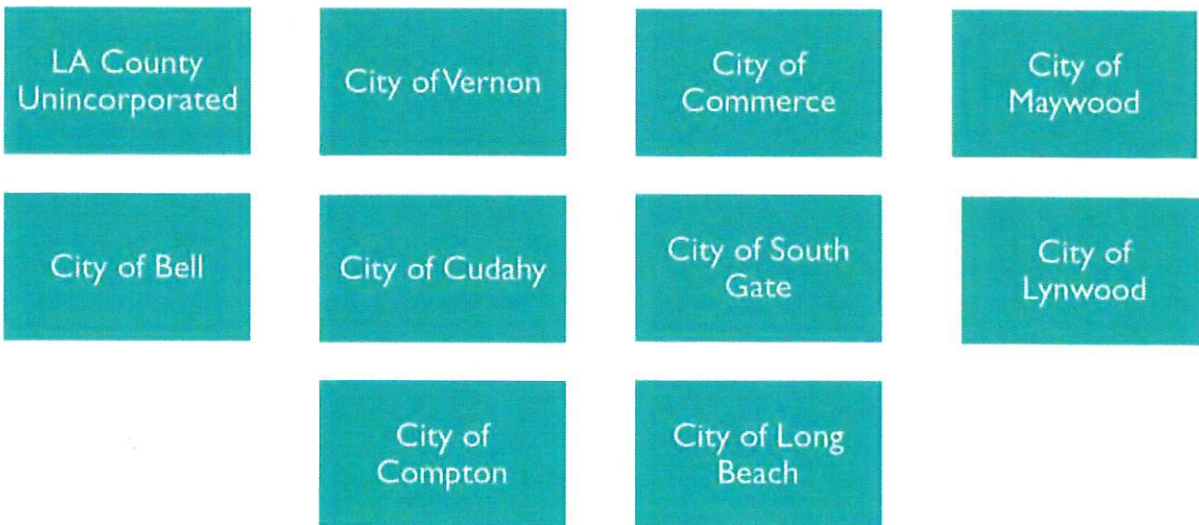
The presence of a Master Plan provides opportunities to revitalize the Corridor through urban design; diversity of higher density mixed use development; and improved transit, bike, and pedestrian connectivity. The higher densities of populations in the areas results in higher volumes of traffic and transit. The “new” street will attract development to the areas because of the improved access to the larger markets of County of Los Angeles. Specific areas along the Corridor may become destinations as more commercial businesses are attracted to the area. In addition, residential growth, via multi-use or live-work space, can be expected as a result of increases in retail, nightlife, and improved multimodal connectivity, which may lessen the desire of residents to commute to Los Angeles, Orange or Riverside Counties.

1.2 Project Limits

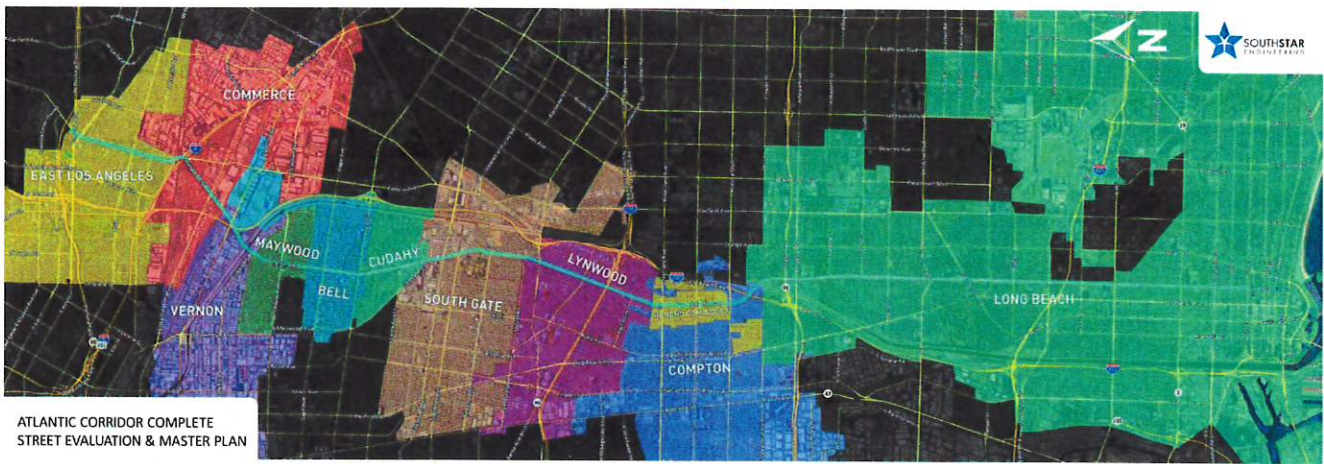
The planning area is located on the Atlantic Corridor within the Gateway Cities Region, passing through the County of Los Angeles, City of Vernon, City of Commerce, City of Maywood, City of Bell, City of Cudahy, City of South Gate, City of Lynwood, City of Compton, and City of Long Beach. For most of the reach, it parallels Interstate 710 and Los Angeles River. The northern limit of the Corridor begins at State Route 60 in the County of Los Angeles and extends southerly for approximately 19.5 miles to Ocean Boulevard in Long Beach.



GATEWAY CITIES COUNCIL OF GOVERNMENTS



PROJECT LOCATION MAP



ATLANTIC CORRIDOR COMPLETE STREET EVALUATION & MASTER PLAN

Atlantic Boulevard					
Segment No.	Jurisdiction	Segment Limits	Linear Miles Through Jurisdiction	Linear Miles for Split Jurisdiction	Post Miles
1	Unincorporated LA County (East LA)	Telegraph Road to SR-60	1.63	1.83	0.00 - 1.83
2	Commerce	Telegraph Road to the LA River	0.84	1.75	1.83 - 3.58
3	Vernon	Pennington Way to E 52nd Drive	1.06	0.12	2.59 - 3.77
4	Maywood	LA River to south to Randolph Street	0.84	0.97	3.77 - 4.60
5	Bell	Randolph Street to Florence Avenue	0.77	0.79	4.60 - 5.39
6	Cudahy + Bell	Walnut Street north to Florence Avenue	0.09	0.07	5.39 - 5.46
7	Cudahy	Walnut Street south to Patata	0.97	0.96	5.46 - 6.42
8	South Gate	Patata to just North of Abbott Road	1.50	1.52	6.42 - 7.94
9	Lynwood	Abbott Road south to McMillan Street	2.00	2.03	7.94 - 9.97
10	Unincorporated LA County (East Rancho Dominguez)	McMillan Street to just north of Alondra Blvd.	1.24	1.23	9.97 - 11.20
11	Compton	Just south of Alondra Blvd. to LA River	0.43	0.50	11.20 - 11.70
12	Long Beach	Los Angeles River south to Ocean Boulevard	8.10	8.08	11.70 - 19.78
Total Corridor Miles			19.47	19.85	

1.3 Scope of Work and Project Timeline

This report generally follows the scope tasks included in the GCCOG Implementation agreement, which is consistent with the initial kick-off meeting and scope of work provided and presented at that time. The project schedule was planned in a manner to allow for ample research, and to work with the public works and planning departments. The creative approach of the vision building was the product of not rushing the concept development phase. The tasks necessary to create a Master Plan for the Atlantic Corridor is as follows:

Major Scope Milestones	Date
Data Collection and Review of Existing Conditions <ul style="list-style-type: none"> • Field Review • Meet with each jurisdiction/stakeholder • Gather relevant document and literature for review 	January - February 2020
Multimodal Corridor Evaluation and Analysis <ul style="list-style-type: none"> • Evaluate the existing conditions Corridor • Develop and provide a high-level analysis of a future Corridor 	February - March 2020
Complete Streets Needs Analysis <ul style="list-style-type: none"> • Conduct a needs analysis for Complete Streets and multimodal Corridor, and identify constraints/opportunities 	March – July 2020
Community and Stakeholder Outreach (as requested)	February – May 2021
Complete Street Implementation <ul style="list-style-type: none"> • Quantify the Unconstrained Condition concept • Develop areas of focus concept plans for each jurisdiction • Demonstrate achievement of a Multi-modal Corridor with Consistency Across the Sub-Region 	June 2020 – January 2021
Prepare Conceptual Design of Complete Street Master Plan	June 2020 – February 2021
Order of Magnitude Cost Estimates	February – March 2021
Finalize Conceptual Design of Complete Streets Corridor Master Plan	March – June 2021
Presentation to Committees and City Councils (as requested)	May – June 2021



2 CORRIDOR WIDE CONSIDERATIONS

Corridor wide transportation strategies include not only the GCCOG Strategic Transportation Plan (STP) but also various "Livability" considerations, which are generally described as the non-technical features outside the STP, detailed later in this report. These features and considerations will be applied to the Concept Focus Area, or FA's, for each jurisdiction and will also be considered as part of the order of magnitude cost estimates.

Additionally, strategies to create space for Corridor wide improvements and benefits must be considered. Ways to justify and create space include but are not limited to streetscape and stormwater treatment measures; active transportation features for safer and more convenient opportunities for physically active travel; and median, center divider or traffic separation operational improvements. It would likely be necessary to underground a vast majority of the overhead utilities that exist on both sides of the roadway for nearly the entire length of the Corridor. Other considerations to create space also include narrowing existing traffic lanes, which could affect the operational efficiency of the Corridor, or the purchase or right-of-way to accommodate widening. These three strategies, underground utilities, narrowing lanes and or purchase of right-of-way will be evaluated along the Corridor to determine which combination, if any, are most prudent in each of the areas of focus.

Create a bold vision that is adaptable over time.

A project will come together over time, being implemented in phases based on funding received. Many complex infrastructure and engineering elements must be completed before the Corridor becomes a complete street. The vision developed now should clearly define an overall framework for how the Corridor will take shape, what the key elements will be, and define their essential character. At the same time, the vision must be flexible enough to adapt as conditions inevitably change.

The subjects listed in the figure to the right are considerations for the corridor's context and opportunities to incorporate during the development of a complete streets corridor.

Lastly, it's unknown whether the Metro Board will chose the Atlantic Corridor BRT as an option to fund. This study began well into the schedule of this effort and hasn't concluded and determined if this Corridor is a priority for funds. If the Atlantic Corridor is chosen for



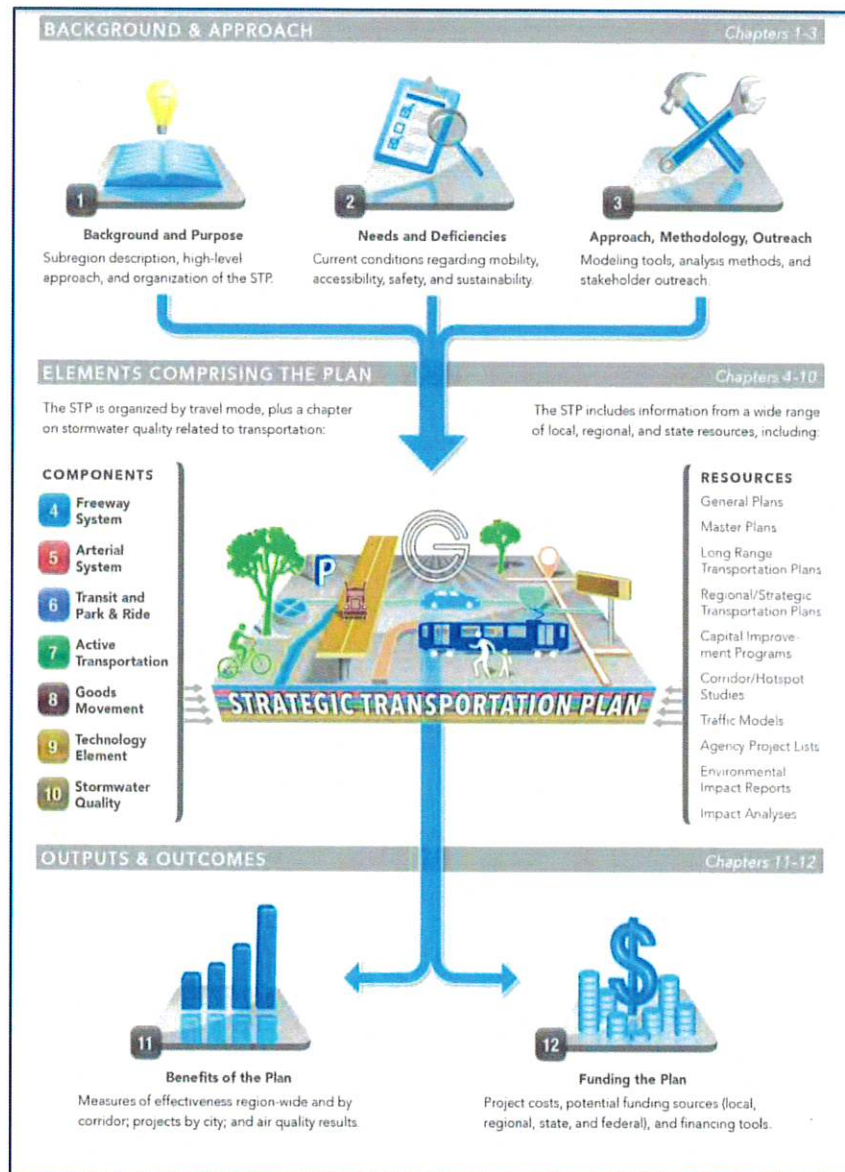
BRT funding, additional coordination will be necessary, as a concern raised among all jurisdictions along the Corridor was keeping parking as a priority, and with BRT infrastructure, having enough room in the right of way width will be a significant challenge.

2.1 Gateway Cities Strategic Transportation Plan (STP)

The GCCOG, via Metro Measure R funds, conducted the largest multi-model transportation planning effort second to only New York City, to create a unified long-term Strategic Transportation Plan (STP). This large-scale effort was able to quantify significant baseline conditions along the Corridor that are incorporated into the Master Plan and Complete Street evaluation criteria, and do not require additional analysis effort. This study used the STP as a baseline and built upon it based on project specific Corridor needs. The adjacent graphic shows the approach to how the STP was presented and approved by the GCCOG Board in mid-2016.

The Atlantic Corridor is considered a sub-regional facility that runs through I-405, SR-91, I-710, I-105, and I-5. It is utilized as a relief arterial in addition to the city specific land uses and functions along the Corridor. As a result of the STP, this Corridor was prioritized in the top 4 Corridor for future complete street study and evaluation by the STP TAC.

The STP identified the top 100 deficient intersections in the subregion. This includes



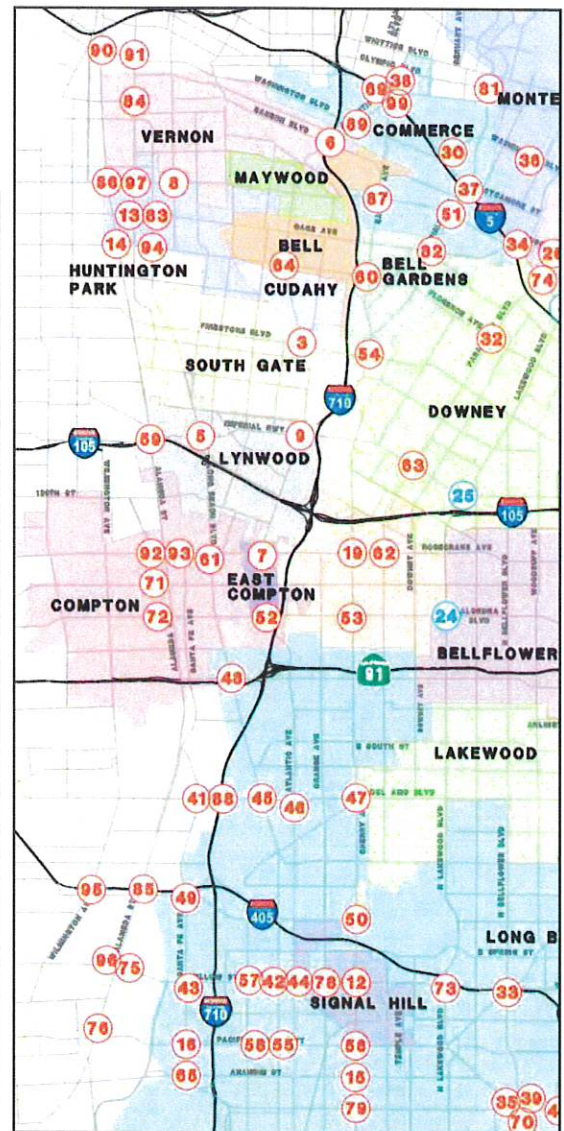
the following ten (10) intersections along the Atlantic Corridor that have been further developed as concept plans as part of the study.

The table below includes the name of the intersection along with the intersection number, consistent with the map graphic, where the plan sheet included within the STP can be found.

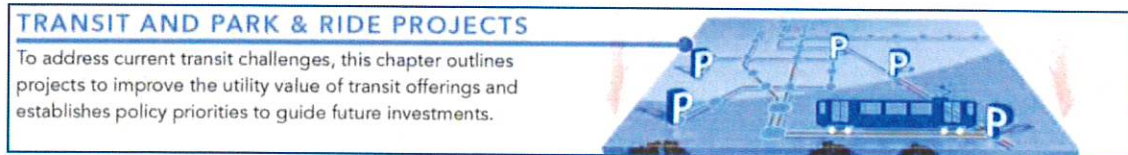
Also included in the STP is the Atlantic Avenue Active Transportation Corridor which is a regionally significant Corridor. While the specific section from the STP only extends from Rosecrans Avenue south to Artesia Boulevard, the benefits and challenges included within the STP fact sheet itself is helpful when considering bicycle lanes for the entire facility.

This Master Plan has a goal of reducing the Corridor's use as a I-405, SR-91, I-710, I-105, and I-5 relief arterial and maximizing its ability to serve the communities as a complete street with enhanced/increased development.

Atlantic Corridor Deficient Intersections (Name)	Jurisdiction	Intersection No:
Atlantic Blvd at Telegraph Rd/Ferguson Dr/Goodrich Blvd/Triggs St	17% LACO 83% Commerce	38
Telegraph Rd/ Atlantic Blvd	Commerce	99
Washington Blvd/ Atlantic Blvd	Commerce	89
Bandini Blvd/ Atlantic Blvd	Vernon	6
Florence Ave/ Atlantic Avenue	Bell/Cudahy	60
Firestone Blvd/ Atlantic Ave	South Gate	3
Imperial Highway/ Atlantic Ave	Lynwood	9
Rosecrans Ave/ Atlantic Ave	25% Compton 75% LACO	7
Alondra Blvd/ Atlantic Avenue	Compton LACO	52
Willow St/Atlantic Ave	Long Beach	44



2.1.1 Transit and Park & Ride



Transit

The Gateway Cities will see steady growth in both population and jobs between now and 2035, which will put more strain on the already overburdened transit network. Average weekday transit ridership in the subregion is projected to increase by 11% by 2035 even if no additional transit improvements are made. Currently, many municipal transit operators report limited seated capacity at bus stations and on several high-demand bus routes. Expansion of services is already needed to meet current demand.

Various local and regional transit facilities run along the Corridor. The following graphic highlights the major facilities along or crossing the Corridor area.

Focus will be on the connectivity and relationship between the various transit lines. Proper evaluation of the transit connectivity relies on overall public circulation. Attention will be directed to the following planning elements:

- Pedestrian pathways, such as sidewalks, need to occur throughout the community in order to effectively connect neighborhoods with facilities and amenities, such as parks, schools, businesses and social locations.
- Sidewalks and/or trails are to be separated from adjacent streets by parkways and infiltration planters as presented in the streetscape, which are consistent with the Sustainable Strategies.
- Crosswalks are to be clearly delineated and shall include paving enhancements for easy identification and traffic calming.

Bicycle lanes along the Corridor provide safe routes for bicyclists and encourage alternative transportation modes. Bicycle storage should be made available at key transit stops.

The following page includes the transit inventory completed as part of this study to determine accessibility and possible gaps. This corridor is classified as a "high quality transit corridor" and is likely why it's included in the top five for possible Measure M BRT investment.



TRANSIT INVENTORY MAP



TRANSIT ROUTE EXISTING CONDITIONS KEY

Atlantic Corridor		Metro Lines: Gold, Green (C)		Montebello Bus Lines: 10, 40, 50	
Highways/Freeways		Metro Bus Lines		Long Beach Transit: 61, 131 191, 192, 101, 102, 103, 104, 171, 172, 173, 174, 71, 72, 81, 151, 45, 46, 91, 92, 93, 94, 112, 121, 21, 21B, 22	
Bodies of Water		Compton Renaissance: 4			
Amtrack Lines		East LA Shuttles: El Sol			

Metro Bus Rapid Transit (BRT) Study

On September 16, 2020, Metro presented the Visioning Bus Rapid Transit (BRT) Study to the Gateway Cities Council of Governments (GCCOG) and our representative agencies along the Corridor as part of a special Atlantic Corridor TAC meeting.

During the meeting, it was noted that the Atlantic Corridor BRT alternative was in the top seven remaining Corridors within the Metro region. This important project connects East LA to Long Beach. Additionally, this BRT corridor is the only one under consideration within southeast LA County.

Based on discussions with agency staff through our GCCOG led Atlantic Corridor Complete Street Study, the agencies were enthusiastic, engaged and supportive of additional efforts to better define the BRT, including the opportunities and impacts.

Based on this input, the GCCOG Board of Directors provided a support letter requesting that additional investments be considered in the Atlantic Corridor, including BRT. This report also confirms support for the Atlantic Corridor BRT be selected for further analysis, which is anticipated in 2021 for the first BRT corridor investment. It was noted that the Corridor Cities look forward to engaging with Metro and our agencies on this very important project that can provide significant benefit to our subregion.

The existing public transit infrastructure that serves the Corridor will become more accessible with improved connectivity of streets, sidewalks and green space that encourage residents to walk and bike to transit stops. A neighborhood with a strong network of internal streets and good connections to surrounding area, allows pedestrians, bicyclists, and drivers to move more safely and efficiently. This will reduce vehicle trips, which will in turn reduce the carbon footprint of the community. The success of improved neighborhood connectivity through this Corridor Concept Plan will also strengthen the sustainable opportunities for future developments in the various Cities.

At this time, no determination regarding which Corridor will be selected by the Metro Board for Measure M investment as a new BRT line.

Park & Ride Facilities

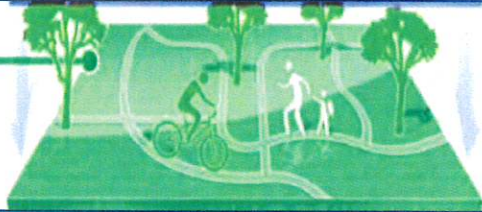
The Gateway Cities currently has 18 park-and-ride lots with approximately 7,100 spaces. These facilities provide access to Metrolink, Metro Blue and Green Lines, and local and express bus routes. Currently one-third of park-and-ride lots operate at or near capacity. If no additional improvements are made by 2035, roughly half of the Gateway Cities park-and-ride facilities will be operating at or over capacity. To meet this demand, additional park-and-ride facilities are needed.



2.1.2 Active Transportation

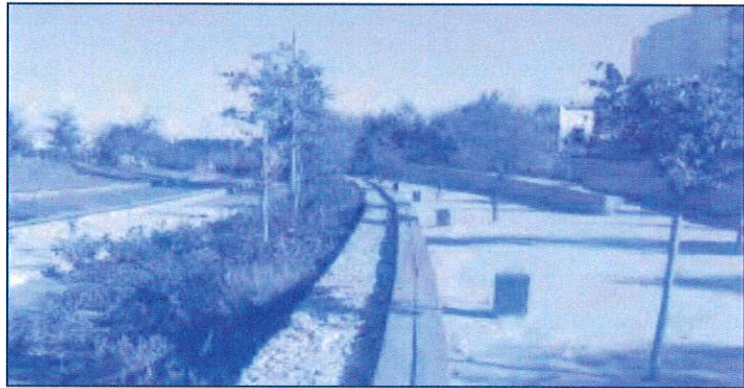
ACTIVE TRANSPORTATION PROJECTS

To reduce energy use, ease congestion, and improve health, this chapter outlines a strategy for improving pedestrian and bicycle facilities in response to growing demand.



Americans with Disabilities Act (ADA) requirements were considered as part of the study. The goal is to identify deficiencies and opportunities to improve pedestrian access. The Corridor will be well served by improving ADA pedestrian walking access conditions along the entire stretch and incorporating sidewalks where there are gaps in coverage.

While regional centers, within any jurisdiction, are largely dependent on automobile travel, designing them within the context of adjoining neighborhoods has the potential to encourage alternative travel modes such as walking and bicycling. The quality of pedestrian environments also plays a critical role in the success of centers that serve multiple neighborhoods and the region. These centers typically offer retail, employment, cultural activities and transit.



Walkable mixed-use neighborhoods represent the most basic places that are economically stable and environmentally sustainable. Additionally, walkable districts mix complementary uses, maintain reasonable distances, and bring building entrances and facades to the streets.

One of the most critical elements of designing Pedestrian, Bicycle and Trail Corridors is safety. Due to the parallel nature of Corridors and adjacent trail, visibility and access, as well as arterial street crossings, need special attention to optimize safety to the users. Warning devices, signage and striping need to properly advise users. Roadway conditions should be evaluated before installation of any new bike ways.

The existing bicycle network in the Gateway Cities Subregion has primarily been developed through individual city or county efforts, and also by regional efforts supported by Metro and other multi-jurisdictional agencies. The area provides an opportunity to create an environment for bicycling, including a temperate climate, a network of schools and open space, a major university and community college, a well-connected street grid, and relatively flat terrain. Despite the fact that bicycling is increasingly popular in Southern California, a safe, well-connected and accessible bicycle network remains a significant challenge for many bicyclists in the Gateway Cities.



The STP contains fifty-five (55) significant bicycle Corridor project ideas. A portion of the Atlantic Corridor is one of the 55 significant Corridors, as part of this Master Planning effort, and with the coordination of each jurisdiction, the Corridor will benefit from a contiguous Class 1, or at minimum Class 2 bicycle facility for part of the length (County of Los Angeles, City of Compton and City of Long Beach). Additionally, through this effort, the bicycle facility that is developed as part of the Corridor Concept Plan should be incorporated in upcoming STP updates.

The GCCOG member cities have developed all of the bicycle facility types below along Atlantic Corridor, but the plan isn't complete.

Bicycle facilities are divided into four Classifications as defined by Caltrans:

Class 1 Bikeway (Bike Path): A shared use bike path is entirely separate from the road. No motor vehicles are allowed on or near these paths, which also serve as multi-use pathways. **For example, along the Rio Hondo Channel.**

Class 2 Bikeway (Bike Lane): A bike lane marked in the road is four feet wide, or five feet wide if adjacent to parked cars. **For example, along on Del Amo Boulevard.**

Class 3 Bikeway (Bike Route): A bike route is simply a route without any designated striping for bikes but has signs that designate it as a bicycle route. These facilities are usually on neighborhood streets without heavy traffic.

Class 4 Bikeway (Separated Bikeway): A separated bikeway or cycle track, which provide an alternative to other bikeways that may minimize interactions with other modes of travel. A bikeway for the exclusive use of bicycles and includes a separation required between the separated bikeway and the through vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking. The objective is to foster bicycling as a means of transportation, in a manner that improves safety for all users, including motorists, transit users, and pedestrians, including persons with disabilities.

Later in this section, bicycle continuity is presented in a table format, as it ties into a major goal of this study.



2.2 Complete Streets Needs Analysis - Methodology

This section includes a description of the criteria used to document the existing technical, non-technical, and featured elements along the Corridor. The evaluation and analysis of the features will be identified for consideration as part of a Complete Street Needs Analysis task within the Scope of Work, which takes place during the jurisdictional meetings. The goal is to incorporate as many of the improvements into the Corridor Concept Plan via the Focus Areas (FA's), defined for each jurisdiction. Embracing the Complete Streets approach will provide a framework to foster a more livable community. The analysis to follow will document the process on building this framework and defining the evaluation factors. Restating what a complete street involves will help define the elements evaluated in the needs analysis, and is defined within each of the jurisdictional meeting minutes summaries included within this report.

As an overview, areas of the roadway needs analysis include: median islands and enhancements, traffic calming, added bike lanes, shared use paths, sidewalks, safe crossing location for pedestrians, pedestrian signal improvements, transit enhancements and fixed rail services, curb extension for added public space, parking, planting & linear forests, and water quality.

Needs Analysis topic area goals.

An effort is made to reconnect the public to its community's open spaces and activate unused resources. The Corridor is the gateway to the neighborhoods and the community. It will connect and build a network of green connections and public spaces that connect visually and physically, to vital civic and commercial destinations, nearby neighborhoods and the larger urban pockets (focus areas), city and regional open spaces. This will allow a phased approach that is implemented over a longer timeframe, but the big picture (master plan) needs to be in view from the beginning.

Improve access and mobility.

The Corridor is, and will remain, a crossroads, as Corridor users rely on safe and efficient access to provide an important connection for moving people and goods between the north and south. At the same time, the Corridor will be an increasingly attractive place for walkers, bicyclists, joggers, recreational and other uses. The future Corridor will accommodate safe, comfortable and efficient travel by pedestrians, bicyclists, vehicles and freight. The interactions among these many modes of travel must be designed carefully for the safety, comfort, and efficiency for all.



Needs Analysis and Context Sensitive Solutions.

Improving the appearance and image of the Corridor is a primary goal of the community. Focus on the viewshed beyond the right-of-way which has an influence on the perception of the community and traveling public. The visual elements need to be responsive to the local values and concerns. The various elements need to provide Corridor consistency while enhancing individual community identity. Innovative inclusive approaches that integrate and balance community, aesthetics, historic and environmental values with transportation safety, maintenance and performance goals. These planning goals are reached through a collaboration, interdisciplinary approach involving all stakeholders with the goal of improving the boundary between the transportation Corridor and the communities and people that share the common open space. Embrace and celebrate the region's past, present and future.

The guiding principle per FHWA for a complete street is to create roadways and related infrastructure that provide safe travel for all users, each complete street must be customized to the characteristics of the area that street serves. A complete street also must accommodate the needs and expectations of the travelers who want to access or pass through the surrounding neighborhoods, community, and region.

2.3 Multimodal Corridor Evaluation and Analysis

The evaluation of the existing conditions and the findings resulting helps in developing a variety of multimodal Corridor improvements bundled into four proposed Street Designations, which are then used to develop the Concept FA's for each jurisdiction, as part of the overall creation of the Atlantic Corridor Complete Streets Corridor. The various possible street designations were shown during original scoping of the project, and further discussed during the jurisdictional meetings. The Concept Focus Areas (FA's) are specific locations, or nodes, that are modified and developed for each jurisdiction to provide a concept plan illustrating a multimodal Complete Street concept. The Street Designations are used as a baseline to illustrate and provide the high-level future Corridor concept.

2.3.1 Street Designations along the Corridor

The existing Corridor street design standards vary from location to location, but in general the street design and engineering were all about moving traffic from their origins to their destinations. For decades, the purpose and goal of the street design has been to move motorized traffic as expeditiously as possible, however developing a transportation system primarily for motorized vehicular traffic has failed to meet the traveling needs and preferences of a large population of the region.

The focus is to create a corridor that will provide safe mobility for all travelers, not just motor vehicles, by envisioning and planning our Corridor as a complete Corridor. This Corridor will address the needs of public health and fitness, creating vibrant neighborhoods, reducing fossil fuel emissions, adopting greener and more sustainable communities and accommodating the needs of our aging population.



Complete streets policies help communities make clear the commitment to planning future transportation improvements and to provide for safe travel of everyone using the road. The street designations provide transportation choices; support communities through transit oriented, mixed-use development and activation of abandoned, vacant and underused properties; invest in healthy, safe and walkable neighborhoods. Visually documenting these goals along the Corridor so city Planners and engineers have a clear direction to develop solutions is a difficult task because of the 19.5-mile length of the project.

To accommodate the complete streets approach, we begin by breaking down the Corridor into Specific Street Designations so that the strategies and stakeholder partnerships can successfully develop and manage the public spaces in the neighborhoods and bordering connections to this major east-west Corridor. These designations are shown in the adjacent graphic.

The Street Designations we developed along the Corridor provide a “toolbox” of options to apply at specific street limits. We applied these Street Designations along the entire Corridor and also focused on how the various designations transitions between one another.

The Street Designations principles were developed through our outreach to capture the key civic goals and objectives that should shape the creation of the “new” roadway footprint, public spaces and expand on established principles from existing city policies and civic efforts.

The following pages provide greater detail regarding the Street Designation toolbox features.

STREET DESIGNATIONS		
No	TYPE	DESCRIPTION
1	Downtown Lifestyle	Street designed to serve retail and mixed land uses, promoting walking, bicycling, and transit within an attractive landscaped corridor.
2	Urban Activity	Street designed to serve mixed use commercial, retail and residential areas with active transportation activities.
3	Residential Calming	Street designed to promote slowing traffic.
4	Principal Route	Multi-lane facility designed to serve higher volume traffic corridor movements.



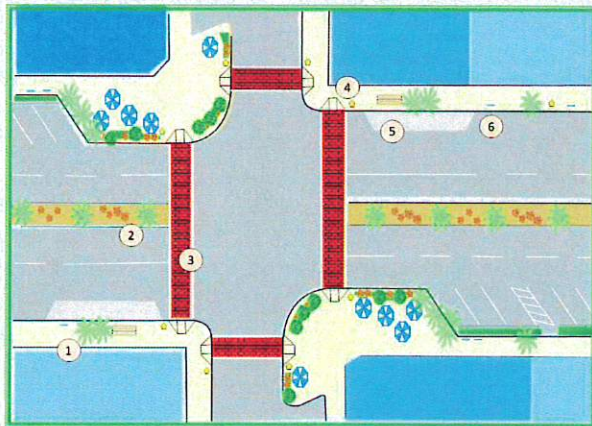


ATLANTIC AVE/BLVD CORRIDOR

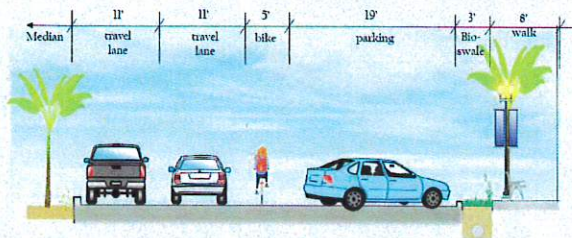
DOWNTOWN LIVING - TOOLBOX

Characteristics of Downtown Living Streets:

- Reduce Traffic Speeds
- Promote Pedestrian Activity
- Landscape Medians
- Mature Street Trees
- Special Districts
- Transit Connections



- ① Street Tree
- ② Landscaped Median
- ③ Decorative Cross Walk
- ④ Decorative Street/Pedestrian Lighting
- ⑤ Bus Stop with amenities
- ⑥ Streetscape Bike Racks



Downtown Living
Roadway Half-Section

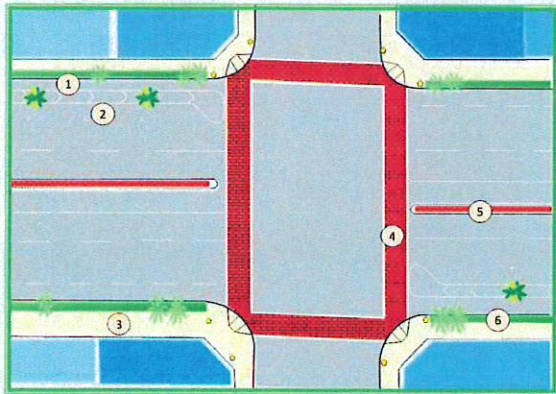


ATLANTIC AVE/BLVD CORRIDOR

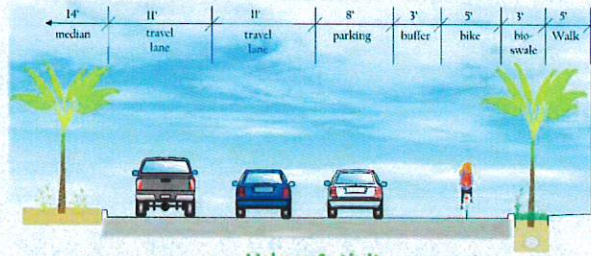
URBAN ACTIVITY - TOOLBOX

Characteristics of Urban Activity Streets:

- Promote Active Transportation
- Landscape Medians
- Defined Crosswalks
- Water Quality Features
- On-street Parking



- ① Bikeway
- ② Street Parking
- ③ Walkway
- ④ Decorative Cross Walk
- ⑤ Landscaped Median
- ⑥ Bio-Swale



Urban Activity
Roadway Half-Section

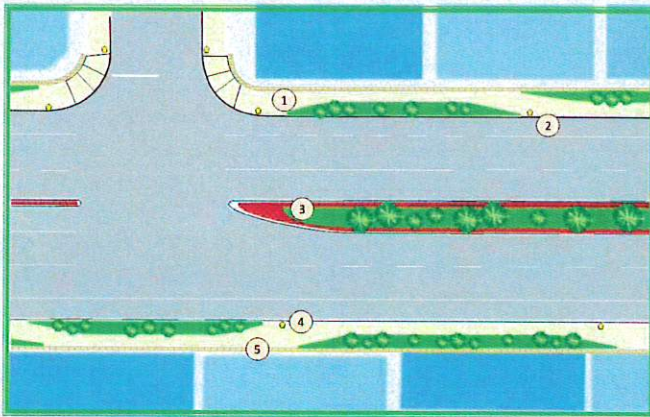


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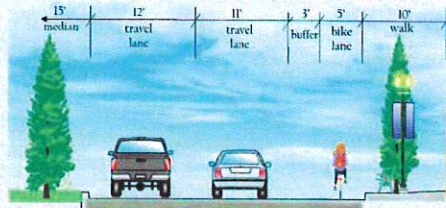
RESIDENTIAL LIVING - TOOLBOX

Characteristics of Residential Living Streets:

- Narrower Lanes to Reduce Traffic Speeds
- Promote Bike Activity
- Promote Pedestrian Activity
- Mature Street Trees
- Soundwalls



- ① Meandering Walkway
- ② Bike Lane
- ③ Landscape/Hardscape Medians
- ④ Decorative Street/Pedestrian Lighting
- ⑤ Soundwalls



Residential Living
Roadway Half-Section

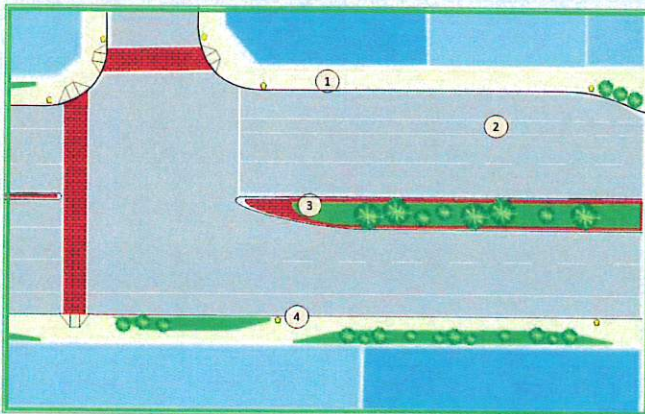


ATLANTIC AVE/BLVD CORRIDOR

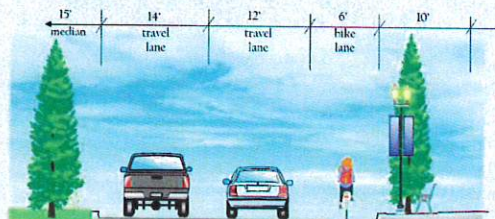
PRINCIPLE ARTERIAL - TOOLBOX

Characteristics of Principle Arterial Streets:

- Standard lanes
- Promote Bike Activity
- Promote Pedestrian Activity
- Mature Street Trees
- Transit Connections



- ① Meandering Walkway
- ② Bike Lane
- ③ Landscape/Hardscape Medians
- ④ Decorative Street/Pedestrian Lighting



Principle Arterial
Roadway Half-Section

Street Designations Principles

Create a public asset for all

The Complete Street Master Plan engages the entire community along the Corridor. It is a public asset and should remain focused on public use and activities that attract people from all walks of life. It should be a place for locals and visitors alike – a place where everything comes together effortlessly. The process for developing a Complete Street Master Plan draws on the goals and dreams of the entire community along the Corridor. The resulting public spaces and surrounding development will engage through a range of planned activities as the program develops.

Street Designations - Define Context Sensitive Solutions

Applying Context Sensitive Solutions (CSS) to the Corridor confirms that indeed it is “complete” in the sense of being appropriate for the area in which the project is planned. A collaboration of stakeholders and interdisciplinary mix of members from all cities formed the visioning team to provide the concepts that fit its setting. Using design visualization to focus on areas that enhance the scenic view shed and aesthetics; bringing the community and history of the Corridor together; activate and enhance the environmental resources and open space; improving safety, mobility for all users. Develop of multiple alternatives and review with public officials and community, to optimize the opportunities and build a consensus. All of which will provide an emphasis of enhancing the uniqueness of the area and the sense of place in this urban environment that will be viewed as a valued resource.

Innovative and sustainable design at the forefront

The Street Designations are the basis for developing visual urban design principles that bring people to the focus areas allowing them to experience the unique planning, geography and ecology of the area. At the same time, we must take steps to improve the natural environment and ecology while also preserving and enhancing the activities that remain central to the Corridor cities. The complete streets should, in its planning and visioning, reflect GCCOG's commitment to sustainability, innovation and responding to climate change and air quality improvements.

Within each jurisdiction, Concept Focus Areas (FA's) have been developed, and are included in this report, These FA's provide typical sections, street designations and other area specific information. This report includes thirteen (13) Focus Areas, including a minimum of one (1) for each jurisdiction.



2.3.2 Bikeway Continuity

Bikeway continuity along the Atlantic Corridor is also a major goal of this master plan. Providing continuity along the Atlantic Corridor was a major discussion point and consideration with each jurisdiction and every effort has been taken to incorporate bicycle lanes. This report identifies the deficiencies along the Corridor and incorporates full continuity, or connectivity, along the Corridor and is demonstrated within the concept plans as well as incorporated into the cost estimates.

Below is a summary of the types of bicycle lanes being considered for each jurisdiction.

<i>Jurisdiction</i>	<i>Bicycle Lane Proposed along Corridor</i>
County of Los Angeles (East LA)	Class III
Commerce	n/a (use parallel streets)
Vernon	Class I, II and III
Maywood	Class II
Bell	n/a (use parallel streets)
Cudahy	Class III
South Gate	Class III
Lynwood	Class II and III
County of Los Angeles (East Rancho Dominguez)	Class II
Compton	Class I, II and III
Long Beach	Class I, II, III and IV

2.3.3 Schools

Creating safe routes to school for children enables and encourages children to walk or ride their bikes to school. This helps reduce traffic and air pollution, reducing the need for parents to drive their children, which reduces traffic consistency within the vicinities of the school, and simultaneously improves the well-being of the children by encouraging a healthy and active lifestyle.

This study inventoried the schools that are located in close proximity to the Corridor, so that when agencies begin to implement the plan, they can maximize any safe routes to school opportunities.





SCHOOLS IN PROXIMITY OF THE CORRIDOR

Jurisdiction	Schools
County of Los Angeles (East LA)	James A Garfield High school, Green DOT Public Schools, KIPP Raices Academy, St. Alphonsus Elementary School, Fourth Street Elementary School, Arts in Action Community Charter School
Commerce	Bandini Elementary School, Rosewood Park School
Vernon	NA
Maywood	Maywood Academy High school, Nueva Vista Elementary School, Maywood Elementary School
Bell	Bell Senior High School
Cudahy	Jaime Escalante Early Education Center, Jaime Escalante Elementary School
South Gate	Tweedy Elementary School, Legacy High School Complex
Lynwood	Lugo Elementary School
County of Los Angeles (East Rancho Dominguez)	N/A
Compton	Whaley Middle School
Long Beach	Stevenson Robert Louis Elementary school, Roosevelt Elementary School, Long beach Polytechnic High School, Smith Elementary School, Long fellow Elementary School, Jordan High School

Every pedestrian crossing at major road intersections requires a safe and visible crosswalk and sometimes traffic controls and/or crossing guards. Reduced vehicular speeds can create a meaningful improvement of safety for pedestrians and bicyclists. A cost-effective way to reduce speeds is to utilize the concept of “traffic calming” along the Corridor.

Examples of this include the following features:

- Intersections
- New medians
- Curb extensions

These features have been incorporated into the Corridor Concept Focus Areas in a variety of locations. Continuous bicycle facilities are to be provided along all routes to schools.

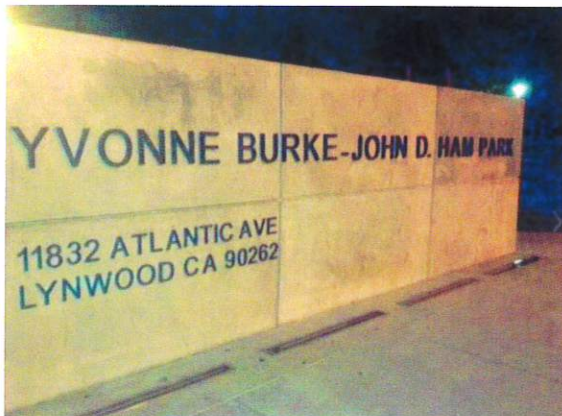


2.3.4 Parks

There are several parks either along or near the Corridor that have also been inventoried and considered as part of the Study. These include:

Jurisdiction	Parks
County of Los Angeles (East LA)	Atlantic Avenue Park, East Rancho Dominguez Park
Bell	Biancini Park
South Gate	South Gate Park
Lynwood	Yvonne Burke-John D Ham Park
Compton	
Long Beach	Peace Park, Fellowship Park, Scherer Park, Atlantic Plaza Park, Houghton Skatepark

Additionally, to enhance the use of a Complete Street, jurisdictions are encouraged to require new developments that provide usable open space for recreations demands.



2.3.5 LA River Trail and Wayfinding

The Los Angeles River Trail runs parallel to the Atlantic Corridor for the entire length through the Gateway Cities. Access points are generally along the east west arterial facilities that intersect with the Atlantic Corridor. The following table includes the entrance/exit points of the LA River Trail by jurisdiction. Active Transportation connectivity to this recreational trail has been considered as part of the master plan.

<i>Jurisdiction</i>	<i>Location of LA River Trail Entrance/Exit</i>	<i>Location of Trail in Relation to LA River</i>
County of Los Angeles (East LA)	n/a	n/a
County of Los Angeles (Rancho Dominguez)	n/a	East
Commerce	n/a	West
Vernon	District Blvd, Atlantic Blvd	West
Maywood	E. Slauson Ave, Riverfront Park	West
Bell	Gage Ave, Florence Ave	West
Cudahy	Live Oak St, Clara St, Rive Rd at Cudahy River Park	West
South Gate	Firestone Blvd, Southern Ave, Imperial Hwy, LA County Flood Control Maintenance Yard-south of Imperial Hwy, Rio Hondo Confluence, Hollydale Park	West
Lynwood	n/a	Both
Compton	Alondra Blvd, Ralph C. Dills Park, Somerset Blvd	East
Long Beach	Rancho Portillo, De Forest Park/W. 52 nd St, W. Del Amo Blvd, N. Virginia Vista, Wrigley Greenbelt, De Forest Ave/26 th Wy, De Forest Ave/25 th St, South of Pacific Coast Highway, De Forest Ave by Drake/Chavez Soccer Fields (stairs), 6 th Street, South of Golden Shores RV Resort	East

The Corridor jurisdictions are interested in a uniform wayfinding signing for Active Transportation users to find the LA River Entrances, connecting the community with the pathway for recreation uses. The Livability Plan also considered wayfinding as important. Excerpts of the GCCOG Board approved Livability Plan, shown on the following page, illustrate how they characterized these elements

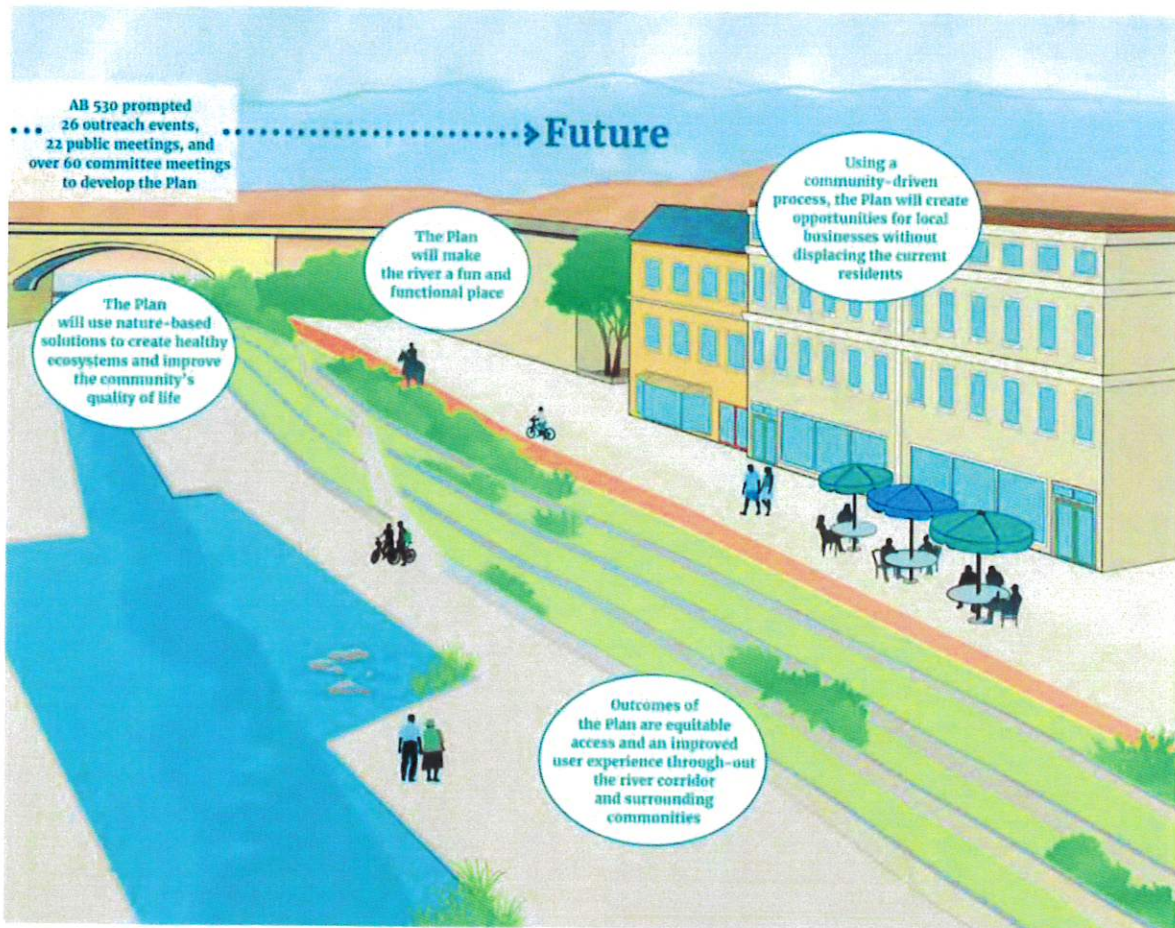


EXCERPTS FROM APPROVED LIVABILITY PLAN

Lower LA River Plan

The Lower Los Angeles River is the core of southeast Los Angeles and serves a critical role by managing flood risk. It protects life and property by collecting storm water from surrounding areas and safely conveying it to the ocean. The river's paths and trails also provide a space for the community to recreate and travel within the region. Despite these functions, the river's potential value as a place for relaxation, discovery, recreation, tourism, and economic development has yet to be realized. In 2015, California State Assembly Bill 530 (AB 530) was passed to revive the river through the development of a watershed-based, equitable, community-driven plan. The language of AB 530 called for Secretary John Laird, Natural Resources Agency, in consultation with the Los Angeles County Board of Supervisors, to appoint members to participate in the Lower Los Angeles River Working Group. The Working Group, chaired by the San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy, included 40 elected officials and representatives from local cities, regional agencies, and community advocates who came together to create the Lower Los Angeles River Revitalization Plan (the Plan). The Plan encompasses areas within a one mile offset on each side of the 19-mile river from the city of Vernon to the city of Long Beach, passing through numerous jurisdictions, including unincorporated County communities and 14 Southeast LA County cities. The Plan describes opportunities for improving the environment and residents' quality of life along the river ensuring that the voices of the people are heard now and in the future as the river is reimagined and revitalized into an integral part of a healthy, equitable, and sustainable community. The Plan will be incorporated into the LA County's Master Plan for the entire 51-mile LA River.

<http://lowerlariver.org/overview/>



2.4 Features for Consideration In Addition to The STP

The following list of non-technical elements and features were not generally considered as part of the GCCOG STP and are specific and integral to creating a Complete Street Master Plan for The Atlantic Corridor.

2.4.1 Aesthetics Including Urban Greening & Open Space

Aesthetics are integral features that can provide an overall theme to a Corridor. Incorporating various features including enhancing aesthetics:

- Undergrounding of existing overhead utilities
- Creatively using storm water treatment options such as sidewalk planters, permeable pavement or pavers that reduce standing water and hydroplaning while at the same time adding "Green Pockets" along the Corridor.
- Provide additional pedestrian enhancements such as intersection bulb-outs which could require a change in parking to an angled layout to make sufficient room.
- Including reclaimed water piping throughout the Corridor to that enhanced landscaping can be provided to add beauty to the Corridor.
- Provide outdoor dining along miscellaneous limits.

Streets throughout the plan area serve different purposes and have variable capacities. The context of the land use along a Corridor heavily influences the design concept of the Corridor. One of the key components of the Corridor Concept Plan is that the Corridor will be multi-modal, meaning it will balance the needs of multiple modes of travel and provide the traveling public the option to walk, bike, take transit or drive.

Streetscape elements will be developed to compliment the character and scale of each street designation distinguish unique areas of the cities and Corridor and create an identifiable sense of space. Elements such as enhanced landscape, signing, pavement, and lighting to establish an experience along the Corridor.

Green Infrastructure

Green Infrastructure is a combination of plants, soils, and other practices that help to restore natural water management processes and improve urban quality of life. Paved and impervious surfaces in urban environments put stress on typical stormwater infrastructure and contribute to poor water quality in our bodies of water. Stormwater typically carries debris, silt, and other pollutants directly into our storm drains, which lead to our rivers and ultimately to our beaches and ocean.

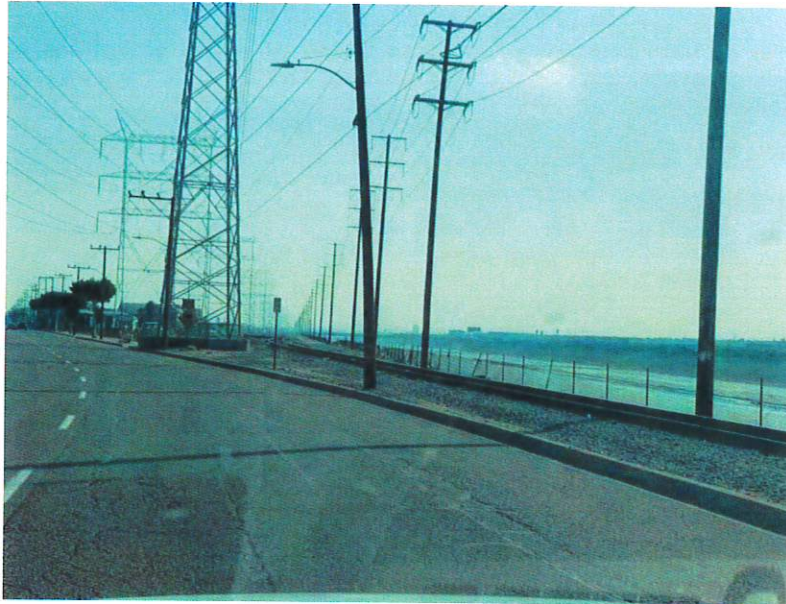
Overall Importance of Green Infrastructure

- Improve water quality and conserve water
- Enhance community and infrastructure resiliency
- Increase shade and aesthetic appeal of our streets
- Reduce amount and costs of underground piped infrastructure
- Provide habitat for animals, especially birds



2.4.2 Utilities

The Corridor has extensive utility facilities along it including overhead and underground. In order to create more usable space within the city right of way, considerations will be given to undergrounding overhead utility poles.



2.5 Community and Stakeholder Outreach

This section summarizes the various community and stakeholder outreach activities that can engage the community to support the study. Each jurisdiction has specific methodology in mind for how they would want to complete community and stakeholder outreach along the Corridor. Meetings may include a combination of an initial meeting to listen and provide a Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis, a second meeting to discuss proposed ideas and recommendations and to receive feedback, and a third meeting provided the capital project list.



Presentations to Committees and City Councils

The Study included a series of independent meetings with each Jurisdiction as well as a series of meetings with the Atlantic Corridor Technical Advisory Committee (TAC) and Policy Committee (PC).

- A first meeting was held with the TAC (July 2020) to outline the scope of work and goals of the study and to provide them with schedule.
- A series of initial independent meetings were conducted with each jurisdiction to listen and provide a Strengths, Weaknesses, Opportunities, and Constraints.
- A second meeting with each City/Jurisdiction was held to discuss proposed ideas and recommendations and to receive feedback.
- A third meeting with each City/Jurisdiction was held to confirm that the GCCOG Team had interpreted the recommendations, and were presenting them via a Focus Area correctly, and to receive feedback.
- A second meeting with the TAC (November 2020) was held to present and provide the Conceptual Planning Exhibits for review and comment.
- A third meeting will be held with the TAC (January 2021) to provide and share the updated focus area exhibits and the draft report. The team will also provide next steps along with the schedule.
- A final meeting with the joint TAC will be held in June 2021 to complete the overall effort and recommend approval to the Policy Committee (PC).
- A final meeting with the PC will be completed in July 2021 to gain approval of the Study completed.

Community Toolbox

Based on meetings with local agencies and engagements with local stakeholders and the community, the following community toolbox was developed to provide various types of strategies to meet the objectives for complete street improvements. There are a variety of topic areas identified in the toolbox, such as different types of bikeways, pedestrian and transit infrastructure improvements, and water quality features. These toolbox icons are included on the Focus Areas (FA's) to present opportunities to incorporate the various complete street features.



TOOLBOX ICONS USED IN THE FA EXHIBITS



ATLANTIC AVE/BLVD CORRIDOR

COMMUNITY ENHANCEMENT TOOLBOX



Shared Use Path

Also known as Class I bikeways or bike paths, shared use paths are meant for pedestrians, bikes, scooters, and roller blades. They can provide a safe and direct path independent from the street. Shared use paths are not suitable for motor vehicles.



Improved Bike Lanes

Also known as Class II bikeways, bike lanes are designated portions of the road or highway for bikers. These defined lanes allow bikers to ride without interference from motor vehicles or traffic. They are often marked with striping, signage, and colored pavement.



Improved Bike Routes

Also known as Class III bikeways, bike routes are common for residential streets or reduced speed areas where it is feasible for bikes and motor vehicles to share the road. They are often marked with "Sharrows," which are signs that indicate the road is to be shared with bikers. These signs provide a safer biking environment on the street by making drivers aware of the shared road.



Separated Bikeway

Also known as Class IV bikeways, separated bikeways use physical objects to separate the bikers from the traffic. These bikeways enhance safety and comfort for bikers and are often equipped with extra safety markings at intersections. Common designs of isolated bikeways include raising the bikeway so that it is on the same plane as the sidewalk or using in-street curbs with landscaping, planters, and dynamic street parking.



Bike Parking

Bike parking promotes transportation by bike by making it easier and more secure. Parking locations can be equipped with bike repair tools for additional safety and convenience. Bike parking areas are often located at enhanced bus stops to provide a convenient commute for public transportation passengers.



Bike/Scooter Share Location

Areas dedicated to bike and scooter share allow for green transportation and commuter ease. These dedicated share stations are often found in downtown areas and are used as a replacement for taxis or shared rides. In addition to the environmental benefits, these often promote exercise.



Street Furniture

Street furniture consists of benches, fountains, trash cans, public sculptures, lighting, and poster polls. The design and placement of furniture enhances the community through improved aesthetics, visual identity, pedestrian safety, and function.



Bus Stop Improvements

Enhancements such as seating, lighting, signage, shade, and directions help create a more convenient, comfortable, and safer environment for bus passengers. Bus stop improvements will often include enhanced features for those who ride bikes and scooters, such as parking and storage options.



Curb Enhancements

Examples of curb enhancements include curb extensions, curb ramps, and warning stripes. The purpose of these features is to increase safety and accessibility. An additional benefit from curb extensions is the ability to improve landscaping and integrate storm drains.



ATLANTIC AVE/BLVD CORRIDOR

COMMUNITY ENHANCEMENT TOOLBOX

<p>Drought Tolerant Landscape</p> <p>Drought tolerant plants require less maintenance and irrigation, making them an essential selection in our Mediterranean climate. A drought tolerant plant palette can be developed in conjunction with a native plant species to promote biodiversity.</p>		<p>Street Trees</p> <p>Beyond making the street more aesthetically pleasing, street trees with significant canopy can provide urban cooling benefits, capture and slow rainfall, and improve air quality.</p>		<p>Environmental Art</p> <p>Environmental art raises awareness, promotes the use of environmentally friendly materials, and positively contributes to the town aesthetics. It can be created in various mediums, ranging from sculpture, digital art, painting, and art made from natural resources.</p>	
<p>Trail Enhancements</p> <p>Trail enhancements encourage biking as an enjoyable and environmentally friendly means of transportation. By using existing natural beauty, such as a river or park, trail enhancements can help create a sense of community and comfort. Landscaping, trail paving, art installations, and lighting are all examples of such enhancements.</p>		<p>Landscaped Median</p> <p>Landscaped medians serve as a division of vehicular traffic while simultaneously softening the streetscape, contributing to the urban tree canopy and promoting biodiversity through native and drought tolerant understory plants.</p>		<p>Bioswales</p> <p>Bioswales are designed to manage stormwater by using plant materials and soil to capture, absorb, and treat the stormwater. Compared to other stormwater treatment options, bioswales are aesthetically pleasing and increase green space on streets.</p>	
<p>Tree Wells</p> <p>Tree wells have similar benefits to street trees but add an additional layer of environmental advantages. By capturing some stormwater runoff, these tree wells prevent pollutants from entering the storm drains. Inside of the capture systems, the water can be treated and repurposed.</p>		<p>Pervious Pavement</p> <p>Pervious pavement mitigates flooding and controls urban runoff. Runoff permeates the ground and is absorbed into the soil, rather than flowing to drains and eventually, bodies of water. Additionally, this type of pavement reduces the heat-island effect by absorbing solar radiation.</p>		<p>Educational Centers</p> <p>Typically found in parks, wetlands, historic monuments, and gardens, educational centers feature facts and history about the surrounding environment. These centers are great opportunities for educating the public on water quality features and the process of such enhancements.</p>	

3 ATLANTIC CORRIDOR BY JURISDICTION

3.1 County of Los Angeles

The Atlantic Corridor runs through two (2) different stretches of unincorporated Los Angeles County, at East Los Angeles and at East Rancho Dominguez. The following sections include the data collection and review of existing conditions, the meetings held with county staff, the concept focus areas that were developed for both the northern section in East Los Angeles as well as the more southern section in East Rancho Dominguez, and the high-level cost estimates for both locations. Through the efforts of this study, complete street elements such as improved bike routes, bus stop improvements, bioswales, street trees and drought tolerant landscape improvement opportunities are shown within the focus areas concept maps.

3.1.1 Data Collection and Review of Existing Conditions

As part of this project, extensive data was collected, within each segment of Unincorporated Los Angeles, including East Los Angeles and East Rancho Dominguez. A detailed field review was completed along the Corridor, which included both driving and walking the entire project limits. The field reviews included a general inventory of the overhead utilities, landscaped medians, ADA access, the changes in land uses, transit facilities and drainage/ponding during rain events.

The Existing Conditions Data Summary shown on the following pages includes all the roadway features along the Corridor, for each segment, within the County of Los Angeles, including lane widths, information on medians, sidewalks, approximately right of way widths and if there are bicycle lanes.

In addition to the Corridor features detailed in the Existing Condition Data Summary table, additional information regarding overhead utilities, ADA access and transit facilities was also collected. This data helps access whether impacts and relocations would be needed as part of the master plan development along with another magnitude cost estimate that would be applied for potential improvements. Overhead utilities on poles exist for a significant length of the Corridor. These facilities include communication and transmission/distribution lines for electrical power. The Corridor generally has sufficient sidewalk widths and ADA ramps to street level, with a few exceptions.



EXISTING CONDITIONS DATA SUMMARY



Segment Description	Approximate N/W Width (Varies/Avg)	Begin PM	End PM	No. of Thru Lanes		Median	LTL		RTL		Parking		Sidewalk		OH Utilities		Bicycle		Transit Stop	RR Crossing	Frontage Roads		Comments
				SB	NB		SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB					
SR-60 to Pomona Boulevard	105'	0.00		2-3	3	4'-16" TWLTL/RCM Landscaped Width Var	10'	10'	10'	10'	No	No	Yes	Yes	No	No	No	No	Yes	None	No	No	Metro Atlantic Station On/Off ramps on 60 Fwy Landscape with vegetation and trees
Pomona Boulevard to Beverly Boulevard	100'	0.20	0.30	3	2	9' TWLTL/RCM Landscaped Width Var	10'	10'	0	10'	No	No	Yes*	Yes	Yes	No	No	No	Yes	None	No	No	Landscape with vegetation, *peak hour parking restrictions
Beverly Boulevard to Via Corona Street	100'	0.30		2	2	4'-14" TWLTL/RCM Landscaped Width Var	0	10'	0	0	No	No	Yes*	Yes	Yes	No	No	No	None	None	No	No	Landscape with vegetation, *peak hour parking restrictions
Via Corona Street to Repetto Avenue	100'	0.36	0.42	2	2	10' TWLTL/RCM var Landscaped Width Var	0	10'	0	0	Yes	Yes*	Yes	Yes	No	No	No	No	None	None	No	No	Landscape with vegetation, *peak hour parking restrictions
Repetto Avenue to East 4th Street	90'	0.42		2	2	11' painted TWLTL's	10'	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	Transmission lines (W/E) on south side of Repetto Street and north side of 4th Street
East 4th Street to Eagle Street	90'	0.50	0.66	2	2	11' painted TWLTL's	10'	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	Transmission lines (W/E) on north side of Eagle Street
Eagle Street to 6th Street	90'	0.66		2	2	11' painted TWLTL's	10'	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	Transmission lines (W/E) on south side of 6th Street and north side of Hubbard Street
6th Street to Hubbard Street	90'	0.82	0.98	2	2	11' painted TWLTL's	10'	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	Transmission lines (W/E) 150' north side of Whittier Boulevard
Hubbard Street to Whittier Boulevard	90'	0.98		2	2	11' painted TWLTL's	10'	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	Transmission lines (W/E) 150' north side of Whittier Boulevard
Whittier Boulevard to Louis Place	100'	1.14	1.22	2	2	TWLTL	0	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	Power Lines (W/E) on north side of Verona Street
Louis Place to Verona Street	100'	1.22		2	2	TWLTL	10'	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	Transmission lines (W/E) 150' north side of Olympic Boulevard
Verona Street to East Olympic Boulevard	100'	1.25	1.44	2	2	11' painted TWLTL's	10'	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	Transmission lines (W/E) 150' north side of Olympic Boulevard
East Olympic Boulevard to Union Pacific Ave	100'	1.44		2	2	11' painted TWLTL's	10'	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	
Union Pacific Ave. to 350' north of Telegraph Rd.	100'	1.53	1.75	2	2	11' painted TWLTL's	0	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	
350' north of Telegraph Rd to Telegraph Rd.	100'	1.75	1.83	2	2	4'-17" TWLTL/RCM Landscaped Width Var	11'	11'	12'	12'	No	No	Yes	Yes	No	No	No	No	Yes	None	No	No	Vegetation in median.

Abbreviations:
 Avg: Average; LTL: Left Turn Lane; NB: Northbound; No.: Number; OH: Overhead; PM: Post Mile; RR: Railroad; RTL: Right Turn Lane; SB: Southbound; TWLTL: Two Way Left Turn Lane; RCM: Raised Center Median; Var: Varies

3.1.2 Project Meetings

Individual jurisdictional meetings were held to better understand the existing conditions and to obtain perspective regarding the deficiencies, constraints and opportunities along the Corridor. The various existing transportation modes were discussed, and missing modes were identified and documented as part of the existing condition summaries.

The following includes a summary of the meetings conducted with County of Los Angeles staff.

Meeting #1

On Tuesday, January 28, 2020, a meeting was held with the County of Los Angeles staff to discuss the constraints deficiencies and opportunities for the Atlantic Corridor through Unincorporated County of LA including East Los Angeles, at the northern end, and East Rancho Dominguez at the southern end. Those in attendance included:

Name	Agency/Firm	Title	Email
Hank Hsing	LA County DPW	Civil Engineer	hhsing@dpw.lacounty.gov
Bill Johnson	LA County DPW	Civil Engineer	wjohnson@dpw.lacounty.gov
Mahdad Derakhshani	LA County DPW	Civil Engineer	mderakas@dpw.lacounty.gov
Bella Hernandez	LA County DPW	Sr. Civil Engineer	bherman@dpw.lacounty.gov
Kekoa Anderson	Koa/GCCOG	COG Staff Engineer	kekoa@koaconsulting.net
Yvette Kirrin	Southstar/GCCOG	Project Manager	yvette@kes-inc.com
Vanessa Barrientos	Southstar/GCCOG	Outreach	vanessab@southstareng.com

East Los Angeles resides in Supervisorial District 1 (SD1). The unincorporated County portion of LA at the southern end of the Corridor, or East Rancho Dominguez, is in Supervisorial District 2 (SD2).

Significant investment including SB1 funds are proposed in East Rancho Dominguez as part of the Compton Blvd. et al project. This includes the Atlantic Corridor in East Rancho Dominguez and portions of Compton. The Compton Boulevard Et. Al. Project includes pavement rehabilitation, underground storm water dry wells, enhanced crosswalks and other complete street and safety features. This portion of unincorporated County is surrounded by the city of Compton.

For the East LA portion of the Corridor, the County has received a Metro \$5 million grant for final design of a project along the Atlantic Corridor that has not been completely scoped as of January 2020. This study proposes a Focus Area that the County, can use for public outreach and/or to develop technical recommendations that could be incorporated into a project scoping document for final design. The County expressed a need to develop these recommendations by June 2020, which a concept was provided.

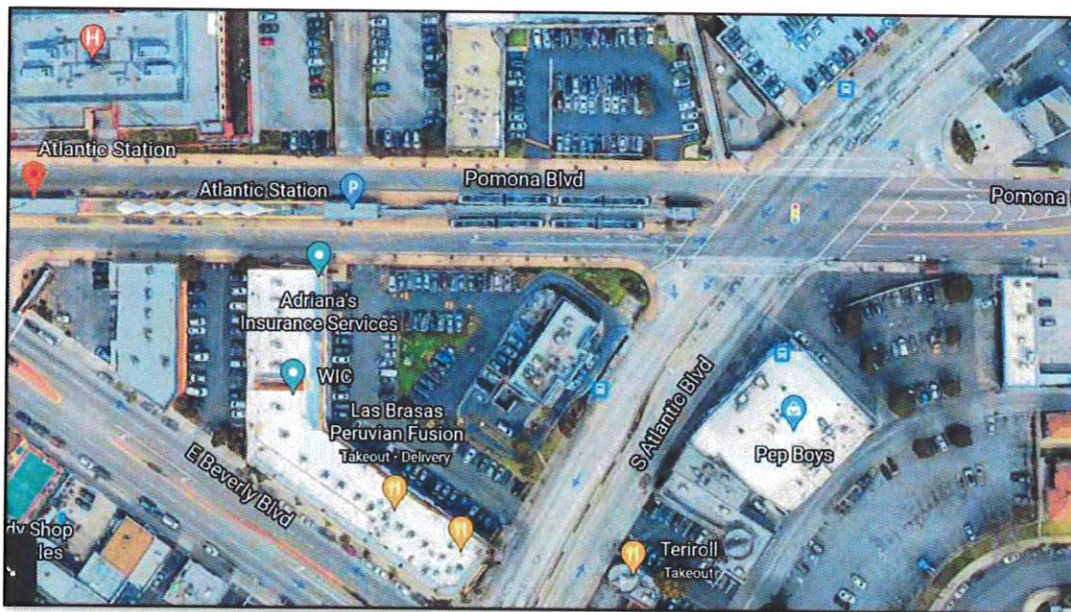
It was noted that the East Los Angeles community is very sensitive to restricting parking along the Corridor any further than it is already constrained. Traffic flow including the number of lanes is also important to the community which limits the ability to consider bicycle lanes, owing there are some ADA needs as well.



Community features that could be well received include trees, public banners near park areas, stormwater improvements, Urban greening, additional upgraded or enhanced bus shelters and public art.

Source information relative to the Corridor to review includes the NexGEN study, the vision zero study, as this Corridor is in the top 200 most deficient and the Atlantic/Whittier Station, which is being used as an example for the County's Transit-Oriented Development Toolkit.

The Atlantic Station is approximately 100 meters west of the intersection of Pomona Boulevard and Atlantic Boulevard in Unincorporated Los Angeles. The actual rail line, of the L Line (LA Metro Rail), terminus is just east of the station approximately 30 meters west of the Pomona Boulevard and Atlantic Boulevard intersection.



The major intersections in SD 1 include:

- Pomona Boulevard
- Beverly Boulevard
- Fourth Street
- Eagle Street
- Sixth Street
- Hubbard Street
- Olympic Boulevard
- Whittier Blvd



In East Rancho Dominguez, the Atlantic Avenue roadway section south of Atlantic Drive is generally 2 lanes in each direction with no center median or turn lane with parking on both sides of the street. The posted speed limit is 35 MPH. North of Atlantic Drive, the roadway incorporates a painted (and sometimes raised) center median lane.

The major intersections in East Rancho Dominguez include:

- Rosecrans Avenue
- East San Vicente Street
- East Compton Boulevard
- East Myrrh Street

Meeting #2

On Monday, May 18, 2020, a second meeting was held with the Los Angeles County staff to follow up on previous discussion, highlighting the focus areas outlined during the first meeting. Those in attendance included:

Name	Agency/Firm	Title	Email
Hank Hsing	LA County DPW	Civil Engineer	hhsing@dpw.lacounty.gov
Bill Johnson	LA County DPW	Civil Engineer	wjohnson@dpw.lacounty.gov
Mahdad Derakhshani	LA County DPW	Civil Engineer	mderakas@dpw.lacounty.gov
Bella Hernandez	LA County DPW	Sr. Civil Engineer	bhernan@dpw.lacounty.gov
Kekoa Anderson	Koa/GCCOG	COG Staff Engineer	kekoa@koaconsulting.net
Yvette Kirrin	Southstar/GCCOG	Project Manager	yvette@kes-inc.com
Vanessa Barrientos	Southstar/GCCOG	Outreach	vanessab@southstareng.com

The meeting included a recap of the kick-off meeting noting the meeting minutes write up, including any corrections or edits needed, as well as the newly obtained existing condition data from the GCCOG Team field review, and the project location map for both the East Los Angeles and East Rancho Dominguez areas.

As part of the existing conditions summary recap, it was noted that there were additional comments that needed to be incorporated by the GCCOG team, including clarification on the funding agreement for the \$5 million projects which is funded from fiscal years 2027 to 2031. It was also noted by both county staff that community outreach for East LA is a significant issue that the team needs proactively consider rather than presenting options to the community that they may not support. It was also noted that there is a Metro study going on for a possible relocation of or new station related to Metro Gold Line, renamed the L-Line, light rail system. Lastly, it was noted that corrections would be made to the East Rancho Dominguez data collection to update the bicycle lane information to include Class III sharrows.

Additional input, information, and clarity was gained from the LA County team regarding the Study's ability to enhance existing planned projects that may have an initial vision along the Corridor. In East Rancho Dominguez, a project is fully funded with a capital cost of approximately \$14.4 million. This project was established through extensive



scoping and partnership with the City of Compton. The improvements identified in the Atlantic Corridor Study for East Rancho Dominguez would be considered for later efforts in East Rancho Dominguez.

In the East LA portion, it was noted that the Atlantic Boulevard/Whittier Boulevard intersection area is fully funded for improvements including possible lane reconfigurations and enhanced signal systems for pedestrian enhancement and safety. Community participation would be needed for this outreach.

It was noted that the County had minimum standards, including 11-foot lanes, 12-foot shoulders, and 10-foot left-turn lanes.

Corridor wide considerations regarding continuity along the 20 mile stretch of Atlantic Corridor was discussed. This included consideration of both the physical and aesthetic types of features including bike facility continuity, acknowledging the changes in speed limits, various types of parking restrictions, and/or future consideration of corridor aesthetics including a themed landscaped pallet and/or wayfinding. It was noted that all jurisdictions can implement features consistent with their preferences as the Study can only make recommendations rather than any ability to mandate changes.

The action items included the County providing any preliminary CAD or linework prepared for both East Rancho Dominguez stretch of the Atlantic Corridor and/or CAD work completed within the East LA stretch of the Corridor, which the GCCOG team reviewed and incorporated into the FA's.

Meeting #3

On Wednesday, September 16, 2020, at 9:00 AM, a third meeting was held with County of Los Angeles. Those in attendance included:

Name	Agency/Firm	Title	Email
Hank Hsing	LA County DPW	Civil Engineer	hhsing@dpw.lacounty.gov
Bill Johnson	LA County DPW	Civil Engineer	wjohnson@dpw.lacounty.gov
Mahdad Derakhshani	LA County DPW	Civil Engineer	mderakas@dpw.lacounty.gov
Bella Hernandez	LA County DPW	Sr. Civil Engineer	bhernan@dpw.lacounty.gov
Kekoa Anderson	Koa/GCCOG	COG Staff Engineer	kekoa@koaconsulting.net
Yvette Kirrin	Southstar/GCCOG	Project Manager	yvette@kes-inc.com
Vanessa Barrientos	Southstar/GCCOG	Outreach	vanessab@southstareng.com

The Atlantic Corridor Complete Street status was discussed including the incorporation of the County's comments based on the July 2020 Corridor TAC meeting. Clarification was obtained regarding outstanding line work/CAD files that the GCCOG team thought we would be receiving a long Atlantic near Whittier Boulevard, which was a misunderstanding and that the line work was for the East Rancho Dominguez area. It was noted that the line work for that section was provided on June 2, 2020. The team reviewed the Google Earth image together at Atlantic and Whittier Boulevard to confirm the goal of the focus area. The primary goal is to add active transportation components in an area that has right of way and parking challenges as well as significant congestion. In this area, it is likely that a scaled-back version of a complete street can be



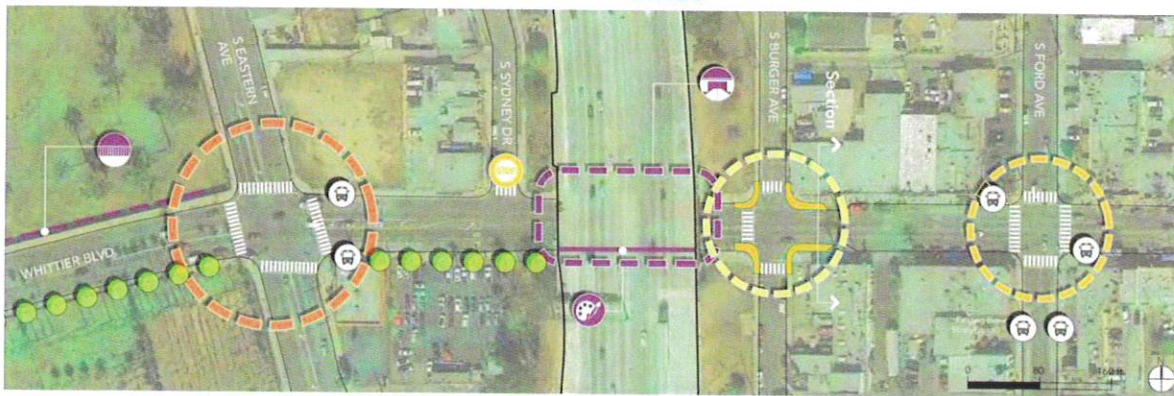
implemented. It should be noted that a light rail station is proposed at the Atlantic/Whittier intersection and that there is transit oriented development (TOD) proposed and under development.

GCCOG staff noted that they are with continuity along the Corridor and that our team proposes various ideas such as bulb outs, pedestrian crossings and possible median modifications or limitations on right in and right out turn movements. These types of proposals must be reviewed by each agency internally and then could be taken to the public for input.

The County noted that the TOD toolkit is in draft form. It was also noted that the 710 Livability Study (which an excerpt is shown on the following page) is a resource document and has a similar theme along Whittier Boulevard that extends from the I-710 that will have continuity with the Atlantic Corridor. The figure below outlines the concept created for Whittier Boulevard as part of the I-710 Livability Plan.



EXCERPTS FROM THE LIVABILITY PLAN



3.1.3 Concept Area Focus Development

This section evaluates the existing conditions and findings that develops a variety of multimodal Corridor improvements bundled into four proposed Street Designations, which are then used to develop the Concept Focus Areas (FA's), as part of the overall creation of the Atlantic Corridor Complete Streets Corridor Study. The various possible street designations were shown during original scoping of the project, and further discuss during the jurisdictional meetings. The FA's are specific locations, or nodes, that are modified and developed for each jurisdiction to provide a concept plan illustrating a multimodal Complete Street concept. The "toolkit" of Street Designations, shown back in Section 2, are applied along the Corridor as appropriate and agreed to with the jurisdiction, and are primarily used as a baseline to help develop and quantify the high-level future Corridor concept along with cost estimates.

The following pages include the Concept Focus Areas for the County of LA in both East Los Angeles and East Rancho Dominguez.

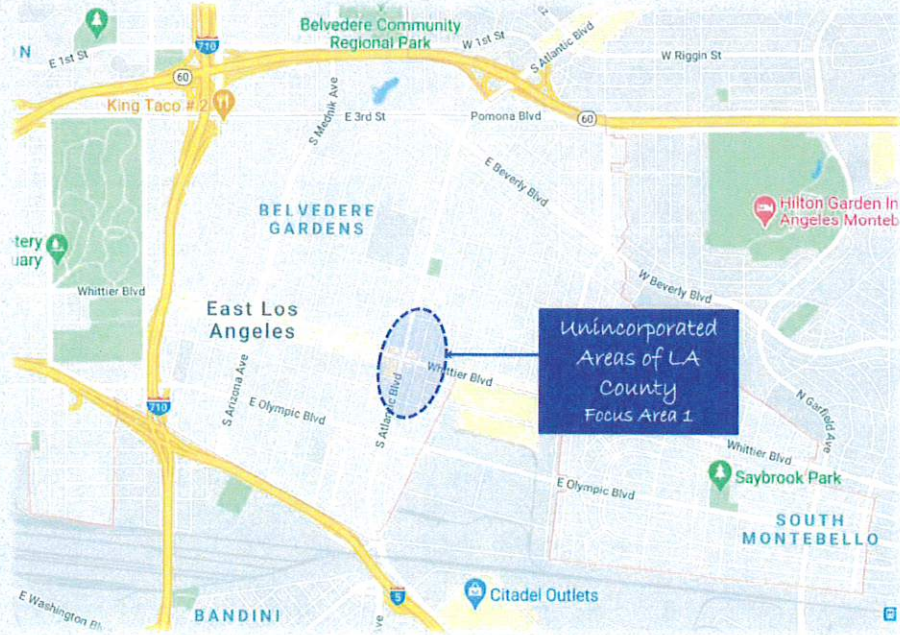




ATLANTIC BOULEVARD

Unincorporated Areas of LA County

County Area Map



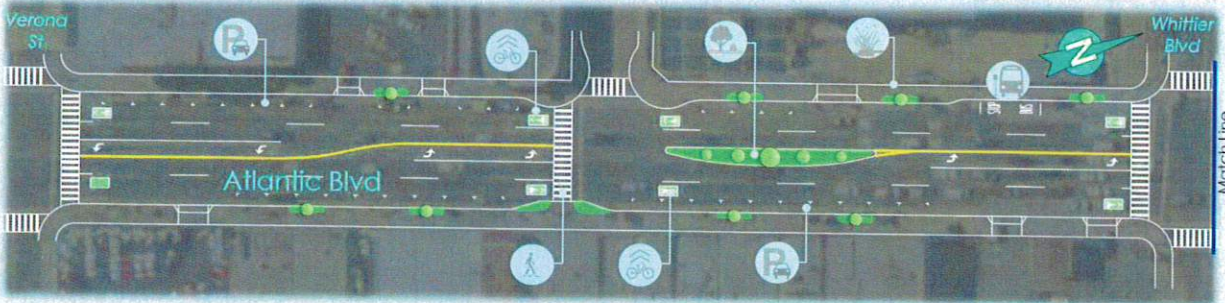
Unincorporated Areas of LA County Focus Area 1



ATLANTIC BOULEVARD

Verona Street to Hubbard Street (Unincorp. Areas of LA County)

Focus Area 1
Exhibit

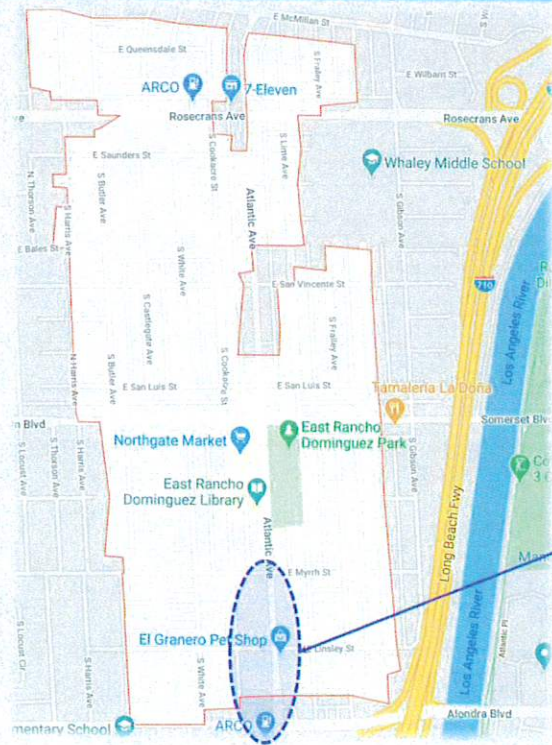




ATLANTIC AVENUE

Unincorporated Areas of LA County and Compton

County Area Map



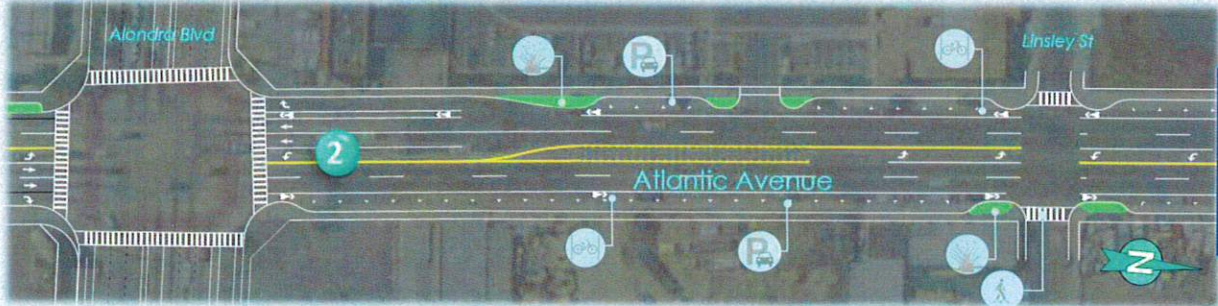
Unincorporated Areas of LA County & Compton Focus Area 2



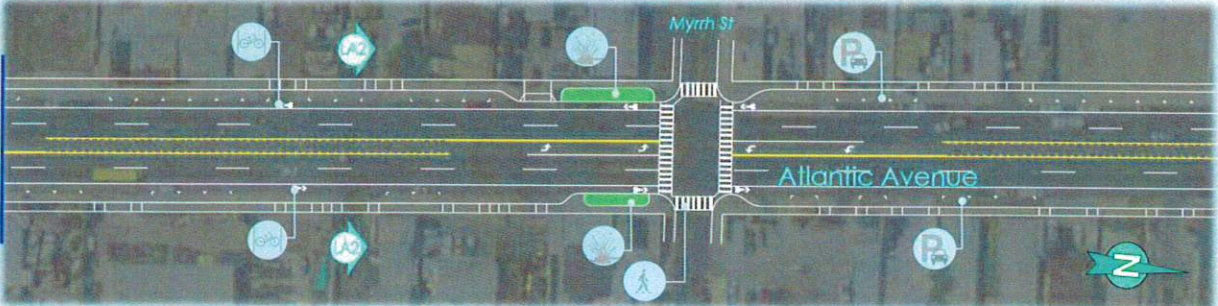
ATLANTIC AVENUE

North of Alondra Blvd (Unincorporated Areas of LA County & Compton)

Focus Area 2
Exhibit



Match Line
See Lower Left



Match Line
See Upper Right

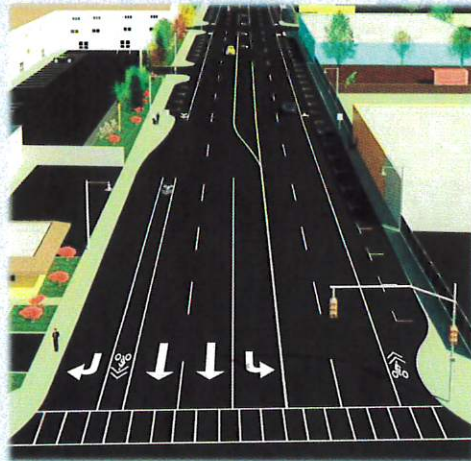




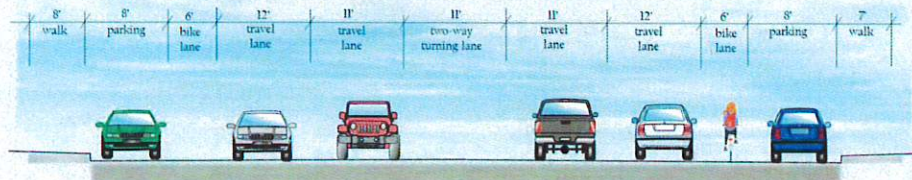
ATLANTIC AVENUE

North of Alondra Blvd (Unincorporated Areas of LA County & Compton)

Focus Area 2
Exhibit



View Point 2



Section LA2

3.1.4 Order of Magnitude Cost Estimates

The cost estimate for both segments, including East Los Angeles and East Rancho Dominguez, in the County of Los Angeles were each developed independently for the study. Each segment includes the type of features, or general typical section, which should be considered as part of the Master Plan. This also includes any special features that might be unique to the County, based on the focus areas developed applied to the entire length of the County's segment(s) within the Corridor.

East Los Angeles Cost Estimate

Description	Unit	Quantity	Unit Price	Amount
Pavement Grind and Overlay (2.5")	SF	960,000	\$ 2	\$ 1,920,000
Pavement - Widening	SF	24,000	\$ 15	\$ 360,000
Enhanced Pavement	SF	9,000	\$ 20	\$ 180,000
Curb and Gutter Removal	LF	19,000	\$ 5	\$ 95,000
Curb and Gutter Construction	LF	19,000	\$ 30	\$ 570,000
Median Curbs including removal	LF	4,300	\$ 35	\$ 150,500
Curb Ramps	EA	75	\$ 3,500	\$ 262,500
Driveways	SF	12,000	\$ 8	\$ 96,000
Sidewalk	SF	35,000	\$ 6	\$ 210,000
Enhanced Sidewalk	SF	12,000	\$ 12	\$ 144,000
Sidewalk Railing	LF	570	\$ 50	\$ 28,500
Tree Removal	EA	240	\$ 500	\$ 120,000
Tree Replacement	EA	240	\$ 2,500	\$ 600,000
Power Line Undergrounding				
Transmission Undergrounding Power Poles	LS	-	-	\$ -
Distribution Undergrounding Utilities	LS	1	2,200,000	\$ 2,200,000
Street Light Replacement	EA	100	5,000	\$ 500,000
Traffic Signal Mod.	EA	12	150,000	\$ 1,800,000
Grading	CY	6,400	15	\$ 96,000
Drain Inlets - Includes Connector Pipe	EA	40	10,000	\$ 400,000
Transit Stops	EA	12	15,000	\$ 180,000
Bike Lockers	EA	2	10,000	\$ 20,000
Landscape and Irrigation (drought tolerant)	SF	21,500	25	\$ 537,500
Signing and Striping	LF	19,200	10	\$ 192,000
Monument Signage	EA	1	20,000	\$ 20,000
Storm Water Treatment	LS	1	180,000	\$ 180,000
Subtotal (rounded)				\$ 10,862,000
Traffic Control (2.5% of constr. costs)	LS	1	\$ 272,000	\$ 272,000
Signal Interconnect Synchronizing	EA	1	\$ 100,000	\$ 100,000
Subtotal Construction Capital				\$ 11,234,000
Contingency (20%)				\$ 2,247,000
Estimated Construction Capital				\$ 13,481,000
Preliminary Engineering & Environmental	3%		\$	405,000
PS&E	9%		\$	1,214,000
Construction Management	8%		\$	1,079,000
Admin	5%		\$	675,000
Subtotal Soft Costs	25%		\$	3,371,000
Estimated Total				\$ 16,852,000



East Rancho Dominguez Cost Estimate

Description	Unit	Quantity	Unit Price	Amount
Pavement Grind and Overlay (2.5")	SF	455,000	\$ 2	\$ 910,000
Pavement - Widening	SF	97,500	\$ 15	\$ 1,462,500
Enhanced Pavement	SF	12,000	\$ 20	\$ 240,000
Curb and Gutter Removal	LF	13,000	\$ 5	\$ 65,000
Curb and Gutter Construction	LF	13,000	\$ 30	\$ 390,000
Median Curbs including removal	LF	10,500	\$ 35	\$ 367,500
Curb Ramps	EA	36	\$ 3,500	\$ 126,000
Driveways	SF	9,000	\$ 8	\$ 72,000
Sidewalk	SF	27,000	\$ 6	\$ 162,000
Enhanced Sidewalk	SF	7,000	\$ 12	\$ 84,000
Sidewalk Railing	LF	400	\$ 50	\$ 20,000
Tree Removal	EA	185	\$ 500	\$ 92,500
Tree Replacement	EA	185	\$ 2,500	\$ 462,500
Power Line Undergrounding				
Transmission Undergrounding Power Poles	LS	1	7,000,000	\$ 7,000,000
Distribution Undergrounding Utilities	LS	1	2,000,000	\$ 2,000,000
Street Light Replacement	EA	70	5,000	\$ 350,000
Traffic Signal Mod.	EA	5	300,000	\$ 1,500,000
Grading	CY	5,500	15	\$ 82,500
Drain Inlets - Includes Connector Pipe	EA	20	10,000	\$ 200,000
Transit Stops	EA	10	15,000	\$ 150,000
Bike Lockers	EA	1	10,000	\$ 10,000
Landscape and Irrigation (drought tolerant)	SF	53,000	25	\$ 1,325,000
Signing and Striping	LF	9,000	10	\$ 90,000
Monument Signage	EA	1	20,000	\$ 20,000
Storm Water Treatment	LS	1	120,000	\$ 120,000
Subtotal (rounded)				\$ 17,302,000
Traffic Control (2.5% of constr. costs)	LS	1	\$ 432,550	\$ 433,000
Signal Interconnect Synchronizing	EA	1	\$ 100,000	\$ 100,000
Subtotal Construction Capital				\$ 17,835,000
Contingency (20%)				\$ 3,567,000
Estimated Construction Capital				\$ 21,402,000
Preliminary Engineering & Environmental	3%		\$	643,000
PS&E	9%		\$	1,927,000
Construction Management	8%		\$	1,713,000
Admin	5%		\$	1,071,000
Subtotal Soft Costs	25%		\$	5,351,000
Estimated Total				\$ 26,753,000



3.2 City of Commerce

The City of Commerce is located between East Los Angeles and Vernon. The following section includes the data collection and review of existing conditions, the meetings held with City staff, the concept focus areas that were developed, and the high-level cost estimate. There was limited opportunity for bicycle continuity along the Corridor within this section due to the heavy traffic and safety concerns expressed by the city. The City's bicycle master plan provides considerations for the north/south bicycle movements and continuity through the City. The northern section of the Corridor at the Atlantic/Telegraph/Eastern "mix master" intersection is not a feasible candidate for focus via this high-level complete street study. The effort focused at the southern end of the City that ties into Vernon. Complete street elements such as channelized median improvements, with drought tolerant landscape opportunities, bioswales, and street trees are shown within the focus area concept maps.

3.2.1 Data Collection and Review of Existing conditions

As part of this project, extensive data was collected along the Corridor. A detailed field review was completed in the City of Commerce, which included both driving and walking the entire project limits. The field reviews included a general inventory of the overhead utilities, landscaped medians, ADA access, the changes in land uses, transit facilities and drainage/ponding during the few rain events.

The Existing Conditions Data Summary table on the following page, includes all the roadway features along the Corridor within the City, including lane widths, information on medians, sidewalks, approximately right of way widths and if there are bicycle lanes, were inventoried. In addition to the Corridor features detailed in the Existing Condition Data Summary table, additional information regarding overhead utilities, ADA access and transit facilities was also collected. Overhead utilities on poles exist for a significant length of the Corridor. These facilities include communication and transmission/distribution lines for electrical power.

This data helps assess whether impacts and relocations should be considered as part of the master plan implementation along with another magnitude cost estimate that would be applied for potential improvements. The Corridor generally has sufficient sidewalk widths and ADA ramps to street level, with a few exceptions.



EXISTING CONDITIONS DATA SUMMARY



Segment Description	Approximate R/W Width (Varies/Avg)	Begin PM	End PM	No. of Thru Lanes		Median	LTL				RTL				Parking				Sidewalk				OH Utilities				Bicycle		Transit Stop		RR Crossing		Frontage Road		Comments
				SB	NB		SB width	NB width	SB width	NB width	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB			
Telegraph Rd. to Como Street	90'	1.83		2-3	2-3	2'-29" RCM	10'	10'	12'	13'	No	No	Yes	Yes	Yes	Yes	No	No	No	No	No	No	None	None	Yes	No	No	No	Undercrossing RR and S. FWY overcrossing, Transmission lines (W/E) on north side of Como Street.						
Como Street to East Farrar Street	95'	2.08	2.13	2	2	11' painted TWLTL	0	10'	0	0	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No	No	None	None	No	No	No	No								
East Farrar Street to Everington Street	95'	2.13		2	2	11' painted TWLTL	10'	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	No	No	No	Yes	None	None	No	No	No	Power lines (W/E) on north side of Everington Street.							
Everington Street to Fair Street	95'	2.17	2.27	2	2	11' painted TWLTL	10'	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	No	No	No	None	None	No	No	No	No								
Fair Street to Gafford Street	95'	2.22		2	2	11' painted TWLTL	10'	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	No	No	No	None	None	No	No	No	No								
Gafford Street to Harbor Street	95'	2.27	2.32	2	2	11' painted TWLTL	10'	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	No	No	No	None	None	No	No	No	No	Power lines (W/E) on north side of Harbor Street.							
Harbor Street to Quigley Street	95'	2.32		2	2	11' painted TWLTL	0	10'	0	0	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No	No	None	None	No	No	No	No	New construction, two lanes in each direction with raised landscaped median.							
Quigley Street to Jardine Street	95'	2.37	2.42	2	2	11' painted TWLTL	10'	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	No	No	No	Yes	None	No	No	No	No	New construction, two lanes in each direction with raised landscaped median.							
Jardine Street to Kinzie Street	95'	2.42		2	2	11' painted TWLTL	0	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	No	No	No	Yes	None	No	No	No	No	Added signal.							
Kinzie Street to Jillson Street	95'	2.47	2.52	2	2	11' painted TWLTL	10'	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	No	No	No	None	None	No	No	No	No								
Jillson Street to Leonis Street	95'	2.52		2	2	11' painted TWLTL	10'	10'	0	0	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No	None	None	No	No	No	No	Power lines, transmission and distribution on north bound/ New construction, two lanes in each direction with raised landscaped median. New signalized intersection not operational, marks end of new roadway construction project.							
Leonis to East Washington Boulevard	95'	2.57	2.62	2	2	11' painted TWLTL	10'	0	10'	0	No	No	Yes	Yes	Yes	Yes	No	No	No	No	No	Yes	Yes	No	No	No	No	Power lines and distribution on north and south bound. Undercrossing RR. Undercrossing Pennington Way.							
East Washington Boulevard to Sheila Street	95'-100'	2.62		2	2	0	10'	10'	0	0	No	No	Yes	Yes	Yes	Yes	No	No	No	No	No	Yes	None	No	No	No	No	New construction, two lanes in each direction with raised landscaped median.							
Sheila Street to Pennington Way	80'-95'	2.74	2.95	2	3	4' RCM	0	10'	0	0	No	No	Yes	Yes	Yes	Yes	No	No	No	No	No	None	None	Yes	No	No	No	Power lines and distribution on north and south bound. Undercrossing RR. Undercrossing Pennington Way.							

Abbreviations:

Avg: Average; LTL: Left Turn Lane; NB: Northbound; No.: Number; OH: Overhead; PM: Post Mile; RR: Railroad; RTL: Right Turn Lane; SB: Southbound; TWLTL: Two Way Left Turn Lane; RCM: Raised Center Median; Var: Varies

3.2.2 Project Meetings

Meeting #1

On Tuesday, January 14, 2020, a meeting was held with the City of Commerce staff to discuss the constraints deficiencies and opportunities for the Atlantic Corridor through the City of Commerce:

Name	Agency/Firm	Title	Email
Daniel Hernandez	City of Commerce	Director of Public Works	dhernandez@ci.commerce.ca.us
Ali Cayir	Commerce/Transtech	Engineering Consultant	ali.cayir@transtech.org
Mohammad Mostahkami	Transtech	Engineering Consultant	Mohammad.Mostahkami@transtech.org
Yvette Kirrin	Southstar/GCCOG	Project Manager	yvette@kes-inc.com
Kekoa Anderson	Koa/GCCOG	COG Staff Engineer	kekoa@koaconsulting.net

Within the Corridor, three segment areas were discussed including the segment between Washington Boulevard and just south of Eastern Avenue, which has a funded City project ongoing and anticipated to be complete within the next three months, the next segment south of Washington Boulevard to the city of Vernon boundary and third the section north of Eastern Avenue into the "mixmaster" and tying into unincorporated Los Angeles or East LA.

Along Atlantic Boulevard from Washington Boulevard north to Eastern Avenue, the Corridor is generally two lanes in each direction with a divided in landscape center median recently completed utilizing I-710 Early Action Project Measure R funds. Opportunities to consider within this segment that were not funded by the existing project include sidewalk improvements, bulb-outs to protect parking and to reduce crosswalk distances across the intersections along with an addition of a bike lane.

The City was most interested in having the team prepare possible concepts related to the Atlantic/Eastern/Telegraph/Triggs, or "mixmaster" intersection. This focus area was also discussed as a nexus opportunity to the upcoming I-5 Corridor improvements fully funded by Measure M in 2036 for \$1 billion. Improving operations and safety at the "mixmaster" is a high priority of the City.

Other discussion items included preparing the inventories regarding ADA deficiencies, possible gaps in transit service as well as opportunities for stormwater improvements and urban greening.

Beginning from the south, at the City of Vernon/Commerce border North to Washington Blvd., the Atlantic Corridor is a relatively unimproved section with two lanes in each direction and a center dual left turn lane. There are significant opportunities for improvement.



A field review was conducted prior to the meeting to reaffirm various features and intersections to be discussed. The following intersections and observations were documented.

- Union Pacific Avenue
- (East LA) – mixmaster (/Telegraph Road/Triggs/ Goodrich)

The Atlantic Corridor drops under UP railroad bridge. I-5 freeway extends under Atlantic Boulevard with ramps on adjacent roadways to/from the freeway. In the southbound direction on Atlantic Blvd, the driver must stay to the right to traverse the “mixmaster” and stay on Atlantic Boulevard.

New construction including two lanes in each direction with raised landscaped median

- Harbor Street
- Jardine Street
- Jillson Street - new signalized intersection that is not operational, marks the end of the new roadway construction project
- Washington Boulevard

Meeting #2

On Tuesday, May 19, 2020, a second meeting was held with the City of Commerce staff to follow up on previous discussion, highlighting the focus areas outlined during meeting 1.

Name	Agency/Firm	Title	Email
Daniel Hernandez	City of Commerce	Director of Public Works	dhernandez@ci.commerce.ca.us
Ali Cayir	Commerce/Transtech	Engineering Consultant	ali.cayir@transtech.org
Mohammad Mostahkami	Transtech	Engineering Consultant	Mohammad.Mostahkami@transtech.org
Yvette Kirrin	Southstar/GCCOG	Project Manager	yvette@kes-inc.com
Kekoa Anderson	Koa/GCCOG	COG Staff Engineer	kekoa@koaconsulting.net

The meeting included a recap of the kick-off meeting noting the meeting minutes write up, including any corrections or edits needed, as well as the obtained existing condition data from the GCCOG Team field review, and the project location map along the Corridor.

As part of the existing conditions summary recap, there were a few data corrections noted, including recent improvements that constricted raised medians and added signal at Jardine and a removed signal. Incorporating ADA compliant sidewalks along this stretch of Corridor between Washington Boulevard and Stevens Place was the only deficiency remaining and could improve if funds were available.

It was also noted that the characteristics of the Atlantic Corridor south of Washington Boulevard are very industrial and unimproved to Vernon. The stretch north of Washington



Bldv includes residential cross streets as well as schools. A major issue as Atlantic goes under the railroad near a Pennington is a drainage deficiency due to the grade change. The study will look at a concept that improves the physical, technical, and aesthetic features of this area.

North of Stevens Place, the team should assume that the I-5 bridge along Atlantic Blvd. will be replaced as part of the freeway widening project. Therefore, a more comprehensive interchange improvement at the Atlantic/Eastern/Telegraph "mixmaster" should be considered as part of a larger more comprehensive project (outside of this planning study). To date, limited concepts at the "mixmaster" have been developed and include a northbound to eastbound exclusive right turn lane. Currently, there isn't room for bike lanes, but continuity will still be considered via the City's Bicycle and Pedestrian Plan. The City will provide the CAD drawings for the team.

Considerations for not only capital costs of constructing improvements but also maintenance costs will be documented as part of the study.

Corridor wide considerations regarding continuity along the 20 mile stretch of Atlantic Corridor was discussed. This includes consideration of both the physical and aesthetic types of features including bike facility continuity, acknowledging the changes in speed limits, various types of parking restrictions, and/or future consideration of corridor aesthetics including a themed landscaped pallet and/or wayfinding. It was noted that all jurisdictions can implement features consistent with their preferences as the Study can only make recommendations that could not be mandated.

Meeting #3

On Monday, September 14, 2020, a third meeting was held with the City of Commerce. It was noted that this meeting is an informal check-in and not an officially scheduled meeting within our overall schedule.

Name	Agency/Firm	Title	Email
Daniel Hernandez	City of Commerce	Director of Public Works	dhernandez@ci.commerce.ca.us
Ali Cayir	Commerce/Transtech	Engineering Consultant	ali.cayir@transtech.org
Mohammad Mostahkami	Transtech	Engineering Consultant	Mohammad.Mostahkami@transtech.org
Yvette Kirrin	Southstar/GCCOG	Project Manager	yvette@kes-inc.com
Kekoa Anderson	Koa/GCCOG	COG Staff Engineer	kekoa@koaconsulting.net

The purpose of the meeting was to go over progress on the City's focus area along the Corridor. Additionally, to provide updates to how the City's focus area fits in with the overall Corridor connectivity.

Corridor wide considerations including the BRT was discussed as ongoing coordination will continue regarding each if agencies enthusiasm and/or input regarding feasibility to



develop and implement a fully dedicated or partial/hybrid BRT system along the Atlantic Corridor, to incorporate into the report as well as to provide back to Metro.

Lastly, the meeting was to confirm that all comments had been incorporated into the various documents based on the July 2020 TAC meeting for the Corridor. GCCOG staff shared the updated Focus Area exhibit along the Atlantic Corridor under Pennington Way..

GCCOG staff also shared the 710 EIR plan that includes blue shading to show the EIR footprint. Discussion yielded that the team could look at potential features, and shade them in pink, that are in the nexus to the I-710 which would expand the focus area and include the City of Vernon. It was noted that the team would update the exhibit that connects to Vernon. Exhibits were shared to show how the focus areas could merge for a larger, multi-jurisdictional project funding request surrounding the 710 area.

City staff noted that there are two flooding issues including this specific area as well as by 26th Street. It was also noted that there is a raised median from Washington to Stevens Place as well as the new signal at Jillison Avenue which is now operational.

The City also noted they wish to drop the bicycle lanes north of Washington Boulevard due to safety concerns and to divert traffic over to Wilma and Kellen within the City boundary.

It was noted that no drawings for the "mixmaster" would be prepared as the city is only looking at lien adjustments at this time. They are hopeful that part of the \$3.5 million in exchanged federal funds from the I-5 JPA might be able to also include the "mixmaster" in addition to Slauson Ave./Telegraph Road and the right turn onto Washington Blvd. from southbound Telegraph Road.

The GCCOG staff recommended that joint meetings between Commerce and Vernon take place to discuss and show the comprehensive merged focus area and the nexus to the 710, which will be developed as a Concept Focus Area.

3.2.3 Concept Area Focus Development

This section evaluates the existing conditions and findings that develops a variety of multimodal Corridor improvements bundled into four proposed Street Designations, which are then used to develop the Concept Focus Areas (FA's), as part of the overall creation of the Atlantic Corridor Complete Streets Corridor Study. The various possible street designations were shown during original scoping of the project, and further discuss during the jurisdictional meetings. The FA's are specific locations, or nodes, that are modified and developed for each jurisdiction to provide a concept plan illustrating a multimodal Complete Street concept. The "toolkit" of Street Designations, shown back in Section 2, are applied along the Corridor as appropriate and agreed to with the jurisdiction, and are primarily used as a baseline to help develop and quantify the high-level future Corridor concept along with cost estimates.

The following includes the Concept Focus Areas for the City of Commerce.

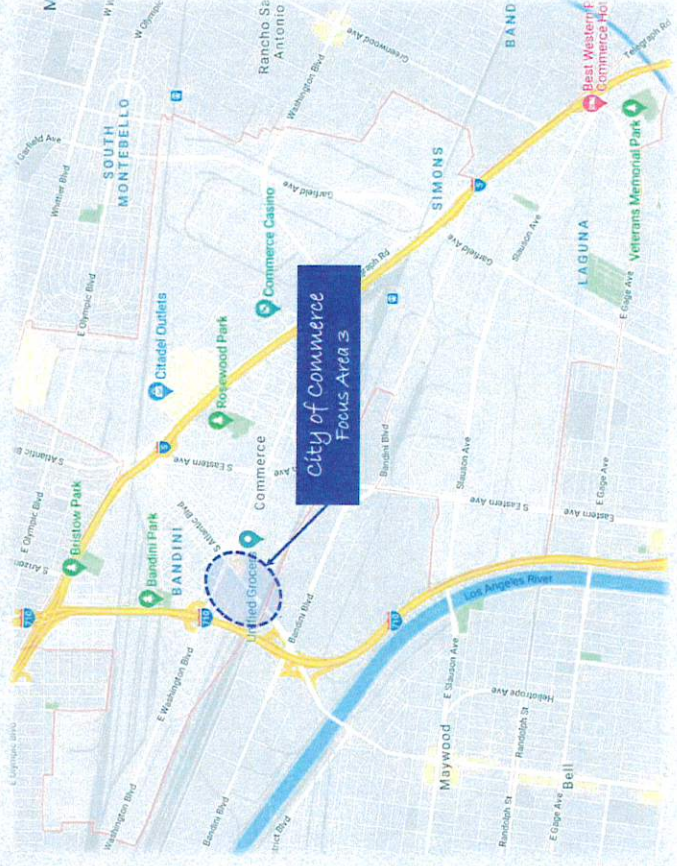




ATLANTIC BOULEVARD

City of Commerce

City Area Map



City of Commerce
Focus Area 3

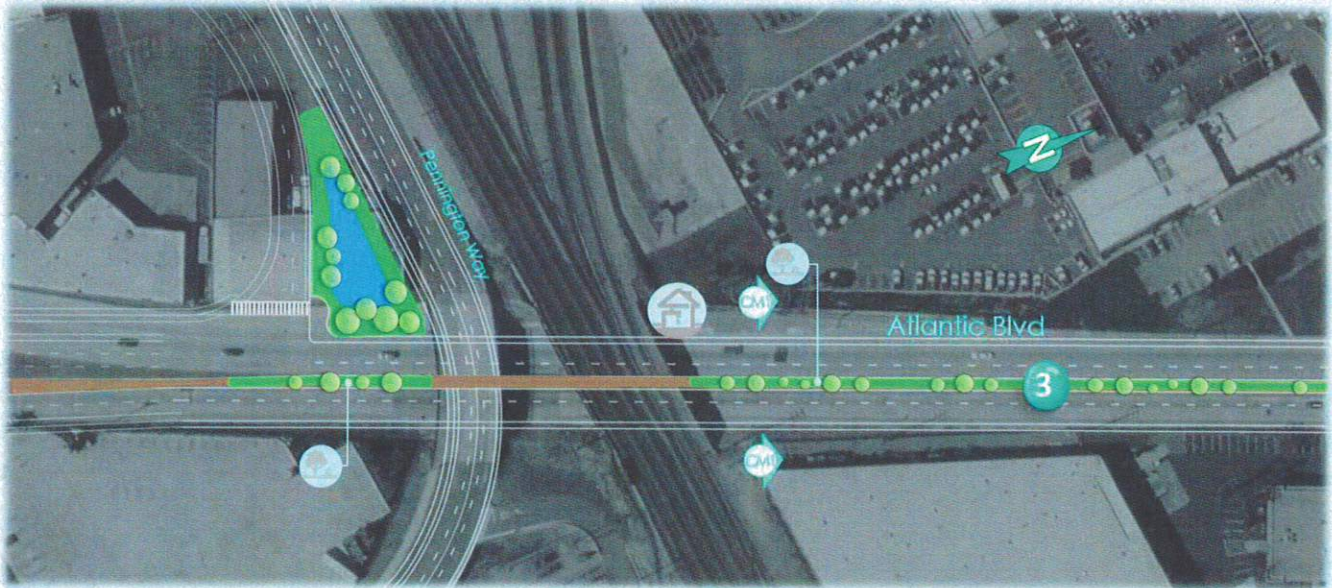




ATLANTIC BOULEVARD

North of Pennington Way (City of Commerce)

Focus Area 3
Exhibit





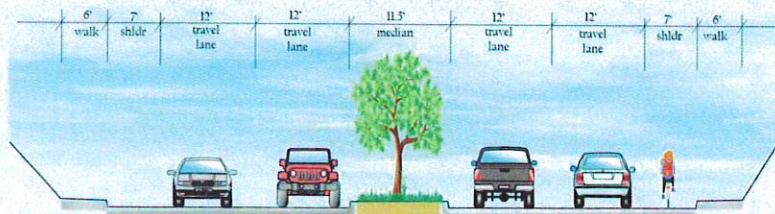
ATLANTIC BOULEVARD

North of Pennington Way (City of Commerce)

Focus Area 3
Exhibit



View Point 3



Section CMI

3.2.4 Order of Magnitude Cost Estimates

The cost estimate for the City of Commerce was developed as part of the study. The cost estimate includes the type of features, or general typical section, which should be considered as part of the Master Plan. This also includes any special features that might be unique to the City, based on the focus areas developed applied to the entire length of the City's segment within the Corridor.

Description	Unit	Quantity	Unit Price	Amount
Pavement Grind and Overlay (2.5")	SF	200,000	\$ 2	\$ 400,000
Pavement - Widening	SF	20,000	\$ 15	\$ 300,000
Enhanced Pavement	SF	140,000	\$ 20	\$ 2,800,000
Curb and Gutter Removal	LF	9,600	\$ 5	\$ 48,000
Curb and Gutter Construction	LF	9,600	\$ 30	\$ 288,000
Median Curbs including removal	LF	9,600	\$ 35	\$ 336,000
Curb Ramps	EA	40	\$ 3,500	\$ 140,000
Driveways	SF	6,000	\$ 8	\$ 48,000
Sidewalk	SF	21,500	\$ 6	\$ 129,000
Enhanced Sidewalk	SF	7,500	\$ 12	\$ 90,000
Sidewalk Railing	LF	350	\$ 50	\$ 17,500
Tree Removal	EA	150	\$ 500	\$ 75,000
Tree Replacement	EA	150	\$ 2,500	\$ 375,000
Power Line Undergrounding				
Transmission Undergrounding Power Poles	LS	1	3,650,000	\$ 3,650,000
Distribution Undergrounding Utilities	LS	1	1,200,000	\$ 1,200,000
Street Light Replacement	EA	60	5,000	\$ 300,000
Traffic Signal Mod.	EA	7	150,000	\$ 1,050,000
Grading	CY	9,000	15	\$ 135,000
Drain Inlets - Includes Connector Pipe	EA	20	10,000	\$ 200,000
Transit Stops	EA	-	15,000	\$ -
Bike Lockers	EA	1	10,000	\$ 10,000
Landscape and Irrigation (drought tolerant)	SF	53,000	25	\$ 1,325,000
Signing and Striping	LF	8,500	10	\$ 85,000
Monument Signage	EA	1	20,000	\$ 20,000
Storm Water Treatment	LS	1	110,000	\$ 110,000
Special Features - Pump Station	LS	1	8,000,000	\$ 8,000,000
Subtotal (rounded)				\$ 21,132,000
Traffic Control (2.5% of constr. costs)	LS	1	\$ 529,000	\$ 529,000
Signal Interconnect Synchronizing	EA	1	\$ 100,000	\$ 100,000
Subtotal Construction Capital				\$ 21,761,000
Contingency (20%)				\$ 4,353,000
Estimated Construction Capital				\$ 26,114,000
Preliminary Engineering & Environmental	3%		\$	784,000
PS&E	9%		\$	2,351,000
Construction Management	8%		\$	2,090,000
Admin	5%		\$	1,306,000
Subtotal Soft Costs				\$ 6,529,000
Estimated Total				\$ 32,643,000



3.3 City of Vernon

The City of Vernon is located between Commerce and Maywood. The following section includes the data collection and review of existing conditions, the meetings held with City staff, the concept focus areas that were developed as well as the high-level cost estimate. Through the effort of this study, complete street elements such as bus stop improvements, bioswales, street trees, landscaped medians and drought tolerant landscape opportunities, as well the widening of the bridge over the LA River, are shown within the focus area concept maps. The Atlantic Corridor traverse is the 710 interchange as well as the Los Angeles River within the city. The City was interested in a special focus on complete street features that could be implemented within this area.

3.3.1 Data Collection and Review of Existing Conditions

As part of this project, extensive data was collected, along the Corridor. A detailed field review was completed in the City of Vernon, which included both driving and walking the entire project limits. The field reviews included a general inventory of the overhead utilities, landscaped medians, ADA access, the changes in land uses, transit facilities and drainage/ponding during the few rain events.

The Existing Conditions Data Summary table including all the roadway features along the Corridor within the City, including lane widths, information on medians, sidewalks, approximately right of way widths and if there are bicycle lanes, were inventoried. In addition to the Corridor features detailed in the Existing Condition Data Summary table, additional information regarding overhead utilities, ADA access and transit facilities was also collected. Overhead utilities on poles exist for a significant length of the Corridor. These facilities include communication and transmission/distribution lines for electrical power.

This data helps access whether impacts and relocations should be considered as part of the master plan implementation along with another magnitude cost estimate that would be applied for potential improvements. The Corridor generally has sufficient sidewalk widths and ADA ramps to street level, with a few exceptions.



EXISTING CONDITIONS DATA SUMMARY



Version	Segment Description	Approximate R/W Width (Varies/Avg)	Begin PM	End PM	No. of Thru Lanes		Median	LTL		RTL		Parking		Sidewalk		OH Utilities		Bicycle		Transit Stop	RR Crossing	Frontage Roads		Comments
					SB	NB		SB width	NB width	SB width	NB width	SB	NB	SB	NB	SB	NB	SB	NB			SB	NB	
	Pennington Way to Bandini Boulevard	80'-195'	2.95		2	2	4'-50' RCM	10'	10'	0	0	No	No	Yes	Yes	No	No	No	No	None	None	No	No	Undercrossing enter to 710 FWY
	Bandini Boulevard to The LA River	70'-120'	3.18	3.58	3	3	4' RCM	10'	0	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	Yes	No	No	710 FWY overcrossing. Power lines and distribution on north bound from 710 FWY to north side of LA River.
	The LA River to District Boulevard	70'-100'	3.58		3	3	2'-10' RCM	10'	10'	0	0	No	No	Yes	Yes	No	Yes	No	No	None	Yes	No	No	710 FWY overcrossing. Power lines and distribution on north bound

Abbreviations:

Avg: Average; LTL: Left Turn Lane; NB: Northbound; No.: Number; OH: Overhead; PM: Post Mile; RR: Railroad; RTL: Right Turn Lane; SB: Southbound; TWLTL: Two Way Left Turn Lane; RCM: Raised Center Median; Var: Varies

3.3.2 Project Meetings

Meeting #1

On Tuesday, January 14, 2020, a meeting was held with the City of Vernon staff to discuss the constraints deficiencies and opportunities for the Atlantic Corridor through the City of Vernon.

Name	Agency/Firm	Title	Email
Daniel Wall	City of Vernon	Director of Public Works	dwall@ci.vernon.ca.us
Troy Schmidt	Southstar/GCCOG	Project Admin	troys@southstareng.com
Vanessa Barrientos	Southstar/GCCOG	Outreach	vanessab@southstareng.com
Yvette Kirrin	Southstar/GCCOG	Project Manager	yvette@kes-inc.com
Kekoa Anderson	Koa/GCCOG	COG Staff Engineer	kekoa@koaconsulting.net

It was noted that the City of Vernon reach recently received “tree city “status and was actively working to decrease their carbon footprint within the City.

Throughout the section, several opportunities presented themselves including the need for conductivity regarding bike lanes and urban greening, both to help with the City's evolving vision.

The Atlantic Corridor is a relatively short segment and extends from just south of the railroad bridge under crossing and 36th street under-crossing to just south of District Avenue.

Additionally, there are opportunities to improve access to both sides of the LA River. The team will utilize the City's LA River access plan as well as other nexus projects such as the 8-mile gap closure from the City of LA within our focus area. Additionally, a class 1 bike path adjacent to, but not along the Atlantic Corridor, will be considered as there are significant traffic and truck conflicts getting from the LA River through the I-710 and Bandini interchange.

Gateway City staff committed to providing a flyby model illustrating the incorporation of bike lanes into the study. The City of Vernon committed to providing current City bike studies and other planning documents.

A field review was performed from traveling southbound, within the City limits beginning near the two (2) underpasses north of Bandini Boulevard. In this section, the Atlantic Corridor has a raised center median with bridge columns in the center. The Corridor gets confusing near the overpass ramps onto I-710 at the Bandini Boulevard signalized intersection. The I-710 area is currently experiencing construction activity related to a maintenance project. The Atlantic Corridor is temporarily split for the I-710 ramp take off point in between. The Atlantic Corridor goes under the I-710 freeway, where the median narrows significantly and becomes raised. The posted Speed limit is 35 MPH.



A Railway crossing is located just east of the LA River running north-south just east of the LA River bridge crossing. There is also a signalized Bicycle route along LA River on western side. The City limit is at the District Avenue signalized intersection.

Meeting #2

On June 1, 2020, a second meeting with the City of Vernon was held to follow up on previous discussion, highlighting the focus areas outlined during meeting 1.

Name	Agency/Firm	Title	Email
Daniel Wall	City of Vernon	Director of Public Works	dwall@ci.vernon.ca.us
Vanessa Barrientos	Southstar/GCCOG	Outreach	vanessab@southstareng.com
Yvette Kirrin	Southstar/GCCOG	Project Manager	yvette@kes-inc.com
Kekoa Anderson	Koa/GCCOG	COG Staff Engineer	kekoa@koiconsulting.net

The meeting included a recap of the kick-off meeting noting the meeting minutes write up, including any corrections or edits needed, as well as recently obtained existing condition data from the GCCOG Team field review, and the project location map along the Corridor.

The toolbox of typical sections to be used along the Corridor were shared, as well as exhibits for the I-710 interface and elements from the Livability Study area. These exhibits detailed elements including not only complete streets but also opportunities related to public art, public health, connectivity including the LA River and open space opportunities. The goal is to blend the funding to maximize opportunities.

It was noted that the Team is also identifying water resource opportunities to look for additional funding. Funding opportunities could include Measure R for the 710 area, Measure W, and/or Proposition 1 and 68 funds via the RMC. An exhibit shown on the following page, illustrates the tributary area to the LA River, potential urban greening including connectivity integration planning. It was made clear that that the transportation footprint of the watershed is about 40%, but in Vernon's case, it's likely higher due to not having a residential area. Thus, this reach might have significant watershed opportunities which can enhance the aesthetics.

An example was shown for the Atlantic Corridor that identified water resources along it, and for Vernon, the project focus area includes the entire stretch through the City, where significant opportunity exists within possible remnant and open spaces. The exhibit developed includes a Class 1 facility showing the connectivity across the LA River, including a widening of the existing structure to incorporate a 12' bike lane (which could be reduced), but was developed for planning purposes. The pinch point at the rail crossing was shown that extended into Commerce. For Maywood to the south, Class 2 bike lanes are shown, which shows full connectivity from both the north and south of the City limits. The goal is to also provide water quality features, parklets, trees, etc. to dress up the Corridor in the remnant areas. And the areas within the Edison Corridor, trees and water quality features could also be incorporated.



The CAD file includes various renderings that includes a 3D model to show to the public and/or Council to show what's being proposed. Additional beautification elements will be overlaid to the draft drawings.

At this point, the goal is to be sure that the concept is acceptable at matching the City's expectations. The City liked the concept and was comfortable with the progress. The schedule was reviewed including the next steps.

Meeting #3

On Monday, September 21, 2020, a third meeting was held with the City of Vernon.

Name	Agency/Firm	Title	Email
Daniel Wall	City of Vernon	Director of Public Works	dwall@ci.vernon.ca.us
Yvette Kirrin	Southstar/GCCOG	Project Manager	yvette@kes-inc.com
Kekoa Anderson	Koa/GCCOG	COG Staff Engineer	kekoa@koaconsulting.net
Traci Gleason	Koa/GCCOG	COG Staff Engineer	traci@koaconsulting.net

The purpose of the meeting was to go over progress on the City's focus area along the Corridor. Additionally, to provide updates to how the City's focus area fits in with the overall Corridor connectivity. Corridor-Wide considerations including the BRT was discussed as ongoing coordination will continue regarding each agency's enthusiasm and/or input regarding feasibility to develop and implement a fully dedicated or partial/hybrid BRT system along the Atlantic Corridor, to incorporate into the report as well as to provide back to Metro.

The exhibits within Commerce that connect to Vernon were shared to show how the focus areas could merge for a larger, multi-jurisdictional project funding request surrounding the 710 area.

Lastly, it was recommended that our next agency meeting could be a joint meeting between Commerce and Vernon to be able to show the comprehensive merged focus area and the nexus to the 710.

3.3.3 Concept Area Focus Development

This section evaluates the existing conditions and findings that develops a variety of multimodal Corridor improvements bundled into four proposed Street Designations, which are then used to develop the Concept Focus Areas (FA's), as part of the overall creation of the Atlantic Corridor Complete Streets Corridor Study. The various possible street designations were shown during original scoping of the project, and further discuss during the jurisdictional meetings. The FA's are specific locations, or nodes, that are modified and developed for each jurisdiction to provide a concept plan illustrating a multimodal Complete Street concept. The "toolkit" of Street Designations, shown back in Section 2, are applied along the Corridor as appropriate and agreed to with the jurisdiction, and are primarily used as a baseline to help develop and quantify the high-level future Corridor concept along with cost estimates.



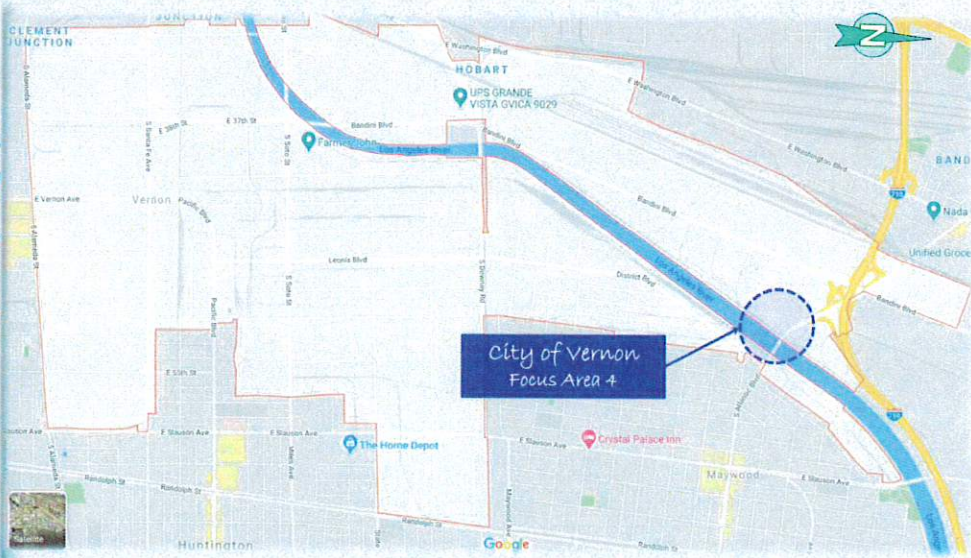
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ATLANTIC BOULEVARD

City of Vernon

City Area Map

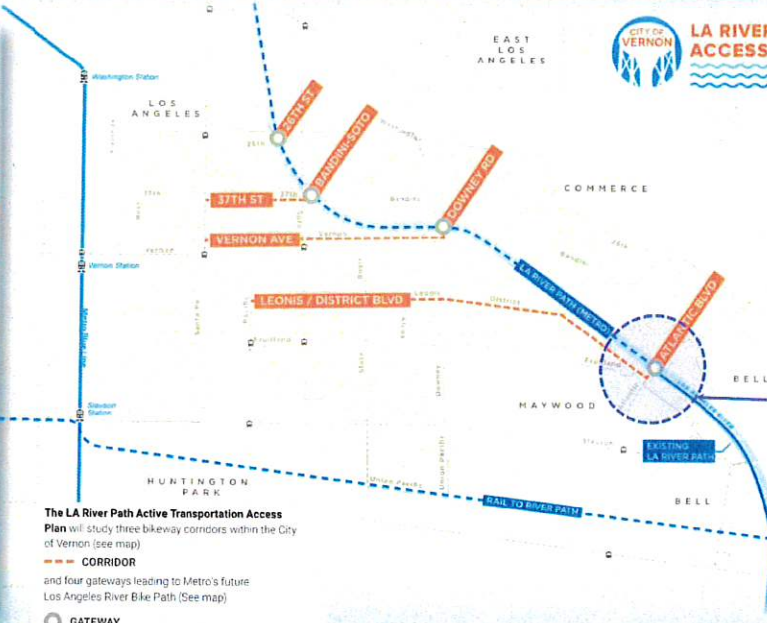


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ATLANTIC BOULEVARD (City of Vernon)

Focus Area 4
Exhibit



The LA River Path Active Transportation Access Plan will study three bikeway corridors within the City of Vernon (see map) and four gateways leading to Metro's future Los Angeles River Bike Path (See map)

- CORRIDOR
- GATEWAY

City of Vernon
Focus Area 4

Area Map



ATLANTIC BOULEVARD

At LA River (City of Vernon)

Focus Area 4
Exhibit





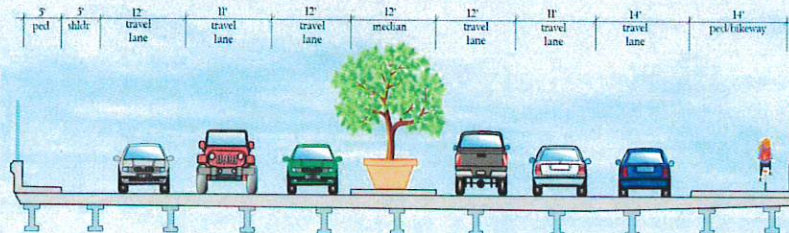
ATLANTIC BOULEVARD

At LA River (City of Vernon)

Focus Area 4
Exhibit



View Point 4



Section VI

3.3.4 Order of Magnitude Cost Estimate

The cost estimate for the City of Vernon was developed as part of the study. The cost estimate includes the type of features, or general typical section, which should be considered as part of the Master Plan. This also includes any special features that might be unique to the City, based on the focus areas developed applied to the entire length of the City's segment within the Corridor.

The following is a summary of the order of magnitude cost estimate:

Description	Unit	Quantity	Unit Price	Amount
Pavement Grind and Overlay (2.5")	SF	122,000	\$ 2	\$ 244,000
Pavement - Widening	SF	58,000	\$ 15	\$ 870,000
Enhanced Pavement	SF	132,000	\$ 20	\$ 2,640,000
Curb and Gutter Removal	LF	6,000	\$ 5	\$ 30,000
Curb and Gutter Construction	LF	6,000	\$ 30	\$ 180,000
Median Curbs including removal	LF	3,000	\$ 35	\$ 105,000
Curb Ramps	EA	25	\$ 3,500	\$ 87,500
Driveways	SF	125	\$ 8	\$ 1,000
Sidewalk	SF	30,000	\$ 6	\$ 180,000
Enhanced Sidewalk	SF	3,300	\$ 12	\$ 39,600
Sidewalk Railing	LF	190	\$ 50	\$ 9,500
Tree Removal	EA	-	\$ 500	\$ -
Tree Replacement	EA	92	\$ 2,500	\$ 230,000
Power Line Undergrounding				
Transmission Undergrounding Power Poles	LS	1	8,000,000	\$ 8,000,000
Distribution Undergrounding Utilities	LS	1	3,000,000	\$ 3,000,000
Street Light Replacement	EA	32	5,000	\$ 160,000
Traffic Signal Mod.	EA	2	150,000	\$ 300,000
Grading	CY	3,250	15	\$ 48,750
Drain Inlets - Includes Connector Pipe	EA	10	10,000	\$ 100,000
Transit Stops	EA	-	15,000	\$ -
Bike Lockers	EA	-	10,000	\$ -
Landscape and Irrigation (drought tolerant)	SF	33,500	25	\$ 837,500
Signing and Striping	LF	3,200	10	\$ 32,000
Monument Signage	EA	-	20,000	\$ -
Storm Water Treatment	LS	1	100,000	\$ 100,000
LA River Bridge	LS	1	50,000,000	\$ 50,000,000
Subtotal (rounded)				\$ 67,195,000
Traffic Control (2.5% of constr. costs)	LS	1	\$ 1,680,000	\$ 1,680,000
Signal Interconnect Synchronizing	EA	1	\$ 100,000	\$ 100,000
Subtotal Construction Capital				\$ 68,975,000
Contingency (20%)				\$ 13,795,000
Estimated Construction Capital				\$ 82,770,000
Preliminary Engineering & Environmental	3%		\$	2,484,000
PS&E	9%		\$	7,450,000
Construction Management	8%		\$	6,622,000
Admin	5%		\$	4,139,000
Subtotal Soft Costs				\$ 20,693,000
Estimated Total				\$ 103,463,000



3.4 City of Maywood

The City of Maywood is located between Vernon and Bell. The following section includes the data collection and review of existing conditions, the meetings held with City staff, the concept focus areas that were developed as well as the high-level cost estimate. Through the effort of this study, complete street elements such as bus stop improvements, bio swells, street trees, landscaped medians and drought tolerant landscape opportunities are shown within the focus area concept maps. The city of Maywood focused on pedestrian and safety enhancements along Atlantic Avenue including a roundabout on the west side of 53rd Street. Enhanced crosswalk improvements were also proposed at 58th, 57th, 56th and 55th Streets. A bicycle lane is also proposed on both sides of the Corridor throughout the City.

3.4.1 Data Collection and Review of Existing Conditions

As part of this project, extensive data was collected, along the Corridor. A detailed field review was completed in the City of Maywood, which included both driving and walking the entire project limits. The field reviews included a general inventory of the overhead utilities, landscaped medians, ADA access, the changes in land uses, transit facilities and drainage/ponding during the few rain events.

The Existing Conditions Data Summary table including all the roadway features along the Corridor within the City, including lane widths, information on medians, sidewalks, approximately right of way widths and if there are bicycle lanes, were inventoried. In addition to the roadway/Corridor features detailed in the Existing Condition Data Summary table, additional information regarding overhead utilities, ADA access and transit facilities was also collected. Overhead utilities on poles exist for a significant length of the Corridor. These facilities include communication and transmission/distribution lines for electrical power.

This data helps access whether impacts and relocations should be considered as part of the master plan implementation along with another magnitude cost estimate that would be applied for potential improvements. The Corridor generally has sufficient sidewalk widths and ADA ramps to street level, with a few exceptions.



EXISTING CONDITIONS DATA SUMMARY



Segment Description	Approximate R/W Width (Varies/Avg)	Begin PM	End PM	No. of Thru Lanes		Median	LTL				RTL				Parking		Sidewalk		OH Utilities				Bicycle		Transit Stop	RR Crossing	Frontage Roads		Comments
				SB	NB		SB width	NB width	SB width	NB width	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB					
East 52nd Drive to East 52nd Place	90'	3.77		2	2	11' painted TWL/RL	10'	0	0	0	0	No	No	Yes	Yes	Yes	Yes	No	Yes	No	No	No	Yes	None	No	No			
East 52nd Place to East 53rd Street	85'-90'	3.81	3.87	2	2	Landscaped Width Var	10'	0	0	0	0	No	Yes	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	Landscape with vegetation and Palm trees			
East 53rd Street to East 55th Street	85'	3.87		2	2	11' TWLTL/RCM	10'	10'	0	0	0	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	None	None	No	No	Landscape with vegetation and Palm trees			
East 55th Street to East 56th Street	85'	3.94	4.01	2	2	11' TWLTL/RCM	10'	10'	0	0	0	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	Landscape with vegetation and Palm trees. Power lines (W/E) on north side of 56th Street			
East 56th Street to East 57th Street	85'	4.01		2	2	11' TWLTL/RCM	10'	10'	0	0	0	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	None	None	No	No	Landscape with vegetation and Palm trees			
East 57th Street to East 58th Street	85'-90'	4.07	4.14	2	2	11' TWLTL/RCM	10'	10'	0	0	0	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	None	None	No	No	Landscape with vegetation and Palm trees			
East 58th Street to Stauson Avenue	90'-95'	4.14		2	2	Landscaped Width Var	10'	10'	0	0	0	No	No	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	Landscape with vegetation and Palm trees			
Stauson Avenue to East 59th Place	95'	4.21	4.27	2	2	11' TWLTL/RCM	10'	10'	0	0	0	No	No	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	Landscape with vegetation and Palm trees			
East 59th Place to East 60th Street	95'	4.27		2	2	Landscaped Width Var	10'	10'	0	0	0	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	None	None	No	No	Landscape with vegetation and Palm trees			
East 60th Street to East 61st Street	95'	4.34	4.46	2	2	11' TWLTL/RCM	10'	10'	0	0	0	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	None	None	No	No	Landscape with vegetation and Palm trees			
East 61st Street to Randolph Street	95'	4.46	4.60	2	2	Landscaped Width Var	10'	10'	0	0	0	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	Landscape with vegetation and Palm trees. Power lines (W/E) on south side of 61st Street. Transmission lines (W/E) on north side of Randolph Street			

Abbreviations:

Avg: Average; LTL: Left Turn Lane; NB: Northbound; No.: Number; OH: Overhead; PM: Post Mile; RR: Railroad; RTL: Right Turn Lane; SB: Southbound; TWLTL: Two Way Left Turn Lane; RCM: Raised Center Median; Var: Varies

3.4.2 Project Meetings

Meeting #1

On Thursday, February 20, 2020, a meeting was held with the City of Maywood staff to discuss the constraints deficiencies and opportunities for the Atlantic Corridor through the City of Maywood. A follow up meeting was held on April 23rd over Zoom to continue the discussion cut short due to pandemic constraints:

Name	Agency/Firm	Title	Email
David Mango	City of Maywood	Building & Planning Director	david.mango@cityofmaywood.org
Abel Hernandez	City of Maywood	Public Works Coordinator	abel.hernandez@cityofmaywood.org
Kevin Ko	Interwest Group	Municipal Services	kko@interwestgrp.com
Nicole Jules	Interwest Group	City Traffic Engineer	njules@interwestgrp.com
Kekoa Anderson	Koa/GCCOG	COG Staff Engineer	kekoa@koaconsulting.net
Yvette Kirrin	Southstar/GCCOG	Project Manager	yvette@kes-inc.com

Several years ago, the City of Maywood looked into multimodal improvements along Slauson Avenue and applied for a Caltrans ATP grant. Caltrans denied the application request because they felt that the vehicular volumes were too high along the Corridor and they didn't think adding a bicycle facility was workable. The City was willing to reduce the median width as part of the ATP application. Yet, Caltrans did not want a reduction of lanes. It was also noted that the Slauson Avenue Bikeway is included in the GCCOG Strategic Transportation Plan (STP).

Along the Atlantic Corridor, the City noted that if a bicycle lane is to be implemented, that the Corridor would need to maintain 2 lanes in each direction, along with the parking on both sides of the street. Parking is a premium (on-street) along the entire Corridor. The Atlantic Corridor/ Slauson Avenue intersection has many uses (businesses), and there is minimal available right of way. Any improvements could require working with property owners and property acquisition. From a political standpoint, the Council has remained supportive as leadership changes, and still believes it is a high priority to implement complete streets and transform Maywood into a more livable City. Additionally, traveling northbound along the Atlantic Corridor approaching Slauson Avenue, the NB to WB demand is very heavy and the length of the left turn bays is insufficient, resulting in spill over and traffic backing up in the northbound direction. East 59th Place also has unusual turn movements.

From the broader Corridor standpoint and starting at the north end of the Atlantic Corridor, there's industrial uses from E 56th Street to the Southern City limits, and right of way is limited. Along the Atlantic Corridor there's significant pedestrian activity with the primary movement being east to west, as there are many activity generators on the west side, including Maywood Center for Enriched Studies and the Starbucks at 58th Street. The City is investigating one-way couplets between 58th and 57th, with this potential concept progressing further for City Council consideration once Covid-19 restrictions lift.



It was also noted that the Corridor has significant transit users. Additionally, east 56th and 58th street signalized intersections could benefit from complete street elements to get folks from the east to the west. The Corridor extends down to the intersection at Randolph Street. The City of Maywood owns and maintain the north side (while the City of Bell maintains the south side). The signal is maintained by the City of Bell.

It is noted that the GCCOG Study will address the transition from the City of Vernon into the City of Maywood, via an exhibit as part of our coordination with the City of Vernon.

Subsequent to the completed ATP application for the Slauson Avenue Bicycle Plan, the City initiated the Slauson Avenue Corridor Improvements Project which will enhance intersection operations by implementing left-turn phasing at signalized intersections. This project was approved by the 710 TAC, and Metro executed a funding agreement. The agreement included several intersections identified by the I-710 EIR as deficient. The Slauson Avenue Corridor Improvements Project includes the intersection of Atlantic Blvd and extends westerly to the City's western City limits near Maywood Avenue. The City was aware that the GCCOG Study may be able to help facilitate complete street concept(s) along the Atlantic Blvd. Corridor and specific to this intersection, which would provide value to the City. Based on the discussions with the City of Maywood, the Atlantic Blvd./ Slauson Avenue Intersection itself appears to be the best choice for a "Focus Area." Cyclists traveling on the Atlantic Corridor will go east along Slauson Avenue toward to LA River, to reach the larger bicycle facility, so this connection is important.

The City of Maywood has the following signalized intersections along Atlantic Blvd:

- 61st Street
- 60th Street
- Slauson Avenue
- 58th Street
- 57th Street
- 55th Street

Pedestrian use of sidewalks and crosswalks is light around the signalized intersections, however, heavier near the commercial district at Slauson Avenue and more prevalent on the weekends. Additionally, there were also pedestrians observed utilizing the bus shelters at the various stops. Some homeless were observed. Transit services included Metro Bus rapid transit and Metro Lines 260, 611 and 762. Generally, there were two lanes in each direction along the Atlantic Corridor with a center divided landscaped median with left turn pockets.

Both sides of the road have street lighting. Maywood Elementary school is located on the west side of the Corridor between E. 52nd and E. 53rd streets, linking both sides of the Atlantic Corridor with a pedestrian overcrossing. Both jurisdictional boundaries have a city of Maywood Public Art entryway. The posted speed was 35 mph. Additionally, there were some parking restrictions on both sides of the roadway, including No parking 2 AM to 6 AM and two-hour parking 7 PM to 6 pm (except Sundays).



Meeting #2

On Thursday, May 28, 2020 a second meeting was held with the City of Maywood staff to follow up on previous discussion, highlighting the focus areas outlined during meeting 1.

Name	Agency/Firm	Title	Email
David Mango	City of Maywood	Building & Planning Director	david.mango@cityofmaywood.org
Abel Hernandez	City of Maywood	Public Works Coordinator	abel.hernandez@cityofmaywood.org
Kevin Ko	Interwest Group	Municipal Services	kko@interwestgrp.com
Nicole Jules	Interwest Group	City Traffic Engineer	njules@interwestgrp.com
Kekoa Anderson	Koa/GCCOG	COG Staff Engineer	kekoa@koaconsulting.net
Yvette Kirrin	Southstar/GCCOG	Project Manager	yvette@kes-inc.com

The introduction included a recap of the kickoff meeting, as well as a presentation of the agenda which included the newly obtained existing condition data from the GCCOG Team field review, and the project location map along the Corridor.

Several concepts were shared including the roundabout at 53rd including right-in and right-out features near the school. The team was still working on an exhibit to show a series of one-way streets discussed at the initial meeting including the opportunities for roundabouts and class II bike lanes.

Another general exhibit included the livability footprint area that ties into the LA River, as well as a concept to continue north on the Corridor, into the City of Vernon, incorporating a class I bicycle lane, and extending it into the City of Commerce.

It was noted that watershed opportunities for water quality features and characteristics would be identified along the Atlantic Corridor. It was noted that these water resource elements are tied to funding opportunities.

A discussion regarding various funding opportunities took place specifically with regard to how the City might need to assist or participate in requesting grant funds to implement the concept. It was noted that Metro Measure R funding would likely fund the I-710 interchange to Alondra Blvd. Additionally, ATP funds could be sought for the Class 1 bike lanes as well as RMC funds including proposition 1 and 68 could be sought for storm water features. Urban greening elements could also be funded through grant opportunities.

Corridor wide considerations regarding connectivity and continuity along the 20 mile stretch of Atlantic Corridor was an important goal to the City. This includes consideration of both the physical and aesthetic types of features including bike facility continuity, acknowledging the changes in speed limits, various types of parking restrictions and/or a future consideration of corridor aesthetics including a themed landscaped pallet and/or



wayfinding. It was noted that all jurisdictions are able to implement features consistent with their own preferences as the Study can only make recommendations could not be mandated.

Meeting #3

On Wednesday, September 23, 2020, meeting #3 was held with the City of Maywood. It was noted that this meeting is an informal check-in and not an officially scheduled meeting within our overall schedule.

Name	Agency/Firm	Title	Email
Abel Hernandez	City of Maywood	Public Works Coordinator	abel.hernandez@cityofmaywood.org
Kevin Ko	Interwest Group	Municipal Services	kko@interwestgrp.com
Jennifer Vazquez	City of Maywood	City Manager	Jennifer.Vasquez@cityofmaywood.org
Mohammad Mostahkami	Transtech	Engineering Consultant	Mohammad.mostahkami@transtech.org
Okan Demirci	Transtech	Engineering Consultant	okan.demirci@transtech.org
Traci Gleason	Koa/GCCOG	COG Staff Engineer	traci@koaconsulting.net
Kekoa Anderson	Koa/GCCOG	COG Staff Engineer	kekoa@koaconsulting.net
Yvette Kirrin	Southstar/GCCOG	Project Manager	yvette@kes-inc.com

The purpose of the meeting was to go over progress on the City's focus area along the Corridor. Additionally, to provide updates to how the City's focus area fits in with the overall Corridor connectivity.

Corridor wide considerations including the BRT was discussed as ongoing coordination will continue regarding each agency's enthusiasm and/or input regarding feasibility to develop and implement a fully dedicated or partial/hybrid BRT system along the Atlantic Corridor, to incorporate into the report as well as to provide back to Metro.

Another Corridor wide consideration that was discussed was the need for a bicycle connectivity table, within the report that includes the proposed bike facilities, by agency, and by class type along the Corridor, including the gaps (if any) and the recommendation for rider continuity.

Lastly, it was noted that a complete street is also a Green Street. Opportunities for tree gutters, bioswales and water quality systems, are all part of the treatment train, and should be considered as part of this project.

The first exhibit reviewed was the Atlantic Corridor section between 58th to 53rd streets including the active transportation component. This section included 10-foot travel lanes, a 7-foot bicycle lane and a variable 3 to 10-foot landscape median. It was noted that maintaining parking was very important and that room for class II bike lane and bus



turnouts would be preferred if possible. There's a concern of high volumes of vehicles and pedestrians within this specific section. Conceptually, Jennifer Vasquez felt the concept was good. Direction was provided to add a crosswalk at 53rd Street, on the Focus Area concept sheet. It was also noted that for all proposed bus turnouts, that concrete pads would be used in the overall project cost estimate. Further discussion included the possibility of putting the bikes behind the parking on a curb/protected area as a Class 1 or 4 (cycle track with verticals separation) bicycle facility. Concern regarding Atlantic Corridor being an official truck route was also brought up, noting that if it is, 10-foot travel lanes may be inadequate. The research would be done to confirm if the Corridor is an officially designated truck route.

3.4.3 Concept Area Focus Area Development

This section evaluates the existing conditions and findings that develops a variety of multimodal Corridor improvements bundled into four proposed Street Designations, which are then used to develop the Concept Focus Areas (FA's), as part of the overall creation of the Atlantic Corridor Complete Streets Corridor Study. The various possible street designations were shown during original scoping of the project, and further discuss during the jurisdictional meetings. The FA's are specific locations, or nodes, that are modified and developed for each jurisdiction to provide a concept plan illustrating a multimodal Complete Street concept. The "toolkit" of Street Designations, shown back in Section 2, are applied along the Corridor as appropriate and agreed to with the jurisdiction, and are primarily used as a baseline to help develop and quantify the high-level future Corridor concept along with cost estimates.

The following includes the Concept Focus Areas for the City of Maywood.

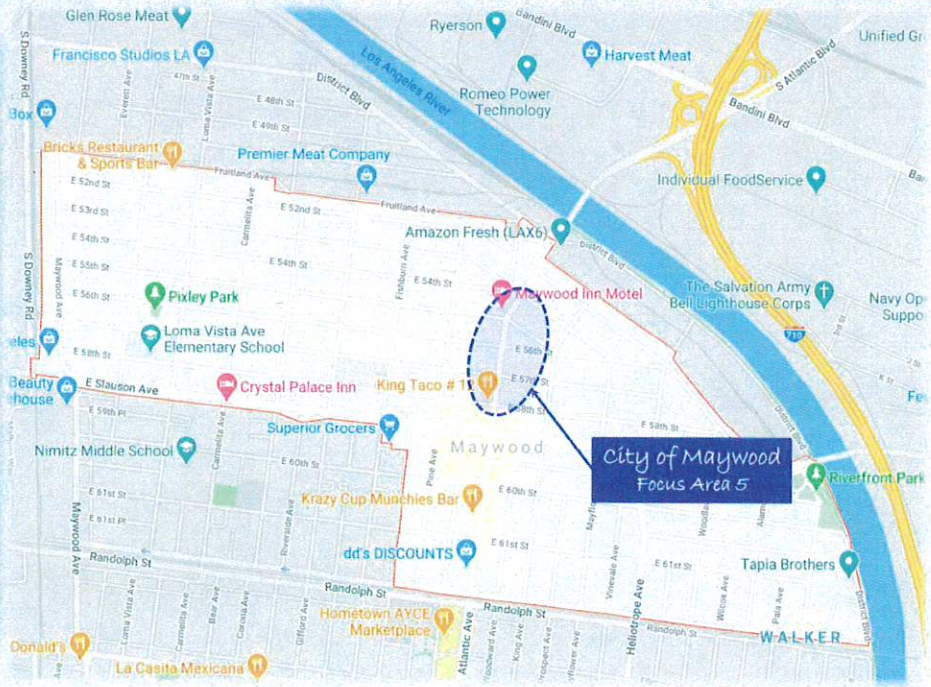
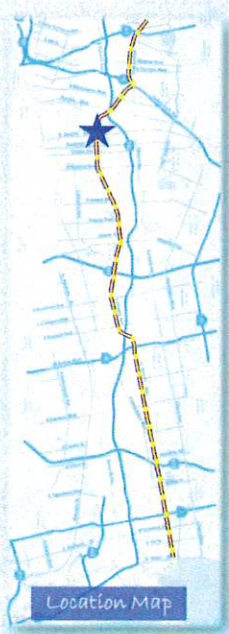




ATLANTIC BOULEVARD

City of Maywood

City Area Map

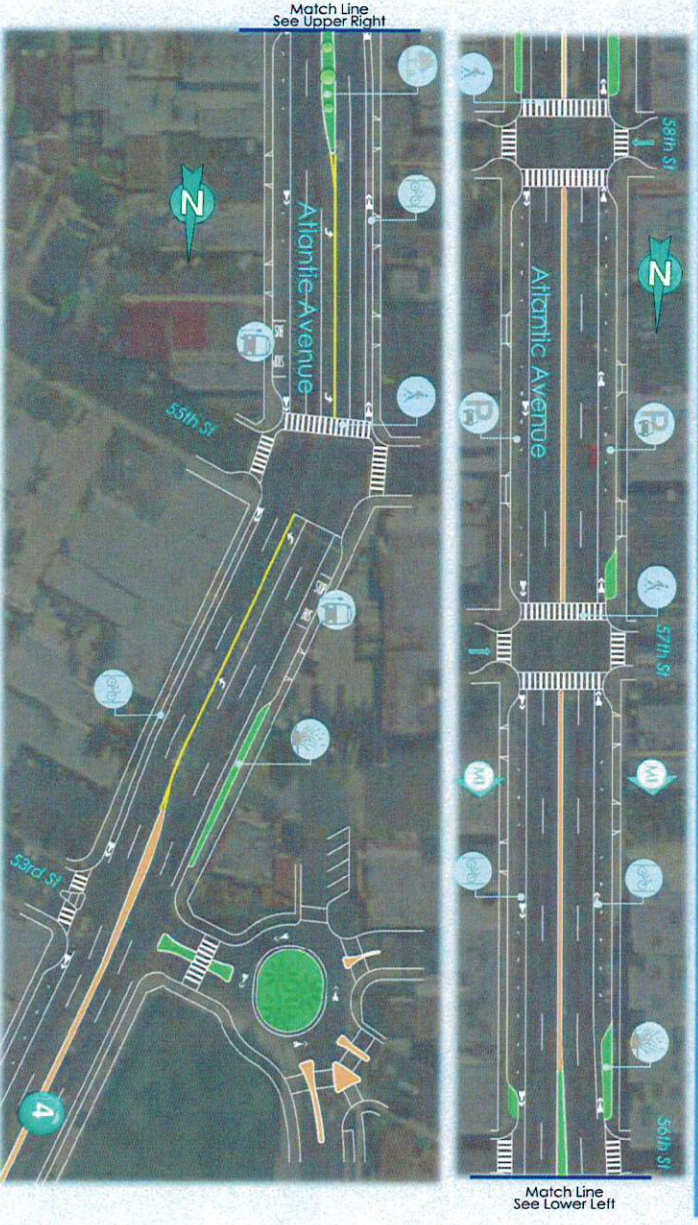


GATEWAY CITIES

ATLANTIC BOULEVARD

58th Street to 53rd Street (City of Maywood)

Focus Area 5
Exhibit





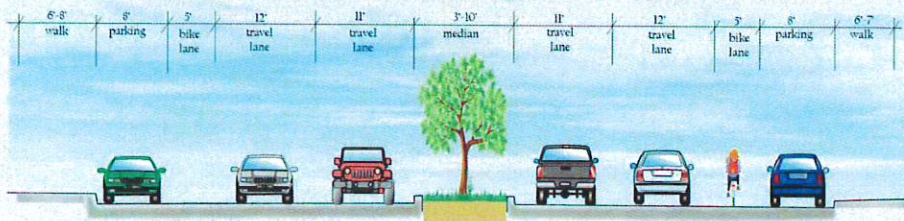
ATLANTIC BOULEVARD

58th Street to 53rd Street (City of Maywood)

Focus Area 5
Exhibit



View Point 5



Section M1

3.4.4 Order of Magnitude Cost Estimates

The cost estimate for the City of Maywood was developed as part of the study. The cost estimate includes the type of features, or general typical section, which should be considered as part of the Master Plan. This also includes any special features that might be unique to the City, based on the focus areas developed applied to the entire length of the City's segment within the Corridor.

Description	Unit	Quantity	Unit Price	Amount
Pavement Grind and Overlay (2.5")	SF	100,000	\$ 2	\$ 200,000
Pavement - Widening	SF	34,000	\$ 15	\$ 510,000
Enhanced Pavement	SF	2,000	\$ 20	\$ 40,000
Curb and Gutter Removal	LF	7,500	\$ 5	\$ 37,500
Curb and Gutter Construction	LF	7,500	\$ 30	\$ 225,000
Median Curbs including removal	LF	6,000	\$ 35	\$ 210,000
Curb Ramps	EA	44	\$ 3,500	\$ 154,000
Driveways	SF	5,200	\$ 8	\$ 41,600
Sidewalk	SF	15,800	\$ 6	\$ 94,800
Enhanced Sidewalk	SF	5,500	\$ 12	\$ 66,000
Sidewalk Railing	LF	260	\$ 50	\$ 13,000
Tree Removal	EA	110	\$ 500	\$ 55,000
Tree Replacement	EA	100	\$ 2,500	\$ 250,000
Power Line Undergrounding				
Transmission Undergrounding Power Pole	LS	1	2,710,000	\$ 2,710,000
Distribution Undergrounding Utilities	LS	1	500,000	\$ 500,000
Street Light Replacement	EA	45	5,000	\$ 225,000
Traffic Signal Mod.	EA	6	150,000	\$ 900,000
Grading	CY	1,900	15	\$ 28,500
Drain Inlets - Includes Connector Pipe	EA	20	10,000	\$ 200,000
Transit Stops	EA	12	15,000	\$ 180,000
Bike Lockers	EA	2	10,000	\$ 20,000
Landscape and Irrigation (drought tolerant)	SF	30,000	25	\$ 750,000
Signing and Striping	LF	4,500	10	\$ 45,000
Monument Signage	EA	-	20,000	\$ -
Storm Water Treatment	LS	1	100,000	\$ 100,000
Subtotal (rounded)				\$ 7,556,000
Traffic Control (2.5% of constr. costs)	LS	1	\$ 188,900	\$ 189,000
Signal Interconnect Synchronizing	EA	1	\$ 100,000	\$ 100,000
Subtotal Construction Capital				\$ 7,845,000
Contingency (20%)				\$ 1,569,000
Estimated Construction Capital				\$ 9,414,000
Preliminary Engineering & Environmental	3%			\$ 283,000
PS&E	9%			\$ 848,000
Construction Management	8%			\$ 754,000
Admin	5%			\$ 471,000
Subtotal Soft Costs				\$ 2,354,000
Estimated Total				\$ 11,768,000



3.5 City of Bell

The City of Bell is located between Maywood and Cudahy. The following section includes the data collection and review of existing conditions, the meetings held with City staff, the concept focus areas that were developed as well as the high-level cost estimate. The city of Bell was already the furthest along in the development of their own master plan along the Corridor including a plan for upgraded landscaping in immediate and new signage. This study focused on the Gage/Atlantic intersection where there remained additional opportunities for enhanced landscape medians and pedestrian enhancements to help complete the street.

3.5.1 Data Collection and Review of Existing Conditions

As part of this project, extensive data was collected, along the Corridor. A detailed field review was completed in the City of Bell, which included both driving and walking the entire project limits. The field reviews included a general inventory of the overhead utilities, landscaped medians, ADA access, the changes in land uses, transit facilities and drainage/ponding during the few rain events.

The Existing Conditions Data Summary table including all the roadway features along the Corridor within the City, including lane widths, information on medians, sidewalks, approximately right of way widths and if there are bicycle lanes, were inventoried. In addition to the roadway/Corridor features detailed in the Existing Condition Data Summary table, additional information regarding overhead utilities, ADA access and transit facilities was also collected. Overhead utilities on poles exist for a significant length of the Corridor. These facilities include communication and transmission/distribution lines for electrical power.

This data helps access whether impacts and relocations should be considered as part of the master plan implementation along with another magnitude cost estimate that would be applied for potential improvements. The Corridor generally has sufficient sidewalk widths and ADA ramps to street level, with a few exceptions.



EXISTING CONDITIONS DATA SUMMARY



Segment Description	Approximate R/W Width (Varies/Avg)	Begin PM	End PM	No. of Thru Lanes		Median	LTL		RTL		Parking		Sidewalk		OH Utilities		Bicycle		Transit Stop	RR Crossing	Frontage Roads		Comments
				SB	NB		SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB			SB	NB	
Randolph Street to East Gage Avenue	95'	4.60		2	2	11' TWLTL/RCM Landscaped Width Var	10'	10'	0	0	No	No	Yes	Yes	No	Yes	No	No	Yes	Yes	No	No	Landscape with vegetation, Palms and Trees Transmission lines (W/E) on south side of Randolph Street. RR cross
East gage Avenue to Bell Place	95'	4.84	5.04	2	2	Landscaped Width Var	10'	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	Landscape with vegetation, Palms and Trees
Bell Place to Bell Avenue	95'	5.04		2	2	11' TWLTL/RCM Landscaped Width Var	0	10'	0	0	Yes	Yes	Yes	Yes	No	Yes	No	No	Yes	None	No	No	Landscape with vegetation, Palms and Trees
Bell Avenue to Brompton Avenue	95'	5.09	5.16	2	2	LTL	10'	10'	0	0	No	Yes	Yes	Yes	No	Yes	No	No	None	None	No	No	
Brompton Avenue to Beck Avenue	95'	5.16		2	2	11' TWLTL/RCM Landscaped Width Var	10'	10'	0	0	Yes	Yes	Yes	Yes	No	Yes	No	No	Yes	None	No	No	Landscape with vegetation, Palms and Trees
Beck Avenue to Florence Avenue	95'	5.24	5.39	2-3	2	11' TWLTL/RCM Landscaped Width Var	10'	10'	0	0	No	No	Yes	Yes	No	Yes	No	No	None	None	No	No	Landscape with vegetation, Palms and Trees Transmission lines (W/E) on south side of Florence Avenue

Segment Description	Approximate R/W Width (Varies/Avg)	Begin PM	End PM	No. of Thru Lanes		Median	LTL		RTL		Parking		Sidewalk		OH Utilities		Bicycle		Transit Stop	RR Crossing	Frontage Roads		Comments
				SB	NB		SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB					
Florence Avenue to Walnut Street North	90'	5.39	5.46	2	2	14' TWLTL/RCM Landscaped Width Var	10'	10'	0	0	No	No	Yes	Yes	No	No	No	No	Yes	None	No	No	Landscape with vegetation and Trees

Abbreviations:

Avg: Average; LTL: Left Turn Lane; NB: Northbound; No.: Number; OH: Overhead; PM: Post Mile; RR: Railroad; RTL: Right Turn Lane; SB: Southbound; TWLTL: Two Way Left Turn Lane; RCM: Raised Center Median; Var: Varies

3.5.2 Project Meetings

Meeting #1

On Wednesday, January 31, 2020, a meeting was held with the City of Bell staff to discuss the constraints deficiencies and opportunities for the Atlantic Corridor through the City of Bell:

Name	Agency/Firm	Title	Email
Gabino Luna	City of Bell	Acting PW Manager	gluna@cityofbell.org
Bill Pagett	City of Bell/Willdan	Engineering Consultant	bpagett@willdan.com
Rey Alfonso	City of Bell	Dept. City Engineer	ralfonso@cityofbell.org
Yvette Kirrin	Southstar/GCCOG	Project Manager	yvette@kes-inc.com
Kekoa Anderson	Koa/GCCOG	COG Staff Engineer	kekoa@koaconsulting.net

City staff met with the GCCOG team to discuss potential focus areas and existing conditions. It was noted that the City of Bell has developed a master plan for the segment of the Atlantic Corridor. It will consist of 2 lanes running each direction, upgraded landscaping in the medians and new signage for entry. The existing parkways will be upgraded with new streetlights and new trees. Landscaped bulb outs will be constructed along Atlantic. The City also has determined street parking to be essential, therefore any bike lane construction would need to adhere to number 2 lanes throughout City jurisdiction. The City has created an as-needed committee to review and approve any improvements brought to the City Council. Bell provided their community with opportunities for participation by showcasing the master plan draft at community functions. City staff offered to share the master plan with the GCCOG team. Estimated cost is around \$7 million.

The City has the following signalized intersections:

1. Signalized intersection at shopping center driveway and Atlantic Avenue.
2. Signalized intersection at Brompton Avenue and Atlantic Avenue.
3. Signalized intersection at Bell Avenue.
4. Signalized intersection at Gage Ave, and a City property appears to be at the South-West corner.
5. Signalized intersection at Bell Plaza In front of the Plaza, there is no parking at any time. Also, "no truck parking at any time" are posted signs in the city of Bell.
6. Signalized intersection at Randolph, split by railroad tracks. Inside parking between railway & road.

There are generally two lanes each direction with a center raise median, two-hour parking 8 to 6 PM. Transit lines include Metro lines 260 and 762 and Metro Rapid going southbound.



Meeting #2

On Tuesday, May 19, 2020, a second meeting was held with the City of Bell staff to follow up on previous discussion, highlighting the focus areas outlined during meeting 1.

Name	Agency/Firm	Title	Email
Gabino Luna	City of Bell	Acting PW Manager	gluna@cityofbell.org
Bill Pagett	City of Bell/Willdan	Engineering Consultant	bpagett@willdan.com
Rey Alfonso	City of Bell	Dept. City Engineer	ralfonso@cityofbell.org
Yvette Kirrin	Southstar/GCCOG	Project Manager	yvette@kes-inc.com
Kekoa Anderson	KOA/GCCOG	COG Staff Engineer	kekoa@koaconsulting.net

The meeting included a recap of the kickoff meeting noting the meeting minutes write up, the newly obtained existing condition data from the GCCOG Team field review, and the project location map along the Corridor.

The City prepared their own Atlantic Master Plan package, which is 100% designed and is ready for construction, upon the receipt of funding. City Council was instrumental in the selection of various features including the plant palette, bus shelter designs, and bench aesthetics. The master plan Project includes an unsigned bicycle lane sharing the number 2 lane, as parking needed to be preserved along the Corridor.

The Focus Area for the City is the Gage/Atlantic Intersection. It includes a pocket park and significant transit features. The City also applied for a water grant to build the Maxwell intersection and to include inverse drainage in the planters rather than discharging stormwater in the streets. The project has 100% plans but can be broken into independent design packages, or phased, depending on the type of funding obtained. The design packages can include a street portion and/or drainage, stormwater, and water quality portion or it can be all constructed all in one contract.

The City forwarded the design package and overview concept as well as the tree planting pallets will be forwarded from their landscape consultant.

Corridor wide considerations regarding continuity along the 20 mile stretch of Atlantic Corridor was discussed. This includes consideration of both the physical and aesthetic types of features including bike facility continuity, acknowledging the changes in speed limits, various types of parking restrictions, and/or future consideration of corridor aesthetics including a themed landscaped pallet and/or wayfinding. All jurisdictions can implement features consistent with their preferences as the Study can only make recommendations that could not be mandated. The City was opened to sharing many of their complete street features with the other jurisdictions to provide ideas and/or ways of providing continuity along the Corridor.



Meeting #3

On Monday, September 21, 2020, a third meeting was held with the City of Bell.

It was noted that this meeting is an informal check-in and not in officially scheduled meeting within our overall schedule.

Name	Agency/Firm	Title	Email
Gabino Luna	City of Bell	Acting PW Manager	gluna@cityofbell.org
Bill Pagett	City of Bell/Willdan	Engineering Consultant	bpagett@willdan.com
Rey Alfonso	City of Bell	Dept. City Engineer	ralfonso@cityofbell.org
Yvette Kirrin	Southstar/GCCOG	Project Manager	yvette@kes-inc.com
Kekoa Anderson	KOA/GCCOG	COG Staff Engineer	kekoa@koaconsulting.net

The purpose of the meeting was to go over progress along the Corridor. Additionally, to provide updates to how the City's focus area fits in with the overall Corridor connectivity. Corridor-Wide considerations including the BRT was discussed as ongoing coordination will continue regarding each if agencies enthusiasm and/or input regarding feasibility to develop and implement a fully dedicated or partial/hybrid BRT system along the Atlantic Corridor, to incorporate into the report as well as to provide back to Metro.

Because the City has a complete street plan developed for implementation, the Team is analyzing how additional features could be layered onto the project (post construction) to augment the Corridor with additional benefits. The idea of 710 early action was also briefly discussed, regarding how the focus areas could merge for a larger, multi-jurisdictional project funding request surrounding the 710 area.

3.5.3 Concept Area Focus Development

This section evaluates the existing conditions and findings that develops a variety of multimodal Corridor improvements bundled into four proposed Street Designations, which are then used to develop the Concept Focus Areas (FA's), as part of the overall creation of the Atlantic Corridor Complete Streets Corridor Study. The various possible street designations were shown during original scoping of the project, and further discuss during the jurisdictional meetings. The FA's are specific locations, or nodes, that are modified and developed for each jurisdiction to provide a concept plan illustrating a multimodal Complete Street concept. The "toolkit" of Street Designations, shown back in Section 2, are applied along the Corridor as appropriate and agreed to with the jurisdiction, and are primarily used as a baseline to help develop and quantify the high-level future Corridor concept along with cost estimates.

The following includes the Concept Focus Area for the City of Bell.

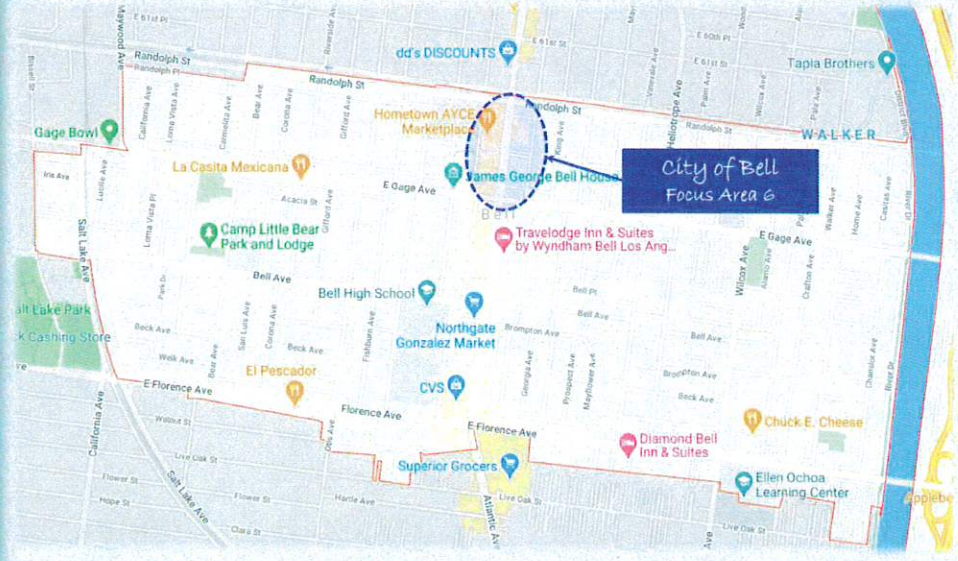




ATLANTIC AVENUE

City of Bell

City Area Map





ATLANTIC AVENUE

Gage Ave to south of Randolph St (City of Bell)

Focus Area 6
Exhibit



3.5.4 Order of Magnitude Cost Estimates

The cost estimate for the City of Bell was developed as part of the study. The cost estimate includes the type of features, or general typical section, which should be considered as part of the Master Plan. This also includes any special features that might be unique to the City, based on the focus areas developed applied to the entire length of the City's segment within the Corridor.

The following is a summary of the order of magnitude cost estimate for the City of Bell:

Description	Unit	Quantity	Unit Price	Amount
Pavement Grind and Overlay (2.5")	SF	-	\$ 2	\$ -
Pavement - Widening	SF	25,000	\$ 15	\$ 375,000
Enhanced Pavement	SF	25,000	\$ 20	\$ 500,000
Curb and Gutter Removal	LF	4,200	\$ 5	\$ 21,000
Curb and Gutter Construction	LF	4,200	\$ 30	\$ 126,000
Median Curbs including removal	LF	3,360	\$ 35	\$ 117,600
Curb Ramps	EA	36	\$ 3,500	\$ 126,000
Driveways	SF	5,000	\$ 8	\$ 40,000
Sidewalk	SF	15,000	\$ 6	\$ 90,000
Enhanced Sidewalk	SF	5,300	\$ 12	\$ 63,600
Sidewalk Railing	LF	250	\$ 50	\$ 12,500
Tree Removal	EA	105	\$ 500	\$ 52,500
Tree Replacement	EA	105	\$ 2,500	\$ 262,500
Power Line Undergrounding				
Transmission Undergrounding Power Poles	LS	1	3,500,000	\$ 3,500,000
Distribution Undergrounding Utilities	LS	1	950,000	\$ 950,000
Street Light Replacement	EA	50	5,000	\$ 250,000
Traffic Signal Mod.	EA	7	150,000	\$ 1,050,000
Grading	CY	1,400	15	\$ 21,000
Drain Inlets - Includes Connector Pipe	EA	12	10,000	\$ 120,000
Transit Stops	EA	12	15,000	\$ 180,000
Bike Lockers	EA	1	10,000	\$ 10,000
Landscape and Irrigation (drought tolerant)	SF	16,800	25	\$ 420,000
Signing and Striping	LF	4,200	10	\$ 42,000
Monument Signage	EA	1	20,000	\$ 20,000
Storm Water Treatment	LS	1	100,000	\$ 100,000
Subtotal (rounded)				\$ 8,450,000
Traffic Control (2.5% of constr. costs)	LS	1	\$ 211,250	\$ 212,000
Signal Interconnect Synchronizing	EA	1	\$ 100,000	\$ 100,000
Subtotal Construction Capital				\$ 8,762,000
Contingency (20%)				\$ 1,753,000
Estimated Construction Capital				\$ 10,515,000
Preliminary Engineering & Environmental	3%		\$	316,000
PS&E	9%		\$	947,000
Construction Management	8%		\$	842,000
Admin	5%		\$	526,000
Subtotal Soft Costs	25%		\$	2,629,000
Estimated Total				\$ 13,144,000



3.6 City of Cudahy

The City of Cudahy is located between Bell and South Gate. The following section includes the data collection and review of existing conditions, the meetings held with City staff, the concept focus areas that were developed as well as the high-level cost estimate. It was noted that the city is interested in a Corridor revitalization including the possibility for moving the City Hall to an adjacent property along the Atlantic Corridor. It should be noted that bicycles are still required to share the traffic lanes through this section as there was not adequate room based on the various city priorities to fit in bike lanes. Shared travel lanes, which provides equal priority for bikes and cars, or sharrows, are proposed along the Corridor through the City. Additionally, complete street elements such as bus stop improvements, bioswales, street trees, landscaped medians and drought tolerant landscape opportunities are also shown within the focus area concept maps.

3.6.1 Data Collection and Review of Existing Conditions

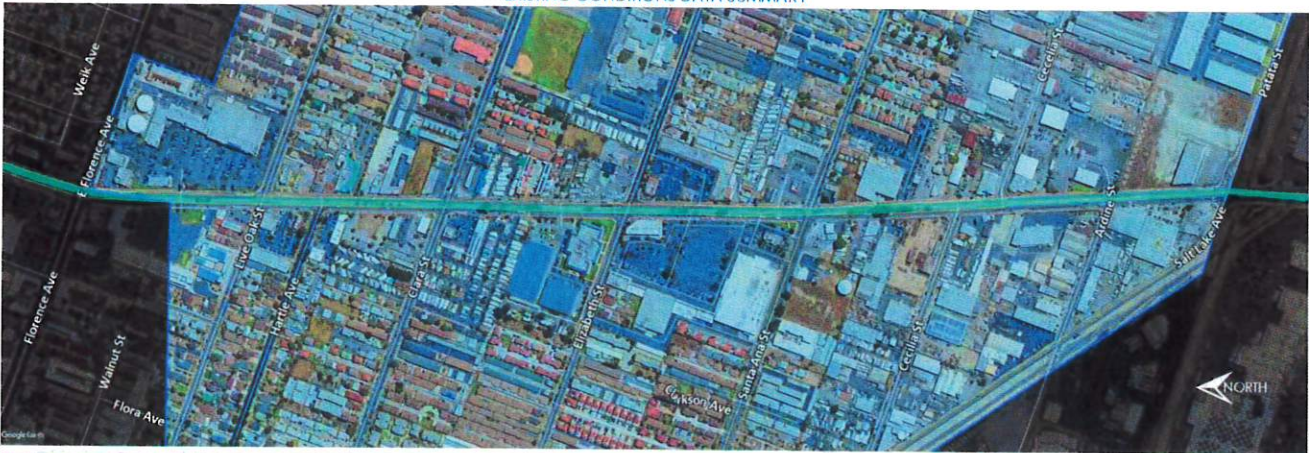
As part of this project, extensive data was collected, along the Corridor. A detailed field review was completed in the City of Cudahy, which included both driving and walking the entire project limits. The field reviews included a general inventory of the overhead utilities, landscaped medians, ADA access, the changes in land uses, transit facilities and drainage/ponding during the few rain events.

The Existing Conditions Data Summary table including all the roadway features along the Corridor within the City, including lane widths, information on medians, sidewalks, approximately right of way widths and if there are bicycle lanes, were inventoried. In addition to the roadway/Corridor features detailed in the Existing Condition Data Summary table, additional information regarding overhead utilities, ADA access and transit facilities was also collected. Overhead utilities on poles exist for a significant length of the Corridor. These facilities include communication and transmission/distribution lines for electrical power.

This data helps access whether impacts and relocations should be considered as part of the master plan implementation along with another magnitude cost estimate that would be applied for potential improvements. The Corridor generally has sufficient sidewalk widths and ADA ramps to street level, with a few exceptions.



EXISTING CONDITIONS DATA SUMMARY



Cubana/Beil Segment Description	Approximate R/W Width (Varies/Avg)	Begin PM	End PM	No. of Thru Lanes		Median	LTL		RTL		Parking		Sidewalk		OH Utilities		Bicycle		Transit Stop	RR Crossing	Frontage Roads		Comments
				SB	NB		SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB			SB	NB	
Florence Avenue to Walnut Street North	90'	5.39	5.46	2	2	14' TWLTL/RCM Landscaped Width Var	10'	10'	0	0	No	No	Yes	Yes	No	No	No	No	Yes	None	No	No	Landscape with vegetation and Trees

Cubana Segment Description	Approximate R/W Width (Varies/Avg)	Begin PM	End PM	No. of Thru Lanes		Median	LTL		RTL		Parking		Sidewalk		OH Utilities		Bicycle		Transit Stop	RR Crossing	Frontage Roads		Comments
				SB	NB		SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB			SB	NB	
Walnut Street North to Live Oak Street	90'	5.46		2	2	14' TWLTL/RCM Landscaped Width Var	10'	10'	0	0	No	No	Yes	Yes	No	No	No	No	Yes	None	No	No	Landscape with vegetation and Trees
Live Oak Street to Hartle Avenue	90'	5.55	5.60	2	2	0	11'	10'	0	0	No	No	Yes	Yes	No	No	No	No	None	None	No	No	Landscape with vegetation and Trees
Hartle Avenue to Clara Street	90'	5.60		2	2	14' TWLTL/RCM Landscaped Width Var	10'	10'	0	0	No	No	Yes	Yes	No	No	No	No	Yes	None	No	No	Landscape with vegetation and Trees. Transmission lines (W/E) on south side of Clara Street
Clara Street to Elizabeth Street	95'	5.71	5.88	2	2	14' TWLTL/RCM Landscaped Width Var	10'	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	Landscape with vegetation and Trees
Elizabeth Street to Santa Ana Street	90'	5.60		2	2	14' TWLTL/RCM Landscaped Width Var	10'	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	Landscape with vegetation and Trees
Santa Ana Street to Cecelia Street	90'	6.04	6.18	2	2	14' TWLTL/RCM Landscaped Width Var	10'	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	Landscape with vegetation and Trees
Cecelia Street to Ardine Street	90'	6.18		2	2	0	0	0	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	
Ardine Street to Patata Street	90'	6.32	6.42	2	2	0	10'	0	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	

Abbreviations:

Avg: Average; LTL: Left Turn Lane; NB: Northbound; No.: Number; OH: Overhead; PM: Post Mile; RR: Railroad; RTL: Right Turn Lane; SB: Southbound; TWLTL: Two Way Left Turn Lane; RCM: Raised Center Median; Var: Varies

3.6.2 Project Meetings

Meeting # 1

On Tuesday, January 28, 2020, a meeting was held with the City of Cudahy staff to discuss the constraints deficiencies and opportunities for the Atlantic Corridor through the City of Cudahy.

Name	Agency/Firm	Title	Email
Aaron Hernandez	City of Cudahy	Assistant City Engineer	ahernandez@cityofcudahyca.gov
Jana Robbins	Transtech	City's Director of Traffic Planning	Jana.Robbins@transtech.org
Kekoa Anderson	Koa/GCCOG	COG Staff Engineer	kekoa@koaconsulting.net
Vanessa Barrientos	Southstar/GCCOG	Outreach	vanessab@southstareng.com
Yvette Kirrin	Southstar/GCCOG	Project Manager	yvette@kes-inc.com

The City of Cudahy plans to convert the Atlantic Corridor to a mixed-use Corridor in the upcoming year based on their recent passing of their General Plan. The project was intended to provide Class 4 bike lanes but due to push back, at the time, from adjacent cities including South Gate and Bell, it was deleted from the scope of work and Class 2 bike lanes were envisioned along the Corridor. The pushback was "at the time" and the Cities of South Gate and Bell have changed their opinion and are open to bicycle lanes

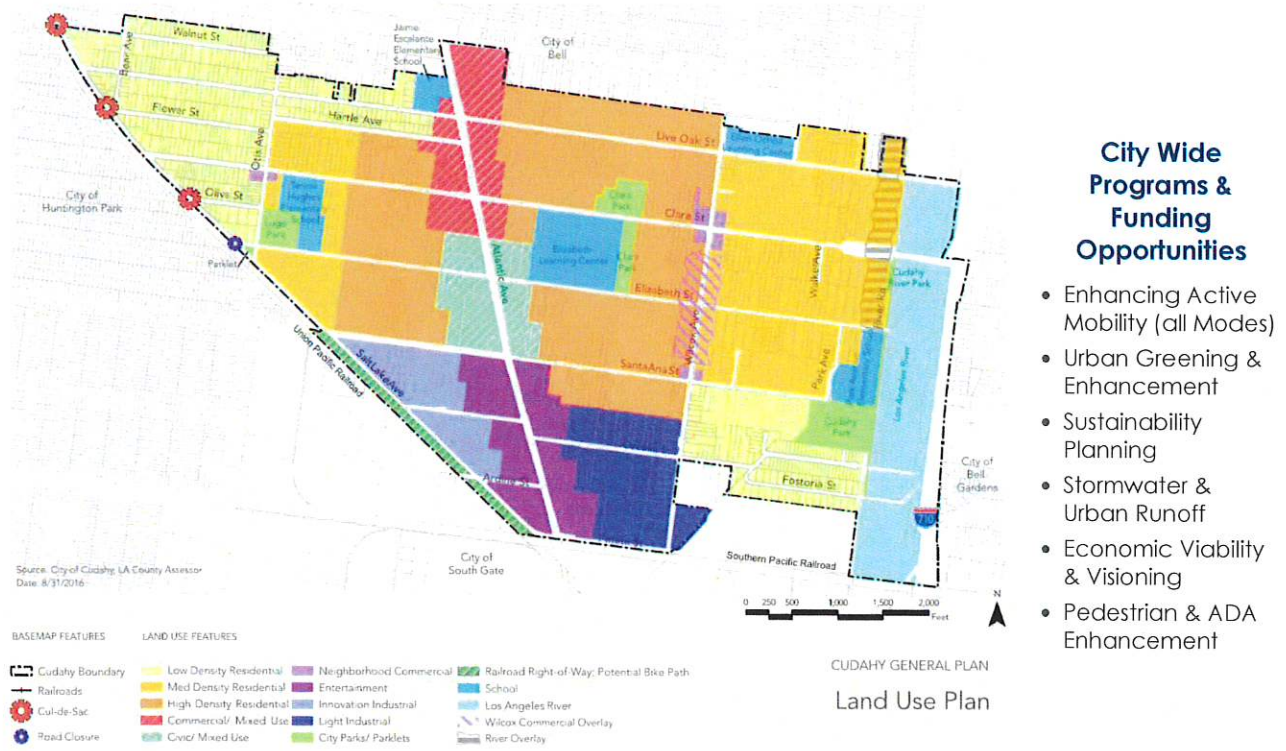


if they can safely fit. The City also expressed interested in creating a Downtown Area. There are a few City owned properties available, as well as the LA County Social Services Building. The County is interested in transferring the building to the City, in which the City is considering options such as City Council chambers, a library or senior center. This has been an ongoing coordination with Supervisor Solis's office the timing is unknown. The County property is located between Santana and Cecilia Street.

The City has three sources of funding for the Atlantic Corridor project including a Metro approved Funding Agreement (FA). This grant requires a 35% match or approximately \$1.3 million of which STPL funds, Prop C fund and Measure Local Return have been identified for the match, but the City would rather not use these funds if other funding opportunities become available. The City has also received an ATP Cycle 2 grant.

The City's Corridor Project team is preparing to move into the design concepts phase in which a CEQA environmental document will be required. Our team will help coordinate with the City in their development of the concept design and the complete street features being promoted by the Gateway Cities COG, Metro, and the entire region. The City is interested in opportunities including green streets, art and public places and traffic and pedestrian safety.

There are several funding challenges that the City faces including the desire to utilize other funds for the Metro Funding Agreement (FA) match funds that would reduce their City's burden in completing the project. Additionally, the City face is a huge financial challenge with the Metro 3% Measure M contribution for the Eco-Rapid stations both at



the South Gate southern end, as well as at the north end in Huntington Park, which require a proportional contribution of 3% funding contribution to Metro based on track mileage within 1 mile each direction of the Eco-Rapid stations. The way the Metro Measure M guidelines are written, the City will either have to contribute 3% of their proportional station cost based on track mileage, or they need to give up and allow Metro to keep the City's Measure M Local Return for a maximum of 15 years. A possible opportunity to reduce this burden on the City would be to help develop, and possibly fund, a station area planning concept that could extend from the Station as part of a 1st/last mile strategy. This concept would need to be incorporated into Metro's design footprint for the area to possibly provide credit toward the 3% contribution. This would need to be further coordinated with Metro.

GCCOG staff committed to reviewing possible water quality and BMP features that would maximize Cudahy's ability to obtain Prop 1, Prop 68 RMC and or Measure W funds to help me match requirements and lower the 35% match. These could include linear bio swells, pervious areas and infiltration areas. With this information, GCCOG staff also committed to working with the cities design team to prepare to assist them in preparing their initial concept design elements which has an aggressive six (6) month schedule of completion of June 2020. This task would be GCCOG initial priority.

The City committed to providing the funding summary of the projects including the funding summary documents that were prepared including the scope and diagrams. They also committed to providing the drain/hydrology section within the area.

Goals resulting from the meeting included:

1. To help the City develop their Corridor Complete Street project (funded by the Metro Call for Projects) by providing input on the analysis and concepts regarding complete street elements and Green Street elements. The elements may also provide the benefit of being competitive for additional funding, this potentially reducing their local match requirement burden required by the Metro FA.
2. To focus on the Eco Rapid Station Area First – Last Mile Area - The Eco-Rapid station at the southern end of the City appears to have signings t opportunity for the development of a first last mile concept along the Atlantic Corridor. This concept could possibly be coordinated with the Metro design which could potentially reduce the City's 3% contribution required which also adds a beneficial project to the City. This Focus Area could reconsider Class 4 bike lanes connection and connectivity to the Eco-Rapid Station as well as reviewing the conditions near the Atlantic / Patata / Salt Lake intersection area. The Gateway City's team showed a few high-level illustration areas that appear to be areas of focus consistent with the above-described potential projects.

Field Review Observations:

- Signalized intersection of Cecilia Street and Atlantic Avenue. Cecilia Street has an offset eastbound direction versus westbound direction. Posted speed is 35 mph with two lanes in each direction and a center raised median.
- Signalized intersection at Santa Ana Street and Atlantic Avenue. Metro bus rapid station and metro lines 260 and 762. two-hour parking posted.



- Signalized intersection of Elizabeth Street and Atlantic Avenue. Metro line 260 running southbound. Two lanes in each direction with Center Landscape median and left turn pockets with parking on both sides.
- Signalized intersection at Clara Street and Atlantic Avenue.
- Signalized intersection at live Oak Street and Atlantic Avenue. Metro bus line 260 running northbound. Posted speed 35 mph.
- Signalized intersection of Florence Avenue and Atlantic Avenue.

Meeting # 2

On Thursday, June 18, 2020 a second meeting was held with the City of Cudahy staff to follow up on previous discussion, highlighting the focus areas outlined during meeting 1.

Name	Agency/Firm	Title	Email
Aaron Hernandez	City of Cudahy	Assistant City Engineer	ahernandez@cityofcudahyca.gov
Jana Robbins	Transtech	City's Director of Traffic Planning	Jana.Robbins@transtech.org
Okan Demirci	Transtech	Traffic Planner	Okan.demirci@transtech.org
Karen Vigil	Transtech	Traffic Engineer	Karen.vigil@transtech.org
Kekoa Anderson	Koa/GCCOG	COG Staff Engineerr	kekoa@koaconsulting.net
Vanessa Barrientos	Southstar/GCCOG	Outreach	vanessab@southstareng.com
Yvette Kirrin	Southstar/GCCOG	Project Manager	yvette@kes-inc.com

The introduction included a recap of the kickoff meeting, as well as a presentation of the agenda which included the newly obtained existing condition data from the GCCOG Team field review, and the project location map along the Corridor.

The purpose of the meeting was to revisit the concepts discussed at the initial meeting and to go over the exhibits developed to ensure that the Team was in alignment and progressing with the concepts discussed. Because City staff was not available for the meeting, the concepts specific to the Corridor were tabled for a later date.

Other exhibits included those related to the livability initiative and the area that ties into the LA River, as well as bicycle continuity. It was also noted that watershed opportunities for water quality features and characteristics would be identified along the Atlantic Corridor. It was noted that these water resource elements are tied to funding opportunities.

Corridor wide considerations regarding connectivity and continuity along the 20 mile stretch of Atlantic Corridor was discussed. This includes bike facility continuity, acknowledging the changes in speed limits, various types of parking restrictions and/or a future consideration of corridor aesthetics including a themed landscaped pallet and/or wayfinding.



Meeting #3

On Wednesday, September 23, 2020, a third meeting was held with the City of Cudahy.

Name	Agency/Firm	Title	Email
Aaron Hernandez	City of Cudahy	Assistant City Engineer	ahernandez@cityofcudahyca.gov
Jana Robbins	Transtech	City's Director of Traffic Planning	Jana.Robbins@transtech.org
Kekoa Anderson	Koa/GCCOG	COG Staff Engineer	kekoa@koaconsulting.net
Traci Gleason	KOA/GCCOG	COG Staff Engiener	traci@koaconsulting.net
Yvette Kirrin	Southstar/GCCOG	Project Manager	yvette@kes-inc.com

The status of the Atlantic Corridor complete street study was discussed. it was noted that there is still a lot of unknowns about the potential for converting the LA County social services location to a new City Hall complex between Cecilia Street and Santana. This could include not only the City Hall, but also an LA County library as well as a fire station. Aaron noted that he will request an update regarding the coordination between the Cudahy and supervisor Hilda Solis' office on this potential location.

The team also discussed ways of keeping all existing typical section elements including parking and travel lanes as well as keeping the mature trees along the Corridor, while trying to implement bike lanes. Based on the existing focus area, it was determined that by creating a right-in/right-out at Cecilia Street. Then the median could be significantly narrowed, while saving the mature trees, to provide enough room to incorporate an extra wide outside travel lane with sharrows for bicyclists and preserving the parking. The City was supportive of this idea. The team will revise the typical section and plan sheet.

The City noted that they have approximately \$3.2 million as part of a 2015 Call for Projects, ATP Cycle 3, which includes both state funds and a City match. This will allow the city to design and construct improvements consistent with the Atlantic Corridor typical section and plan created by this effort. They noted that once our plan is substantially complete, they will move into final design while we complete our study and report, in parallel.

It should be noted that for future consideration the Complete Street project with separated bike lanes could be reintroduced to the community and Council to garner support if both City of Bell and City of Southgate approved bike lanes along Atlantic Blvd and that a tie-in would be needed within the City of Cudahy. The installation of Bike lanes would provide continuity to extending bike travel to the north and south of the City as well as updating travel to transit stops as a first/last mile to reduce the amount of Measure M funds Cudahy would need to contribute with the future Stations in Southgate and Huntington Park. For now, the City is likely to only get stakeholder support for shared lanes that would allow for keeping on-street parking along Atlantic.



3.6.3 Concept Area Focus Development

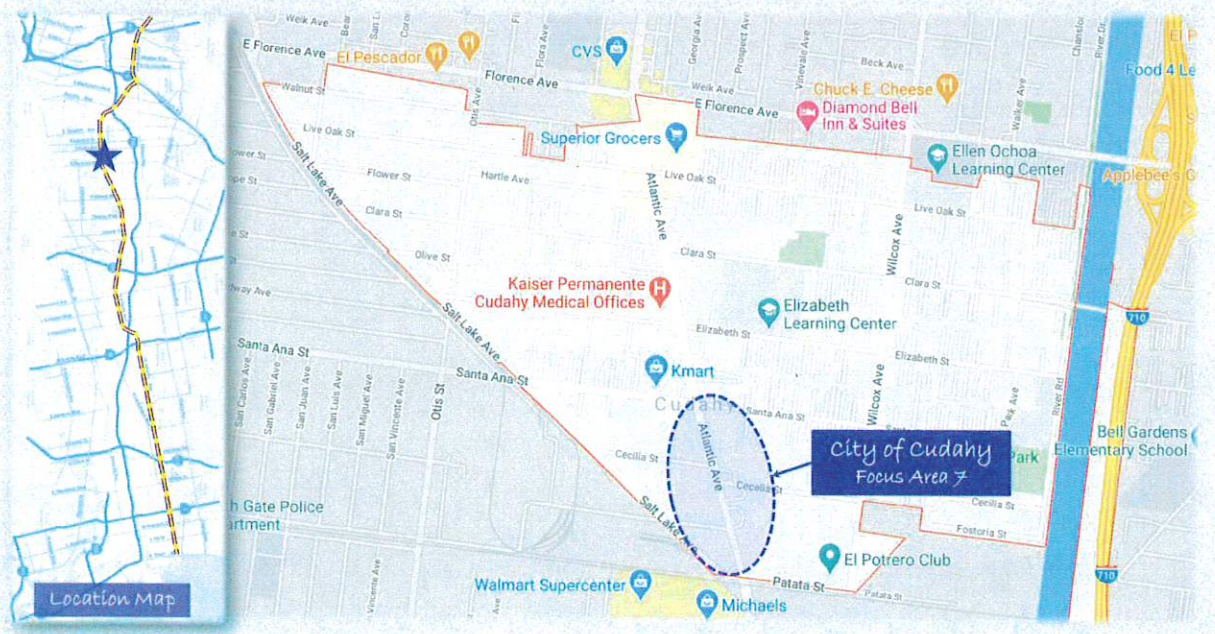
This section evaluates the existing conditions and findings that develops a variety of multimodal Corridor improvements bundled into four proposed Street Designations, which are then used to develop the Concept Focus Areas (FA's), as part of the overall creation of the Atlantic Corridor Complete Streets Corridor Study. The various possible street designations were shown during original scoping of the project, and further discuss during the jurisdictional meetings. The FA's are specific locations, or nodes, that are modified and developed for each jurisdiction to provide a concept plan illustrating a multimodal Complete Street concept. The "toolkit" of Street Designations, shown back in Section 2, are applied along the Corridor as appropriate and agreed to with the jurisdiction, and are primarily used as a baseline to help develop and quantify the high-level future Corridor concept along with cost estimates.

The following includes the Concept Focus Area for the City of Cudahy.



ATLANTIC AVENUE
City of Cudahy

City Area Map

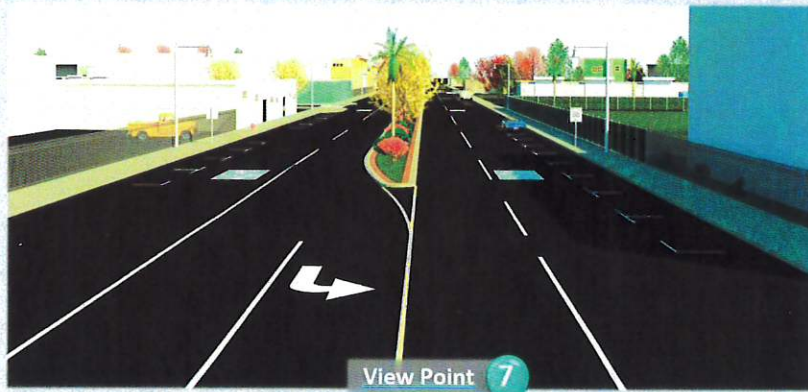




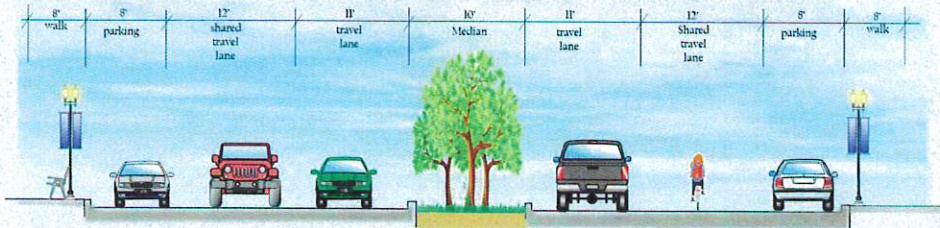
ATLANTIC AVENUE

Salt Lake Ave to Santa Ana St (City of Cudahy)

Focus Area 7
Exhibit



View Point 7



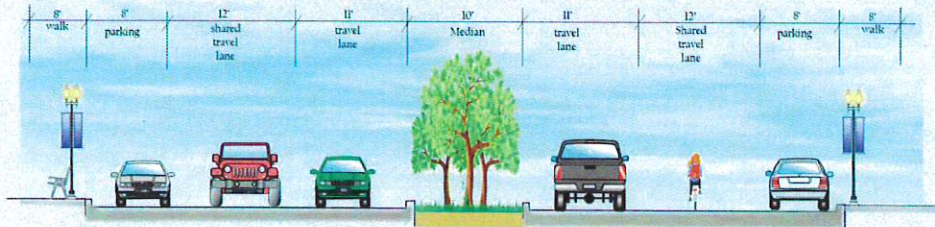
Section CD

ATLANTIC AVENUE

Salt Lake Ave to Santa Ana St (City of Cudahy)



View Point 7



Section CD

3.6.4 Order of Magnitude Cost Estimates

The cost estimate for the City of Cudahy was developed as part of the study. The cost estimate includes the type of features, or general typical section, which should be considered as part of the Master Plan. This also includes any special features that might be unique to the City, based on the focus areas developed applied to the entire length of the City's segment within the Corridor.

The following is a summary of the order of magnitude cost estimate for the City of Cudahy:

Description	Unit	Quantity	Unit Price	Amount
Pavement Grind and Overlay (2.5")	SF	380,000	\$ 2	\$ 760,000
Pavement - Widening	SF	22,000	\$ 15	\$ 330,000
Enhanced Pavement	SF	5,000	\$ 20	\$ 100,000
Curb and Gutter Removal	LF	10,000	\$ 5	\$ 50,000
Curb and Gutter Construction	LF	10,000	\$ 30	\$ 300,000
Median Curbs including removal	LF	8,000	\$ 35	\$ 280,000
Curb Ramps	EA	30	\$ 3,500	\$ 105,000
Driveways	SF	6,500	\$ 8	\$ 52,000
Sidewalk	SF	20,000	\$ 6	\$ 120,000
Enhanced Sidewalk	SF	6,900	\$ 12	\$ 82,800
Sidewalk Railing	LF	320	\$ 50	\$ 16,000
Tree Removal	EA	135	\$ 500	\$ 67,500
Tree Replacement	EA	135	\$ 2,500	\$ 337,500
Power Line Undergrounding				
Transmission Undergrounding Power Poles	LS	1	3,360,000	\$ 3,360,000
Distribution Undergrounding Utilities	LS	1	1,240,000	\$ 1,240,000
Street Light Replacement	EA	55	5,000	\$ 275,000
Traffic Signal Mod.	EA	7	300,000	\$ 2,100,000
Grading	CY	1,250	15	\$ 18,750
Drain Inlets - Includes Connector Pipe	EA	18	10,000	\$ 180,000
Transit Stops	EA	14	15,000	\$ 210,000
Bike Lockers	EA	1	10,000	\$ 10,000
Landscape and Irrigation (drought tolerant)	SF	40,000	25	\$ 1,000,000
Signing and Striping	LF	5,500	10	\$ 55,000
Monument Signage	EA	1	20,000	\$ 20,000
Storm Water Treatment	LS	1	100,000	\$ 100,000
Subtotal (rounded)				\$ 11,170,000
Traffic Control (2.5% of constr. costs)	LS	1	\$ 279,250	\$ 280,000
Signal Interconnect Synchronizing	EA	1	\$ 100,000	\$ 100,000
Subtotal Construction Capital				\$ 11,550,000
Contingency (20%)				\$ 2,310,000
Estimated Construction Capital				\$ 13,860,000
Preliminary Engineering & Environmental	3%	\$		416,000
PS&E	9%	\$		1,248,000
Construction Management	8%	\$		1,109,000
Admin	5%	\$		693,000
Subtotal Soft Costs	25%	\$		3,465,000
Estimated Total				\$ 17,325,000



3.7 City of South Gate

The City of South Gate is located between Cudahy and Lynwood. The following section includes the data collection and review of existing conditions, the meetings held with City staff, the concept focus areas that were developed as well as the high-level cost estimate.

There are several projects affecting the Corridor within the city of South Gate including the crossing of the Metro Eco-Rapid Transit Corridor and its adjacent Station, the City's Urban Orchard project as well as City improvements along Imperial Highway. There is also significant truck traffic along the Corridor. The LA Unified school campus/complex nearby also generates pedestrian and bicycle traffic. The City determined that the best area to focus on as part of this effort was Atlantic Avenue from Michigan Avenue to north of Tweedy Place, with a future interest in looking at Wright Road as part of an additional task order, not included in this current study. The complete street elements that were incorporated include bus stop improvements, bioswales, street trees, landscaped medians and drought tolerant landscape opportunities are also shown within the focus area concept maps.

3.7.1 Data Collection and Review of Existing Conditions

As part of this project, extensive data was collected, along the Corridor. A detailed field review was completed in the City of South Gate, which included both driving and walking the entire project limits. The field reviews included a general inventory of the overhead utilities, landscaped medians, ADA access, the changes in land uses, transit facilities and drainage/ponding during the few rain events.

The Existing Conditions Data Summary table including all the roadway features along the Corridor within the City, including lane widths, information on medians, sidewalks, approximately right of way widths and if there are bicycle lanes, were inventoried. In addition to the roadway/Corridor features detailed in the Existing Condition Data Summary table, additional information regarding overhead utilities, ADA access and transit facilities was also collected. Overhead utilities on poles exist for a significant length of the Corridor. These facilities include communication and transmission/distribution lines for electrical power.

This data helps assess whether impacts and relocations should be considered as part of the master plan implementation along with another magnitude cost estimate that would be applied for potential improvements. The Corridor generally has sufficient sidewalk widths and ADA ramps to street level, with a few exceptions.



EXISTING CONDITIONS DATA SUMMARY



Segment Description	Approximate R/W Width (Varies/Avg)	Begin PM	End PM	No. of Thru Lanes		Median	LTL		RTL		Parking		Sidewalk		OH Utilities		Bicycle		Transit Stop	RR Crossing	Frontage Roads		Comments
				SB	NB		SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB			SB	NB	
Patata Street to North RR cross	100'	6.42	6.44	2	3	16' TWLT/RCM Var	10'	10'	0	0	NO	No	Yes	Yes	No	Yes	No	No	None	Yes	No	No	Transmission lines (W/E) on south side of North RR cross
North RR cross to South RR cross	100'	6.44	6.44	2	3	16' RCM Var	0	0	0	0	NO	No	Yes	Yes	No	Yes	No	No	None	Yes	No	No	Landscape with vegetation
South RR cross to Firestone Boulevard	100'-140'	6.45	6.44	2	3	11' TWLT/RCM Var	26.0'	2x10'	13'	0	No	No	Yes	Yes	No	No	No	No	None	Yes	No	No	Landscape with vegetation
Firestone Boulevard to Branton Avenue	100'	6.68	6.68	2	2	14' TWLT/RCM Var	10'	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	Landscape with vegetation
Branton Avenue to Southern Place	100'	6.84	6.92	2	2	14' RCM Var	0	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	Landscape with vegetation and Palm trees
Southern Place to Southern Avenue	100'	6.93	6.93	2	2	14' TWLT/RCM Var	10'	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	Landscape with vegetation and Palm trees. Transmission lines (W/E)
Southern Avenue to Rayo Avenue	100'	7.09	7.15	2	2	4' RCM	10'	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	None	Yes	No	No	Raised center median, no landscape/vegetation
Rayo Avenue to Duncan Way	100'	7.16	7.16	2	2	14' RCM Var	0	0	0	0	Yes	Yes	Yes	Yes	No	No	No	No	None	Yes	No	No	Raised center median, with vegetation and palm trees
Duncan Way to Wood Avenue	100'	7.23	7.30	2	2	14' TWLT/RCM Var	10'	0	0	0	No	Yes	Yes	Yes	No	No	No	No	None	Yes	No	No	Landscape with vegetation and Palm trees
Wood Avenue to Tweedy Boulevard	100'	7.30	7.30	2	2	14' TWLT/RCM Var	10'	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	None	Yes	No	No	Landscape with vegetation and Palm trees
Tweedy Boulevard to Michigan Avenue	100'	7.42	7.60	2	2	14' TWLT/RCM Var	10'	10'	0	0	No	No	Yes	Yes	No	No	No	No	Yes	None	No	No	Landscape with vegetation and Palm trees. Y connection on east side with Wright Road
Michigan Avenue to Tenaya Avenue	100'	7.60	7.60	2	2	14' TWLT/RCM Var	10'	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	Landscape with vegetation and Palm trees. Transmission lines (W/E) on south side of Michigan Avenue
Tenaya Avenue to Abbot Road	100'	7.78	7.94	2	2	14' TWLT/RCM Var	10'	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	Landscape with vegetation and Palm trees. Transmission lines (W/E) on south side of Tenaya Avenue

Abbreviations:

Avg: Average; LTL: Left Turn Lane; NB: Northbound; No.: Number; OH: Overhead; PM: Post Mile; RR: Railroad; RTL: Right Turn Lane; SB: Southbound; TWLT: Two Way Left Turn Lane; RCM: Raised Center Median; Var: Varies

3.7.2 Project Meetings

Meeting #1

On Thursday, January 23, 2020, a meeting was held with the City of South Gate staff to discuss the constraints deficiencies and opportunities for the Atlantic Corridor through the City of South Gate:

Name	Agency/Firm	Title	Email
Gladis Deras	City of South Gate	Senior Engineer	gderas@sogate.org
Jose Loera	City of South Gate	City Traffic Engineer	jloera@sogate.org
Vanessa Barrientos	Southstar/GCCOG	Outreach	vanessab@southstareng.com
Yvette Kirrin	Southstar/GCCOG	Project Manager	yvette@kes-inc.com

There are three primary bike routes within the limits of the primary focus, South of Michigan Avenue to north of McCallum Avenue, that South Gate would like to consider bike lanes along Atlantic Avenue. They include Southern Avenue, Gardendale Street, and Alexander Avenue.

Plans for new development are being made next to the Legacy Lane and Adella Avenue. There is an access point to the LA River. There is also a new 91 mix unit at Tweedy Blvd and Atlantic Avenue on the SW corner.

North of the residential section, running east-west, and south of the school is an SCE transmission easement. The Aldrich Road and Adella Avenue intersection have a k-rail which prohibits school cut-through traffic from entering the neighborhood.

The Padres Unidos which translates to Parents United Organization has local influence, and its Chairwoman is a South Gate City Councilwoman. This organization has pushed on the LA Unified School District to focus more efforts on improving safety.

There are significant traffic impacts created by the school due to staggered drop off times between 7:00 am and 8:30 am.

Legacy Lane runs along the south side of the school complex. It extends all the way around to the access point at the LA River which is a dead-end street of Burtis Street. There was significant homeless encampment next to the school and the LA River access point. The Legacy complex athletic field had children playing at the outside basketball courts. The complex, located immediately east of the school property, also had locked gates.

An unimproved section of Chakemco Street from Atlantic Avenue stops at the school property. It needs improvement to help circulation along the west side of the International Studies Learning Center which is on the south side of the school campus. As of February 2021, however, Chakemco Street has been reconstructed with a typical roadway design.



The merge needs to consider the signalized intersection at Michigan Avenue. Drivers use Wright Road as an alternate route to get to the 710 freeway that creates speeding issues. A balance of traffic with the focus of Atlantic Avenue versus Wright Road should be considered.

The Secondary focus area to consider would be the Eco-Rapid Transit station and connectivity to it including east west from the East LA College Satellite Campus. The campus is under construction to expand to 10,000 students. It has a direct route to the Eco-Rapid along the UPRR. It includes Independence Avenue on the north side of the track in Ardmore Avenue on the south side of the tracks. A class 4 bike lane can improve the area. Ardmore Avenue and Independence Avenue terminate before reaching Atlantic Avenue at Otis. The campus site also has direct access to the Eco-Rapid along Firestone Boulevard.

The Proposed Eco Rapid Transit Corridor crosses Atlantic Avenue south of Salt Lake Avenue and Patata Street. A station is proposed in the southeast triangular section, which still contains development that would need to be demolished.

Tweedy Boulevard, colloquially known as the "Tweedy Mile", has recently connected to the City of LA - Watts area. It includes a very large development of public housing and commercial businesses. There is concern that Tweedy Boulevard will be heavily impacted by traffic with the new connection, as it provides a new option to access the I-710 area. South Gate owns and maintains 16 of the 18 signalized intersections along Tweedy Boulevard. South Gate shares the remaining intersections 50/50 with the City of Lynwood.

The City of South Gate has a small segment along Imperial Highway east of the LA River. There is substandard lighting that the City plans to quantify a cost estimate to improve the area. Additionally, this Corridor is part of a future GCCOG complete street study.

Major Focus Areas:

1. The primary focus for Atlantic Avenue expressed by City staff is near the Wright Road intersection merge area, south to Michigan Avenue and north to Tweedy Boulevard due to the school circulation, and the proposed development of several high-density mixed-use units including both a 91 unit and a 78-unit development coming soon.
2. Tweedy Boulevard to the east terminates at Legacy Lane. A looped drop off area is found between Legacy Lane to Burtis Avenue.
3. A primary purpose for adding bike lanes on Atlantic Avenue is to enhance bike access to key destinations, current or future.
4. Provide a connection to enhance bike access to the Legacy School Complex via the Tweedy Blvd sharrows and Chakemco Street. This is also necessary to provide access to the school fields which also serve as a public park, and to provide access to the LA River bike trails via the entrance at the Burtis Avenue terminus.



5. Provide a connection to enhance bike access to South Gate Park. A connection must be planned for at both Southern Avenue on the north via the existing bike trails and Tweedy Boulevard on the south via Tweedy Boulevard.
6. Provide a connection to enhance bike access to the site of the upcoming SELA Cultural Art's Center on Imperial Highway at the LA River. We should plan for access from the Atlantic Avenue bike lanes even though the Atlantic Avenue /Imperial Highway intersection is not in the City.
7. Provide a connection to enhance bike access to the Eco-Rapid light rail station proposed at the intersection of Atlantic Avenue and Firestone Boulevard. Safe access is a priority. That should be planned for via Atlantic Avenue and parallel corridors to consider safety.

Preserving parking is a top priority. Also, a feasible plan would consider costs and constraints.

The sports fields on the east side of the school property are considered city resources (currently underutilized) and may be utilized and accessed by the community.

Field Review Observations:

- The posted speed limit 35 mph along the entire Corridor.
- Traveling northbound, there are two lanes in each direction with raised medians landscaped including river rock and drought tolerant landscaping parking restrictions on both sides with some parking allowed.
- Signalized intersection at Michigan Avenue and Atlantic Avenue.
- Metro routes along the Corridor include 117 and 260 running southbound.
- Signalized intersection Tweedy Boulevard and Atlantic Avenue.
- No parking restriction for Thursday 3 AM to 8 AM, appears to be for trash pickup otherwise two-hour parking from 9 AM to 6 PM.
- Elementary School on west side of the roadway between Tweedy Boulevard and Southern Avenue.
- Signalized intersection of Southern Avenue and Atlantic Avenue.
- Posted no cruising zone signs.
- Metro rapid transit stop. Metro lines 260 and 762 running northbound.
- Signalized intersection of Firestone Boulevard and Atlantic Avenue.
- South Gate East Side Route public transportation service stop southbound.
- Third lane northbound begins and runs through the signalized intersection and then ends for a merge on Atlantic Avenue north of Firestone Boulevard.
- Signalized intersection at Azalea West.
- There is a railroad crossing that includes three tracks.
- Signalized intersection of Salt Lake and Patata Street, skewed.
- Roadway transitions to two lanes in each direction with a center dual turn lane. Posted speed is 35 mph.



Meeting #2

On Monday, May 18, 2020, a second meeting was held with the City of South Gate staff to follow up on previous discussion, highlighting the focus areas outlined during meeting 1:

Name	Agency/Firm	Title	Email
Gladis Deras	City of South Gate	Senior Engineer	gderas@sogate.org
Jose Loera	City of South Gate	City Traffic Engineer	jloera@sogate.org
Vanessa Barrientos	Southstar/GCCOG	Outreach	vanessab@southstareng.com
Yvette Kirrin	Southstar/GCCOG	Project Manager	yvette@kes-inc.com

The meeting included a recap of the kick-off meeting noting the meeting minutes write up, including any corrections or edits needed, as well as recently obtained existing condition data from the GCCOG Team field review, and the project location map along the Corridor.

The City updated the team on several ongoing development projects including the Amazon operation within the city northeast along Rayo Avenue, noting the trucks go between this facility and the facility in Lynwood south along Atlantic Avenue at MLK. They noted that these facilities would generate traffic between them the Corridor.

The City provided direction that the best section to be studied as a focus area would be from Michigan Avenue to Firestone Boulevard. The city was going to discuss this direction with Arturo Cervantes and confirm with the team.

Corridor wide considerations regarding continuity along the 20 mile stretch of Atlantic Corridor was discussed. This includes consideration of both the physical and aesthetic types of features including bike facility continuity, acknowledging the changes in speed limits, various types of parking restrictions, and/or future consideration of corridor aesthetics including a themed landscaped pallet and/or wayfinding. It was noted that all jurisdictions can implement features consistent with their preferences as the Study can only make recommendations that could not be mandated.

Meeting #3

On Wednesday, September 23, 2020, a third meeting was held with the City of South Gate. It was noted that this meeting is an informal check-in and not an officially scheduled meeting within our overall schedule.

Name	Agency/Firm	Title	Email
Art Cervantes	City of South Gate	Asst. City Manager/ Dir. Of Public Work	acervantes@sogate.org
Gladis Deras	City of South Gate	Senior Engineer	gderas@sogate.org
Jose Loera	City of South Gate	City Traffic Engineer	jloera@sogate.org
Vanessa Barrientos	Southstar/GCCOG	Outreach	vanessab@southstareng.com
Yvette Kirrin	Southstar/GCCOG	Project Manager	yvette@kes-inc.com



The purpose of the meeting was to go over progress on the City's focus area along the Corridor, to address comments from the July 23rd TAC meeting, to provide updates to how the City's focus area fits in with the overall Corridor connectivity, and to gain additional clarity on the focus area and the City's vision based on a more detailed in-depth discussion.

Corridor-Wide considerations including the BRT was discussed as ongoing coordination will continue regarding each agency's enthusiasm and/or input regarding feasibility to develop and implement a fully dedicated or partial/hybrid BRT system along the Atlantic Corridor, to incorporate into the report as well as to provide back to Metro. The City noted that they will have a difficult time supporting anything that impacts parking, although they are supportive of the overall concept and would like to have future analysis completed.

One of the major items discussed was bicycle access to the Legacy School Complex area. It was noted that our team will revise the description of this area in the report. The goal will be to provide a connection and enhance bike access to the Legacy School Complex via the Tweedy Blvd sharrows and Chakemco Street. This is necessary to provide access to the school fields which also serve as a public park, and to provide access to the LA River bike trails via the entrance at the Legacy Lane terminus.

Key features of this Focus Area include the Legacy School Complex area, the park area and the river access. There is additionally a new development commencing at the south east quadrant of the school complex across from the fields. This apartment complex provides a residential component to the area, and demolition has begun. It was noted that the residential component is being called a "Riverfront Development."

The South East LA (SELA) Cultural Center will be developed on Imperial Boulevard adjacent to the East LA River Crossing. This riverfront amenity should also have pedestrian and bicycle connectivity from The Atlantic Corridor possibly via Imperial Highway. According to <https://www.selaculturalcenter.org/en/home>, "The SELA Cultural Center will be a multi-arts facility that weaves together world-class design and high-caliber programming from across Los Angeles County with the vibrant culture of the surrounding community. The SELA Cultural Center will support and showcase the Southeast Los Angeles community and provide a permanent place for the community to gather in creative expression."

Also discussed was the West Santa Ana Branch or WSAB light rail transit line currently in the environmental phase. There are several stops of this proposed light rail line including 1) Firestone Blvd/Atlantic Avenue, 2) Gardendale Street, 3) the LA River Confluence (Which includes the LA River, the Urban Orchard and SELA) going away from Atlantic Avenue and 4) on Century Boulevard. Having a bicycle lane connection to the two light rail stations within South Gate is needed.

It was noted that preservation of parking, particularly along the Atlantic Corridor, is extremely important and an attempt, from any study or project, to remove parking spaces will become a political issue.



Clarification was provided that Tweedy Boulevard is not anticipated to have a road diet. The City has funds to incorporate sharrows along the roadway section.

The Focus Area shown/discussed extends along the Atlantic Corridor from just south of Wright Avenue to the city limit. This focus area proposes a cul-de-sac for safety as well as creating additional parking opportunity. However, based on further discussion with the City, there was concern that this could create two additional chokepoints including along Wright Road as well as at Atlantic Avenue / Imperial Highway, the concept was determined to be infeasible. The discussion, however, did yield that Wright Road could be incorporated into a larger Bikeway Circulation specific plan bikeway circulation and could be traffic calmed. It's currently used by cut through traffic to get to Imperial Highway and the 710 Interchange area. As the discussion became more focused, the City provided direction for our team to focus on Bicycle Circulation as a specific Bike Network Focus Area, that is specific to the connections between SELA, the LA River Trail, and the new park adjacent to the school complex.

It was further noted that the City would like a GCCOG add-on task that provides a cost and scope for how much it would be to incorporate a Wright Road concept to the City. This would be in addition, and a nexus to, the current Atlantic Corridor Complete Street study, and if approved by the City would be billed via the current Atlantic agreement. This scope of work was provided to the City in early January 2021 and is expected to be approved by City Council in mid-January with a Notice to Proceed anticipated in February 2021. The additional task is estimated to take 4 months to complete.

Lastly, City staff noted that the 710 corridor envisions a closure at Imperial Highway. and Wright Road. However, the City does not see that happening versus changing the Wright Road design to make it work better at both ends.

3.7.3 Concept Area Focus Development

This section evaluates the existing conditions and findings that develops a variety of multimodal Corridor improvements bundled into four proposed Street Designations, which are then used to develop the Concept Focus Areas (FA's), as part of the overall creation of the Atlantic Corridor Complete Streets Corridor Study. The various possible street designations were shown during original scoping of the project, and further discuss during the jurisdictional meetings. The FA's are specific locations, or nodes, that are modified and developed for each jurisdiction to provide a concept plan illustrating a multimodal Complete Street concept. The "toolkit" of Street Designations, shown back in Section 2, are applied along the Corridor as appropriate and agreed to with the jurisdiction, and are primarily used as a baseline to help develop and quantify the high-level future Corridor concept along with cost estimates.

The following includes the Concept Focus Areas for the City of South Gate.

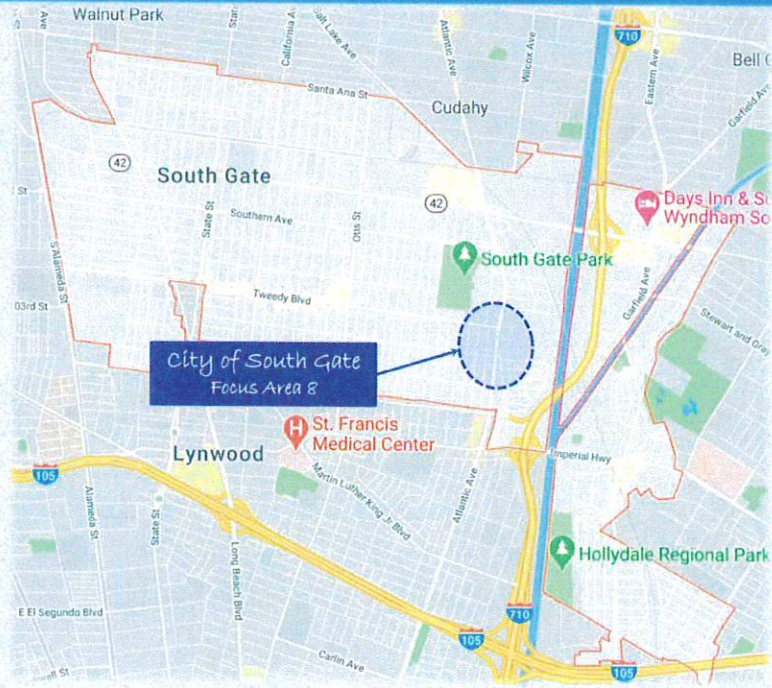




ATLANTIC AVENUE

City of South Gate

City Area Map

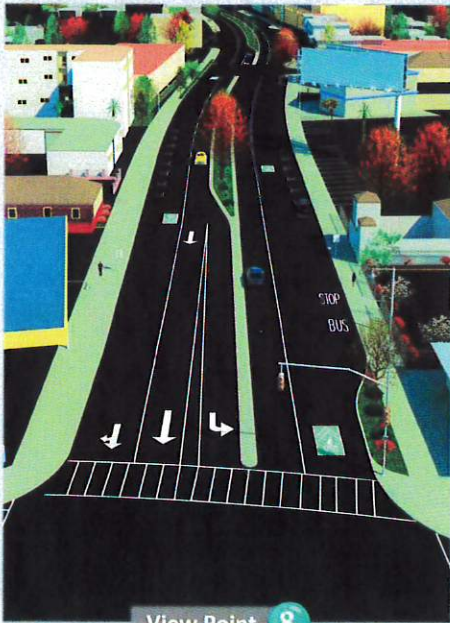




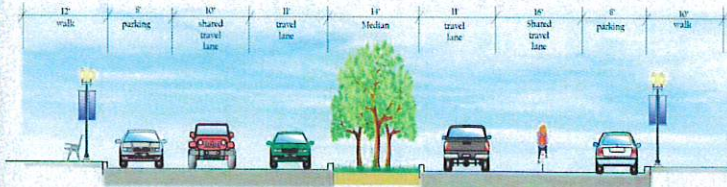
ATLANTIC AVENUE

Michigan Ave to north of Tweedy Pl (City of South Gate)

Focus Area 8
Exhibit



View Point 8

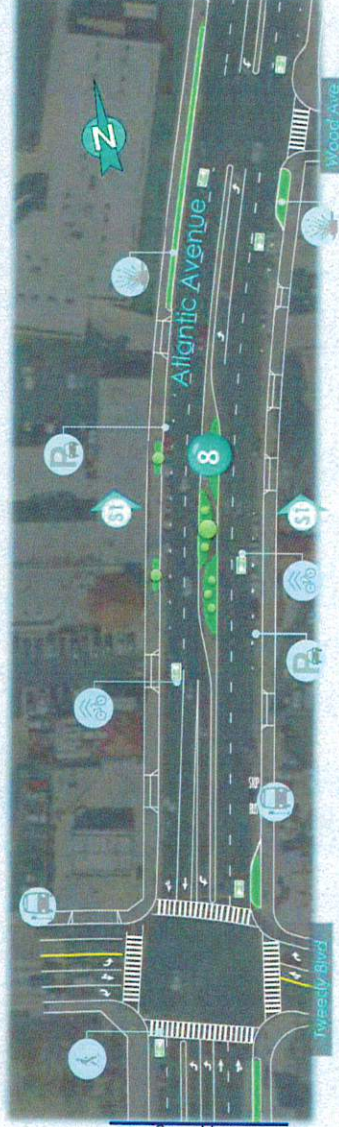


Section S1

ATLANTIC AVENUE

Michigan Ave to north of Tweedy Pl (City of South Gate)

Focus Area 8
Exhibit



GATEWAY CITIES

The Atlantic Corridor Complete Street Evaluation & Master Plan Study

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3.7.4 Order of Magnitude Cost Estimates

The cost estimate for the City of South Gate was developed as part of the study. The cost estimate includes the type of features, or general typical section, which should be considered as part of the Master Plan. This also includes any special features that might be unique to the City, based on the focus areas developed applied to the entire length of the City's segment within the Corridor.

The following is a summary of the order of magnitude cost estimate for the City of South Gate:

Description	Unit	Quantity	Unit Price	Amount
Pavement Grind and Overlay (2.5")	SF	380,000	\$ 2	\$ 760,000
Pavement - Widening	SF	60,000	\$ 15	\$ 900,000
Enhanced Pavement	SF	8,000	\$ 20	\$ 160,000
Curb and Gutter Removal	LF	15,000	\$ 5	\$ 75,000
Curb and Gutter Construction	LF	15,000	\$ 30	\$ 450,000
Median Curbs including removal	LF	12,000	\$ 35	\$ 420,000
Curb Ramps	EA	45	\$ 3,500	\$ 157,500
Driveways	SF	9,700	\$ 8	\$ 77,600
Sidewalk	SF	29,000	\$ 6	\$ 174,000
Enhanced Sidewalk	SF	10,200	\$ 12	\$ 122,400
Sidewalk Railing	LF	550	\$ 50	\$ 27,500
Tree Removal	EA	228	\$ 500	\$ 114,000
Tree Replacement	EA	228	\$ 2,500	\$ 570,000
Power Line Undergrounding				
Transmission Undergrounding Power Pole	LS	1	4,960,000	\$ 4,960,000
Distribution Undergrounding Utilities	LS	1	1,820,000	\$ 1,820,000
Street Light Replacement	EA	90	5,000	\$ 450,000
Traffic Signal Mod.	EA	7	300,000	\$ 2,100,000
Grading	CY	6,100	15	\$ 91,500
Drain Inlets - Includes Connector Pipe	EA	30	10,000	\$ 300,000
Transit Stops	EA	14	15,000	\$ 210,000
Bike Lockers	EA	2	10,000	\$ 20,000
Landscape and Irrigation (drought tolerant)	SF	60,000	25	\$ 1,500,000
Signing and Striping	LF	11,000	10	\$ 110,000
Monument Signage	EA	1	20,000	\$ 20,000
Storm Water Treatment	LS	1	150,000	\$ 150,000
Subtotal (rounded)				\$ 15,740,000
Traffic Control (2.5% of constr. costs)	LS	1	\$ 393,500	\$ 394,000
Signal Interconnect Synchronizing	EA	1	\$ 100,000	\$ 100,000
Subtotal Construction Capital				\$ 16,234,000
Contingency (20%)				\$ 3,247,000
Estimated Construction Capital				\$ 19,481,000
Preliminary Engineering & Environmental	3%			\$ 585,000
PS&E	9%			\$ 1,754,000
Construction Management	8%			\$ 1,559,000
Admin	5%			\$ 975,000
Subtotal Soft Costs				\$ 4,871,000
Estimated Total				\$ 24,352,000



3.8 City of Lynwood

The City of Lynwood is located between South Gate and Compton. The following section includes the data collection and review of existing conditions, the meetings held with City staff, the concept focus areas that were developed as well as the high-level cost estimate.

The City determined that the focus area for this effort should be along the Atlantic Corridor from Imperial Highway to south of Los Flores Avenue, as well as from I-105 to Carlin Avenue. Pedestrian enhancements were incorporated at Imperial Highway, as well as bus stop improvements, bicycle lanes, bioswales, street trees, landscaped medians and drought tolerant landscape opportunities are also shown within the focus area concept maps.

3.8.1 Data Collection and Review of Existing Conditions

As part of this project, extensive data was collected, along the Corridor. A detailed field review was completed in the City of Lynwood, which included both driving and walking the entire project limits. The field reviews included a general inventory of the overhead utilities, landscaped medians, ADA access, the changes in land uses, transit facilities and drainage/ponding during the few rain events.

The Existing Conditions Data Summary table including all the roadway features along the Corridor within the City, including lane widths, information on medians, sidewalks, approximately right of way widths and if there are bicycle lanes, were inventoried. In addition to the roadway/Corridor features detailed in the Existing Condition Data Summary table, additional information regarding overhead utilities, ADA access and transit facilities was also collected. Overhead utilities on poles exist for a significant length of the Corridor. These facilities include communication and transmission/distribution lines for electrical power.

This data helps access whether impacts and relocations should be considered as part of the master plan implementation along with another magnitude cost estimate that would be applied for potential improvements. The Corridor generally has sufficient sidewalk widths and ADA ramps to street level, with a few exceptions.



3.8.2 Project Meetings

Meeting #1

Thursday, February 6th, 2020, a meeting was held with the City of Lynwood staff to discuss the constraints deficiencies and opportunities for the Atlantic Corridor through the City of Lynwood:

Name	Agency/Firm	Title	Email
Alfredo Perez	City of Lynwood	Planning Associate	alperez@lynwood.ca.us
Noe Martinez	City of Lynwood	Public Works Assistant	nmartinez@lynwood.ca.us
Richard Sandzimier	City of Lynwood	Public Works Director	rsandzimier@lynwood.ca.us
Yvette Kirrin	Southstar/GCCOG	Project Manager	yvette@kes-inc.com
Kekoa Anderson	Koa/GCCOG	COG Staff Engineer	koa@koaconsulting.net

The City of Lynwood expressed interest in uniformly standardizing posted speed as well as parking restrictions throughout the City.

Installing bicycle lanes that have connectivity to other jurisdiction segments along the Atlantic Corridor is another interest of the City.

Lynwood would like to organize spaces along their roadway, including the typical section, to be more inviting to residents and visitors. The pavement is in poor condition, along with missing striping. This suggests the roads have received minimal maintenance. Building owners along the Corridor have experience high turnover and have a difficult time retaining commercial tenants. Additionally, there is no mixed-use zoning within the Corridor.

The City brought to the attention of the GCCOG staff that the Imperial Highway study, which Metro is conducting, provides useful traffic flow insight for this study. The Atlantic intersection traffic counts yielded a level of service D in both the AM and PM peak periods.

Other street projects within the City include the Brewster Street improvement project, the Agnes Street improvement project, and the Fernwood ATP project.

In discussion with the City, staff committed to providing the City's bicycle plan as well as the mapping for the segment between Cortland to Joseph which is being scoped for a roadway rehabilitation job.

The City confirmed the Focus Areas (FA's) to include in the study as part of this corridor evaluation. It was noted that a FA does not necessarily mean that it's priority along the Corridor area for the jurisdiction. GCCOG staff noted that a FA is a snapshot of a section along the Corridor. This section showcases the various features they can apply to the entire Corridor within the City limits.



Beginning at the City limits at E. McMillan St. and traveling northbound, the posted speed is 40 mph. Metro lines 260 and the City of Lynwood trolley company runs northbound.

- Signalized intersection at Arlington Avenue
- Signalized intersection at Carline Avenue
- Signalized intersection at Agnes Avenue

The signalized intersection includes an entrance to the Lucy Avalos Community Center and Yvonne Burke- John D Ham Park. On the west side of the street, there is an empty lot planned for affordable housing. The Atlantic Corridor crosses under the 105 freeway.

- Signalized intersection at Cortland Street.
- Signalized intersection at Martin Luther King Junior Boulevard

The Lynwood Adult School is on the west side of the street. The posted speed drops to 35 mph. Parking restrictions are limited to two hours. Transit lines include metro 260, 612 and 762 as well as Metro Rapid and the Lynwood Trolley.

- Signalized intersection at Beachwood Avenue

Parking restrictions are reduced to 1-1/2-hour parking north of Beachwood Avenue.

- Signalized intersection at Elmwood Avenue
- Signalized intersection at Imperial Highway

Imperial Highway is a photo enforced signalized intersection. North of Imperial Highway is a large transit stop that includes metro rapid, lines 117, 260, 612, 762 and the trolley. Parking restriction increases back up to 2-hour parking.

- Signalized intersection at Abbot Avenue

Meeting #2

Monday, May 18, 2020, a second meeting was held with the City of Lynwood staff to follow up on previous discussion, highlighting the focus areas outlined during meeting 1:

Name	Agency/Firm	Title	Email
Alfredo Perez	City of Lynwood	Planning Associate	alperez@lynwood.ca.us
Noe Martinez	City of Lynwood	Public Works Assistant	nmartinez@lynwood.ca.us
Richard Sandzimier	City of Lynwood	Public Works Director	rsandzimier@lynwood.ca.us
Yvette Kirrin	Southstar/GCCOG	Project Manager	yvette@kes-inc.com
Kekoa Anderson	KOA/GCCOG	COG Staff Engineer	koa@koaconsulting.net

The meeting included a recap of the kick-off meeting noting the meeting minutes write up, including any corrections or edits needed, as well as recently obtained existing condition data from the GCCOG Team field review, and the project location map along the Corridor.



As part of the existing conditions summary recap, the City noted several source documents that can be provided including:

1. The transit fixed route description/map
2. The bicycle and pedestrian plan
3. The RFP detailing the Atlantic Specific Plan they are planning to complete
4. The Bike Trail Plans on Caltrans RW near I-105
5. The Lynwood Connectivity Plan.

Corridor wide considerations regarding continuity along the 20 mile stretch of Atlantic Corridor was discussed. This includes consideration of both the physical and aesthetic types of features including bike facility continuity, acknowledging the changes in speed limits, various types of parking restrictions, and/or future consideration of corridor aesthetics including a themed landscaped pallet and/or wayfinding. It was noted that all jurisdictions can implement features consistent with their preferences as the study can only make recommendations that could not be mandated.

The City confirmed the two potential focus areas, including 1) the Imperial/Atlantic intersection area and 2) the area south of I-105 along the Atlantic Corridor near Yvonne Burke - John D Ham Park, as there is a city project within Caltrans right of way near the I-105 from Birch to Wright Road that was designed and funded through an urban greening grant that provides additional continuity in the area.

Meeting #3

On Wednesday, November 4, 2020, a third meeting was held with the City of Lynwood.

Name	Agency/Firm	Title	Email
Lorry Hempe	City of Lynwood	Public Works Special Projects Manager	lhempe@lynwood.ca.us
Noe Martinez	City of Lynwood	Public Works Assistant	nmartinez@lynwood.ca.us
Elias Saikaly	City of Lynwood	Senior Public Works Manager	esaikaly@lynwood.ca.us
Yvette Kirrin	Southstar/GCCOG	Project Manager	yvette@kes-inc.com
Kekoa Anderson	Koa/GCCOG	COG Staff Engineer	koa@koaconsulting.net

The group reviewed the prior meeting minutes to reacquaint the group with where the status was left off. This included the opportunities, constraints and proposed focus areas.

The group reviewed GCCOG Complete Street toolbox icons that are being added to the focus area plans, noting that these provide options to the City when/if additional funding is found to move the project into the design and construction phases. This issue was emphasized because the City has interest in providing potential up lighting within the medians, for example, or additional WQ features including landscaping, bio swells and other enhancements that should be identified now. The City can then pick and choose, when the time comes, the features it would like to move into the design phase via a scope of work. It was noted that the total toolbox icon kit exhibit would be included in the Corridor Wide Considerations section of the report as well as included in the next TAC package by jurisdiction to be distributed next week.



The exhibit for the first focus area was provided, showing the proposed crosswalk improvements at Atlantic Avenue and Imperial Hwy. City staff advised the team to coordinate with Metro as they are designing several operational improvements along Imperial Highway. The Focus Area also extended south along the Atlantic Corridor and includes class II bicycle lanes, on street parking (with less than 10% lost due to curb return bulb outs, which shorten the crosswalk distances and provide additional pedestrian safety along the sidewalk). It was noted that the typical section in this area included an 8-foot sidewalk, 5-foot bicycle lane, two 12-foot lanes and an 11-foot left turn lane, as needed. It was noted that the rendering has not been completed but will be done once the City agrees with the typical section and plan.

It was noted that the second focus area south of Fernwood Avenue along Atlantic had not yet been updated. This section will be updated down to Agnes and Lavenia, to show the removed left turn northbound to Lavenia, to incorporate a continuous raised median, to connect to the existing. Lavinia would be changed into a right-in-right-out configuration. It was noted that this exhibit would be provided prior to the next TAC meeting.

The overall Benefits of the Corridor was discussed. These included the class II bike lane, enhanced bus facilities including concrete pads, additional water quality features such as bio swells and tree wells, median improvements, enhanced aesthetics, possible monuments and wayfinding features.

It was noted that the team would look at the proposed Eco Rapid station area near the confluence of South Gate and Lynwood near Imperial/Atlantic.

The City noted that they would like the GCCOG to follow up on these studies, post completion, to assist with possible funding opportunities as a multi-jurisdictional approach.

3.8.3 Concept Area Focus Development

This section evaluates the existing conditions and findings that develops a variety of multimodal Corridor improvements bundled into four proposed Street Designations, which are then used to develop the Concept Focus Areas (FA's), as part of the overall creation of the Atlantic Corridor Complete Streets Corridor Study. The various possible street designations were shown during original scoping of the project, and further discuss during the jurisdictional meetings. The FA's are specific locations, or nodes, that are modified and developed for each jurisdiction to provide a concept plan illustrating a multimodal Complete Street concept. The "toolkit" of Street Designations, shown back in Section 2, are applied along the Corridor as appropriate and agreed to with the jurisdiction, and are primarily used as a baseline to help develop and quantify the high-level future Corridor concept along with cost estimates.

The following includes the Concept Focus Areas for the City of Lynwood.

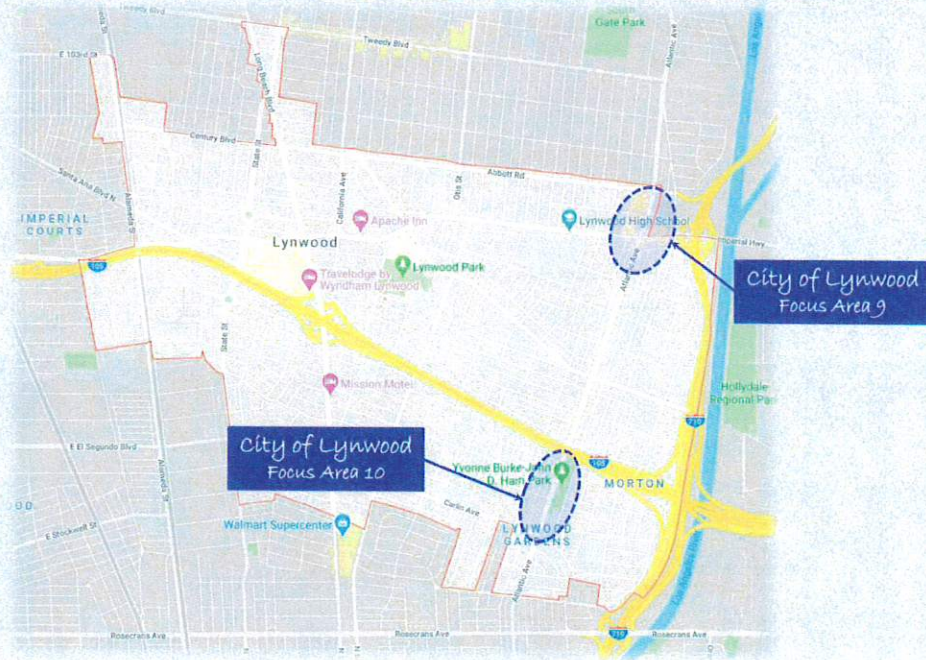
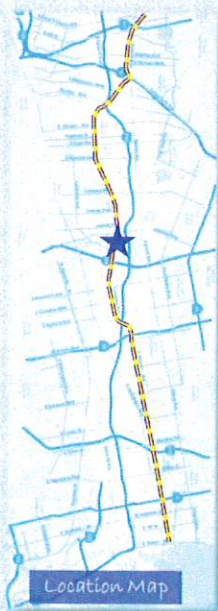




ATLANTIC AVENUE

City of Lynwood

City Area Map





ATLANTIC AVENUE

Imperial Highway (City of Lynwood)

Focus Area 9
Exhibit

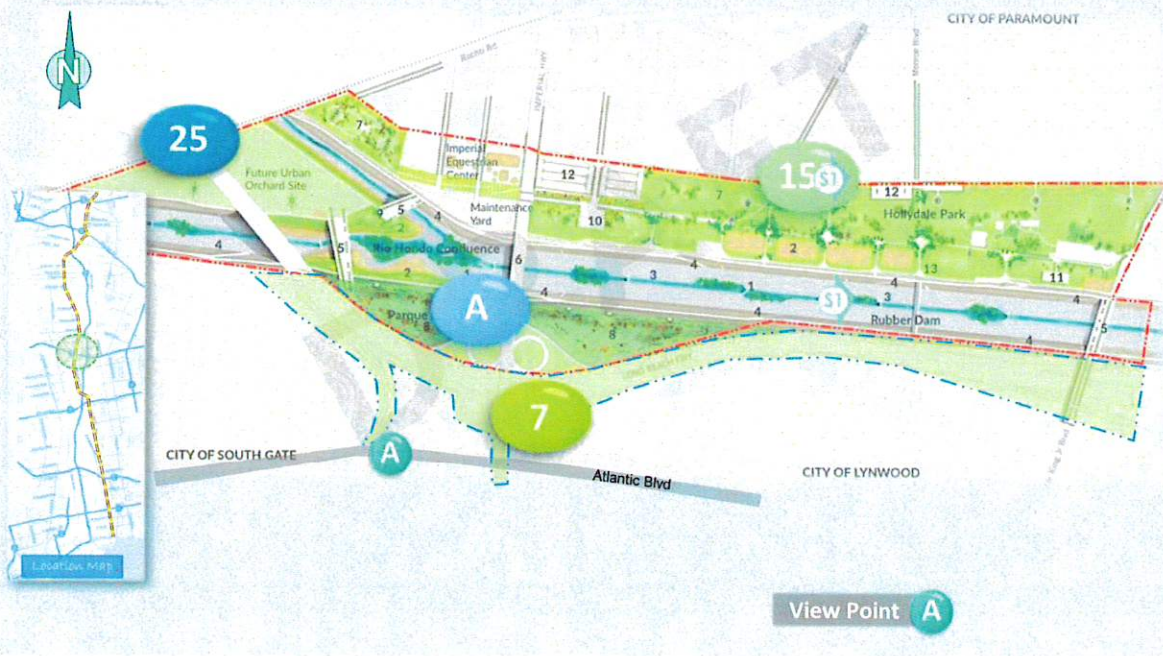


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ATLANTIC BOULEVARD

City of Lynwood

Focus Area 9
Exhibit

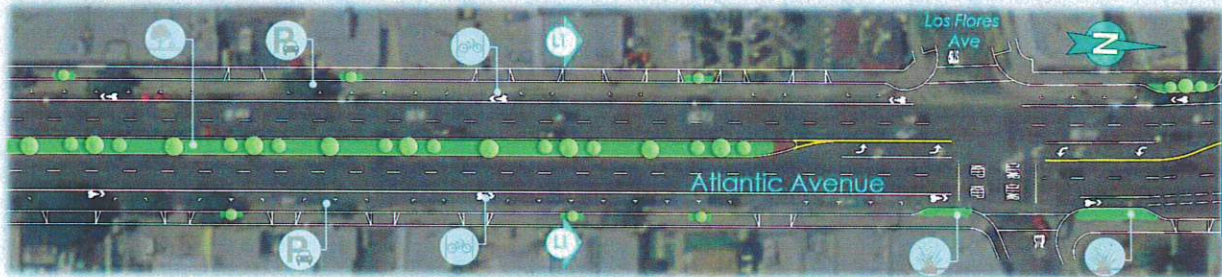




ATLANTIC AVENUE

South of Los Flores Ave to North of Imperial Hwy (City of Lynwood)

Focus Area 9
Exhibit

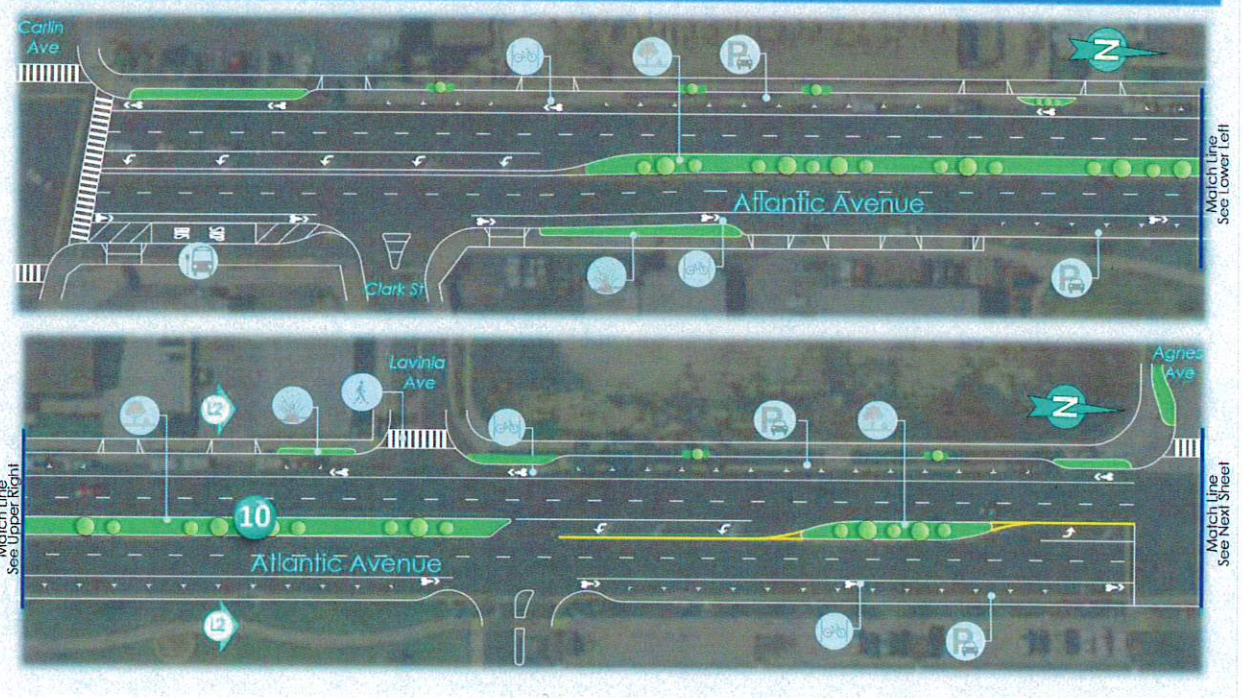




ATLANTIC AVENUE

Carlin Ave to Interstate 105 (City of Lynwood)

Focus Area 10
Exhibit

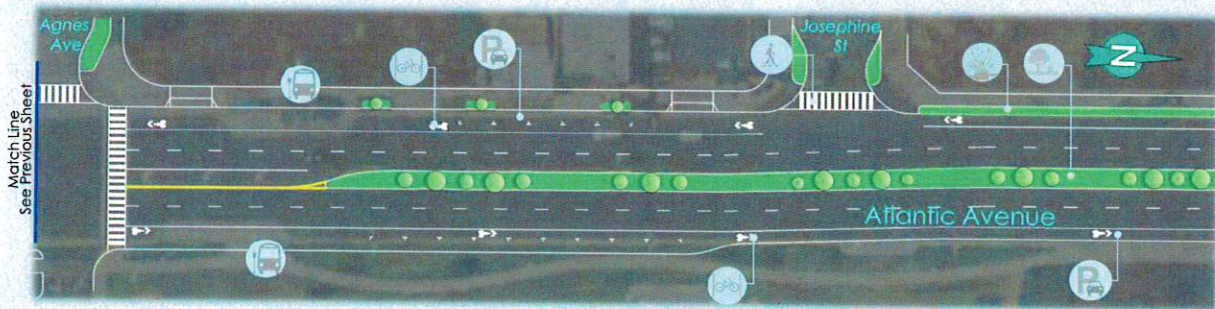




ATLANTIC AVENUE

Carlin Avenue to Interstate 105 (City of Lynwood)

Focus Area 10
Exhibit





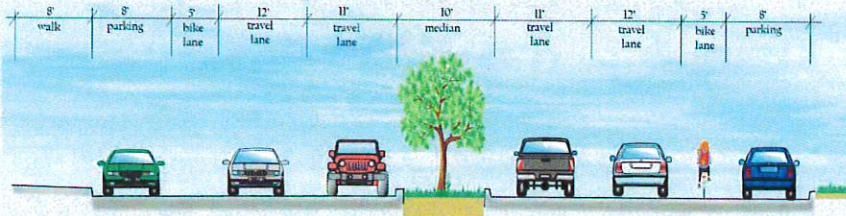
ATLANTIC AVENUE

Carlin Avenue to Interstate 105 (City of Lynwood)

Focus Area 10
Exhibit



View Point 10



Section L2

3.8.4 Order of Magnitude Cost Estimates

The cost estimate for the City of Lynwood was developed as part of the study. The cost estimate includes the type of features, or general typical section, which should be considered as part of the Master Plan. This also includes any special features that might be unique to the City, based on the focus areas developed applied to the entire length of the City's segment within the Corridor.

The following is a summary of the order of magnitude cost estimate for the City of Lynwood:

Description	Unit	Quantity	Unit Price	Amount
Pavement Grind and Overlay (2.5")	SF	750,000	\$ 2	\$ 1,500,000
Pavement - Widening	SF	80,000	\$ 15	\$ 1,200,000
Enhanced Pavement	SF	10,000	\$ 20	\$ 200,000
Curb and Gutter Removal	LF	20,000	\$ 5	\$ 100,000
Curb and Gutter Construction	LF	20,000	\$ 30	\$ 600,000
Median Curbs including removal	LF	16,000	\$ 35	\$ 560,000
Curb Ramps	EA	68	\$ 3,500	\$ 238,000
Driveways	SF	15,000	\$ 8	\$ 120,000
Sidewalk	SF	45,000	\$ 6	\$ 270,000
Enhanced Sidewalk	SF	11,000	\$ 12	\$ 132,000
Sidewalk Railing	LF	640	\$ 50	\$ 32,000
Tree Removal	EA	300	\$ 500	\$ 150,000
Tree Replacement	EA	300	\$ 2,500	\$ 750,000
Power Line Undergrounding				
Transmission Undergrounding Power Poles	LS	1	1,500,000	\$ 1,500,000
Distribution Undergrounding Utilities	LS	1	500,000	\$ 500,000
Street Light Replacement	EA	110	5,000	\$ 550,000
Traffic Signal Mod.	EA	8	300,000	\$ 2,400,000
Grading	CY	8,100	15	\$ 121,500
Drain Inlets - Includes Connector Pipe	EA	40	10,000	\$ 400,000
Transit Stops	EA	16	15,000	\$ 240,000
Bike Lockers	EA	2	10,000	\$ 20,000
Landscape and Irrigation (drought tolerant)	SF	80,000	25	\$ 2,000,000
Signing and Striping	LF	14,000	10	\$ 140,000
Monument Signage	EA	2	20,000	\$ 40,000
Storm Water Treatment	LS	1	200,000	\$ 200,000
			Subtotal (rounded)	\$ 13,964,000
Traffic Control (2.5% of constr. costs)	LS	1	\$ 349,100	\$ 350,000
Signal Interconnect Synchronizing	EA	1	\$ 100,000	\$ 100,000
			Subtotal Construction Capital	\$ 14,414,000
			Contingency (20%)	\$ 2,883,000
			Estimated Construction Capital	\$ 17,297,000
Preliminary Engineering & Environmental	3%			\$ 519,000
PS&E	9%			\$ 1,557,000
Construction Management	8%			\$ 1,384,000
Admin	5%			\$ 865,000
Subtotal Soft Costs	25%			\$ 4,325,000
			Estimated Total	\$ 21,622,000



3.9 City of Compton

The City of Compton is located between Lynwood and Long Beach. The following section includes the data collection and review of existing conditions, the meetings held with City staff, the concept focus areas that were developed as well as the high-level cost estimate. Through the effort of this study, complete street elements such as bus stop improvements, bicycle lanes, bioswales, street trees, landscaped medians and drought tolerant landscape opportunities are shown within the focus area concept maps and are focused along the Corridor over, and including access to the LA River, north to Alondra Boulevard and east to I-710, with a heavy emphasis on pedestrian and bicycle continuity.

3.9.1 Data Collection and Review of Existing Conditions

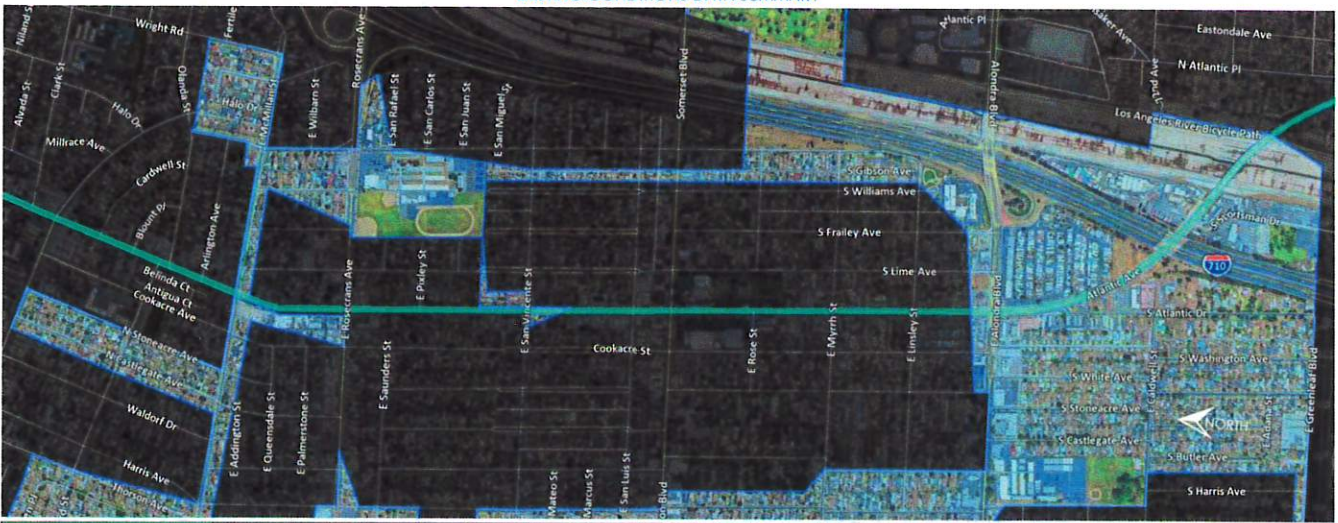
As part of this project, extensive data was collected, along the Corridor. A detailed field review was completed in the City of Compton, which included both driving and walking the entire project limits. The field reviews included a general inventory of the overhead utilities, landscaped medians, ADA access, the changes in land uses, transit facilities and drainage/ponding during the few rain events.

The Existing Conditions Data Summary table including all the roadway features along the Corridor within the City, including lane widths, information on medians, sidewalks, approximately right of way widths and if there are bicycle lanes, were inventoried. In addition to the roadway/Corridor features detailed in the Existing Condition Data Summary table, additional information regarding overhead utilities, ADA access and transit facilities was also collected. Overhead utilities on poles exist for a significant length of the Corridor. These facilities include communication and transmission/distribution lines for electrical power.

This data helps access whether impacts and relocations should be considered as part of the master plan implementation along with another magnitude cost estimate that would be applied for potential improvements. The Corridor generally has sufficient sidewalk widths and ADA ramps to street level, with a few exceptions.



EXISTING CONDITIONS DATA SUMMARY



Segment Description	Approximate R/W Width (Varies/Reg)	Begin PM	End PM	No. of Thru Lanes		Median	LTL		RTL		Parking		Sidewalk		OH Utilities		Bicycle		Transit Stop	RR Crossing	Frontage Roads		Comments
				SB	NB		SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB			SB	NB	
Alondra Boulevard to South Atlantic Drive	100'	11.20		2	2	4'-14' RCM	10'	10'	0	0	Yes	Yes	Yes	Yes	No	No	No	No	None	None	No	No	Connection on south bound with South Atlantic Drive. Transmission lines on south bound
South Atlantic Drive to Sportsman Drive	100'	11.30	11.50	2	2	0	0	0	0	0	Yes	Yes	Yes	Yes	Yes*	Yes*	No	No	None	None	No	No	710 FWY undercrossing. Transmission lines on North bound
Sportsman Drive to LA River	50'-100'	11.50	11.70	2	2	0	0	0	0	0	No	No	Yes	Yes	No	Yes	No	None	None	No	No	LA River overcrossing. Transmission lines on North bound	

Abbreviations:

Avg: Average; LTL: Left Turn Lane; NB: Northbound; No.: Number; OH: Overhead; PM: Post Mile; RR: Railroad; RTL: Right Turn Lane; SB: Southbound; TWLTL: Two Way Left Turn Lane; RCM: Raised Center Median; Var: Varies

3.9.2 Project Meetings

Meeting #1

Monday, February 3rd, 2020, a meeting was held with the City of Compton staff to discuss the constraints deficiencies and opportunities for the Atlantic Corridor through the City of Compton:

Name	Agency/Firm	Title	Email
Michael Antwine	City of Compton	Assistant City Manager	mantwine@comptoncity.org
John Strickland	City of Compton	Project Manager	jstrickland@comptoncity.org
Yvette Kirrin	Southstar/GCCOG	Project Manager	yvette@kes-inc.com

The City would like our study to focus on operational safety, green streets, and urban greening. They would also like a Class 1 bike lane to connect to East Rancho Dominguez and a new public art monument for the city of Compton entryway. Compton wants improved safety measures and is opened to narrowing the roadway as it is an unsafe speedway in today's condition. The roadway appears to have enough width to incorporate safety enhancements such as channelized raised landscape medians.

The Focus Area (FA) for Compton is the southern entry into the City at the LA River. It extends at a small segment near 710 bridge north to Alondra Boulevard. The City has plans for the development of the two triangular parcels next to the freeway and Atlantic Corridor.

Field Review Observations:

Traveling northbound, the City of Compton begins north of the LA River bridge. The typical section consists of two lanes in each direction with no center dual lane. The roadway passes underneath the 710 freeway, and the typical section continues to the signalized intersection at Alondra Boulevard.

Only the northbound approach to the intersection has an unimproved raised median. This channelizes traffic into the intersection where it includes protected left turns. Metro lines 260 and 762, and a signed bike lane begins north of the intersection, entering East Rancho Dominguez.



Meeting #2

On May 28, 2020, a second meeting with the City of Compton was held to follow up on previous discussion, highlighting the focus areas outlined during meeting 1.

Name	Agency/Firm	Title	Email
Michael Antwine	City of Compton	Assistant City Manager	mantwine@comptoncity.org
John Strickland	City of Compton	Project Manager	jstrickland@comptoncity.org
Dan Garcia	Interwest Consultant	City Eng. Consultant	drgarcia@interwestgrp.com
Kekoa Anderson	Koa/GCCOG	COG Staff Engineer	kekoa@koaconsulting.net
Traci Gleason	Koa/GCCOG	COG Staff Engineer	traci@koaconsulting.net
Yvette Kirrin	Southstar/GCCOG	Project Manager	yvette@kes-inc.com

The introduction included a recap of the kickoff meeting, as well as a presentation of the agenda which included the newly obtained existing condition data from the GCCOG Team field review, and the project location map along the Corridor.

Several concepts were shared including the Compton connection to the City of Long Beach along the Corridor as well as the access to the LA River along Alondra across I-710. The primary exhibit included the Atlantic Corridor from the City of Long Beach limit north to the Alondra intersection and East to the LA River entrance. This concept includes a Class 1 bicycle path up the east side of the Atlantic Corridor to the Alondra Boulevard and eastward around the I-710 ramps to the LA River entrance. The exhibit showed a viewpoint concept on the bridge over the LA River, along Atlantic, for sightseeing and/or just a place to stop.

It was noted that watershed opportunities for water quality features and characteristics would be identified along the Atlantic Corridor. It was noted that these water resource elements are tied to funding opportunities.

A discussion regarding various funding opportunities took place specifically with regard to how the City might need to assist or participate in requesting grant funds to implement the concept. It was noted that Metro Measure R funding would likely fund the I-710 interchange to Alondra. Additionally, ATP funds could be sought for the Class 1 bike lanes as well as RMC funds including proposition 1 and 68 could be sought for storm water features. Urban greening elements could also be funded through grant opportunities.

The City noted that they would provide the BRT bus shelter schematic as a reference item for the team.

Corridor wide considerations regarding continuity along the 20 mile stretch of Atlantic Corridor was discussed. This includes consideration of both the physical and aesthetic types of features including bike facility continuity, acknowledging the changes in speed limits, various types of parking restrictions and/or a future consideration of corridor aesthetics including a themed landscaped pallet and/or wayfinding. It was noted that all jurisdictions are able to implement features consistent with their own



preferences as the Study can only make recommendations that could not be mandated.

City staff noted the support for the concepts developed and presented.

Meeting #3

On Thursday, October 22, 2020, a third meeting was held with the City of Compton. It was noted that this meeting is an informal check-in and not an officially scheduled meeting within our overall schedule.

Name	Agency/Firm	Title	Email
Michael Antwine	City of Compton	Assistant Manager City	mantwine@comptoncity.org
John Strickland	City of Compton	Project Manager	jstrickland@comptoncity.org
Dan Garcia	Interwest Consultant	City Eng. Consultant	drgarcia@interwestgrp.com
Kekoa Anderson	KoaGCCOG	COG Staff Engineer	kekoa@koaconsulting.net
Traci Gleason	Koa/GCCOG	COG Staff Engineer	traci@koaconsulting.net
Yvette Kirrin	Southstar/GCCOG	Project Manager	yvette@kes-inc.com

The introduction included a review of the agenda which included the existing conditions, constrains, data from the GCCOG field review, project location map and the previous two meeting minutes. A review of the focus area exhibit was presented. The focus area extends from the City of Long Beach limit north to the Alondra intersection and East to the LA River entrance. This concept includes a Class 1 bicycle path up the east side of the Atlantic Corridor to the Alondra Boulevard and eastward around the I-710 ramps to the LA River entrance. The exhibit showed a viewpoint concept on the bridge over the LA River, along Atlantic, for sightseeing and/or just a place to stop.

Following the focus area review, the forum was open to questions/comments, the City asked if there will be any bridge work on Atlantic Blvd crossing the LA River in the Long Beach area, is that part of the project, will the City participate and will Long Beach be the lead. The team responded by stating that it is part of it and will be coordinated with the City to tie it in together. The report will be used to secure funding for the improvements. The team provided an overview of the purpose of the study. The City followed with a question/comment asking that they assume that the underpass portion will be covered by the SR-710 improvements. The team stated that they are preparing the exhibits for Ernesto (Metro) to allow for the intersections to be completed early. If the two bridges over the freeway and over the LA River tied together will conceptually work. The team emphasized on a multijurisdictional would be beneficial to the City because they are located in the center of the project area.

The proposed cost estimate for the focus area is not available at this time since we are developing the concept, but the final report will have the cost. Overall, the City agreed that the concept included all their previous comments and there are no additional comments.



A review of the schedule was provided. Public Outreach was discussed as an option for the City and they will let us know if they would like to have a public outreach focus.

Background information was provided in regard to the existing homeless conditions near the LA River. In addition, they provided information about a development for affordable housing that includes two parcels near SR-710/Alondra Blvd. They plan on incorporating streetscape elements, pedestrian paths, and sidewalks. They would like to integrate some of the design elements of the focus area. The City will look into the allowed turning movements into and out of the development.

3.9.3 Concept Area Focus Development

This section evaluates the existing conditions and findings that develops a variety of multimodal Corridor improvements bundled into four proposed Street Designations, which are then used to develop the Concept Focus Areas (FA's), as part of the overall creation of the Atlantic Corridor Complete Streets Corridor Study. The various possible street designations were shown during original scoping of the project, and further discuss during the jurisdictional meetings. The FA's are specific locations, or nodes, that are modified and developed for each jurisdiction to provide a concept plan illustrating a multimodal Complete Street concept. The "toolkit" of Street Designations, shown back in Section 2, are applied along the Corridor as appropriate and agreed to with the jurisdiction, and are primarily used as a baseline to help develop and quantify the high-level future Corridor concept along with cost estimates.

The following includes the Concept Focus Areas for the City of Compton.





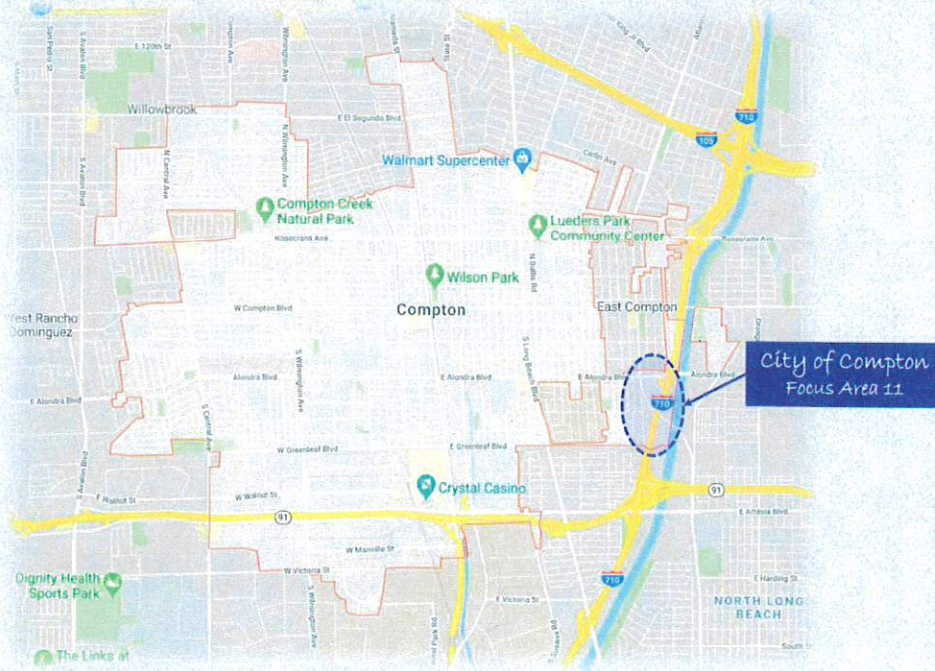
ATLANTIC AVENUE

City of Compton

City Area Map



Location Map



City of Compton
Focus Area 11



ATLANTIC AVENUE

LA River & Alondra (City of Compton)

Focus Area 11
Exhibit



Match Line
See Next Sheet

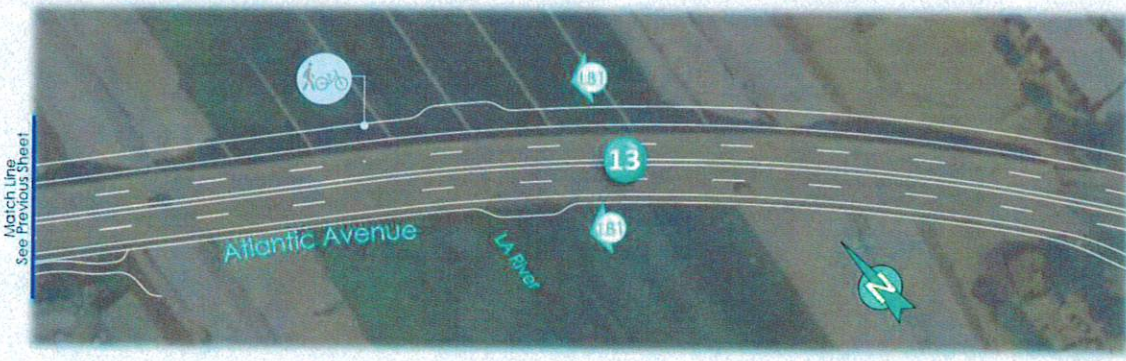




ATLANTIC AVENUE

LA River & Alondra (City of Compton)

Focus Area 11
Exhibit





ATLANTIC AVENUE

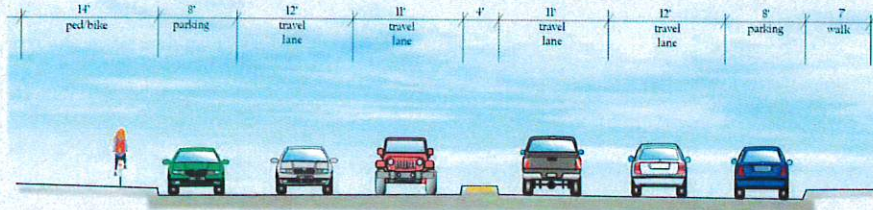
LA River & Alondra (City of Compton)

Focus Area 11
Exhibit



View Point 11

View Point 12



Section C1



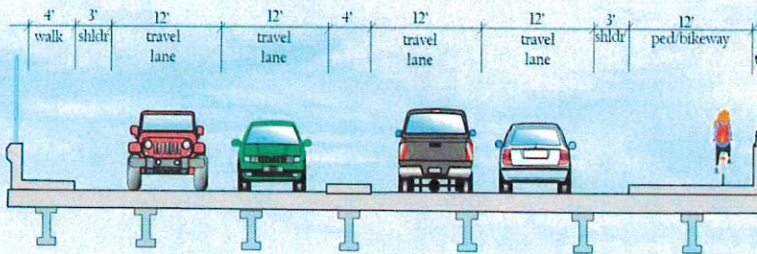
ATLANTIC AVENUE

LA River & Alondra (City of Compton)

Focus Area 11
Exhibit



View Point 13



Section LB1

3.9.4 Order of Magnitude Cost Estimates

The cost estimate for the City of Compton was developed as part of the study. The cost estimate includes the type of features, or general typical section, which should be considered as part of the Master Plan. This also includes any special features that might be unique to the City, based on the focus areas developed applied to the entire length of the City's segment within the Corridor.

The following is a summary of the order of magnitude cost estimate for the City of Compton:

Description	Unit	Quantity	Unit Price	Amount
Pavement Grind and Overlay (2.5")	SF	185,000	\$ 2	\$ 370,000
Pavement - Widening	SF	30,000	\$ 15	\$ 450,000
Enhanced Pavement	SF	8,000	\$ 20	\$ 160,000
Curb and Gutter Removal	LF	5,200	\$ 5	\$ 26,000
Curb and Gutter Construction	LF	5,200	\$ 30	\$ 156,000
Median Curbs including removal	LF	4,000	\$ 35	\$ 140,000
Curb Ramps	EA	4	\$ 3,500	\$ 14,000
Driveways	SF	3,500	\$ 8	\$ 28,000
Sidewalk	SF	11,000	\$ 6	\$ 66,000
Enhanced Sidewalk	SF	3,000	\$ 12	\$ 36,000
Sidewalk Railing	LF	180	\$ 50	\$ 9,000
Tree Removal	EA	75	\$ 500	\$ 37,500
Tree Replacement	EA	75	\$ 2,500	\$ 187,500
Power Line Undergrounding				
Transmission Undergrounding Power Poles	LS	1	1,630,000	\$ 1,630,000
Distribution Undergrounding Utilities	LS	1	600,000	\$ 600,000
Street Light Replacement	EA	30	5,000	\$ 150,000
Traffic Signal Mod.	EA	1	300,000	\$ 300,000
Grading	CY	2,000	15	\$ 30,000
Drain Inlets - Includes Connector Pipe	EA	8	10,000	\$ 80,000
Transit Stops	EA	2	15,000	\$ 30,000
Bike Lockers	EA	1	10,000	\$ 10,000
Landscape and Irrigation (drought tolerant)	SF	14,000	25	\$ 350,000
Signing and Striping	LF	3,000	10	\$ 30,000
Monument Signage	EA	1	20,000	\$ 20,000
Storm Water Treatment	LS	1	100,000	\$ 100,000
Special Features - Ped Bridges over 710 Ramps	LS	1	25,000,000	\$ 25,000,000
Special Features - LA River Bridge Widening	LS	1	25,000,000	\$ 25,000,000
Subtotal (rounded)				\$ 55,010,000
Traffic Control (2.5% of constr. costs)	LS	1	\$ 1,375,250	\$ 1,376,000
Signal Interconnect Synchronizing	EA	1	\$ 100,000	\$ 100,000
Subtotal Construction Capital				\$ 56,486,000
Contingency (20%)				\$ 11,298,000
Estimated Construction Capital				\$ 67,784,000
Preliminary Engineering & Environmental	3%		\$	2,034,000
PS&E	9%		\$	6,101,000
Construction Management	8%		\$	5,423,000
Admin	5%		\$	3,390,000
Subtotal Soft Costs	25%		\$	16,946,000
Estimated Total				\$ 84,730,000



3.10 City of Long Beach

The Atlantic Corridor's most southerly segment extends approximately 8 miles within the city of Long Beach. The following section includes the data collection and review of existing conditions, the meetings held with City staff, the concept focus areas that were developed, as well as the high-level cost estimate.

Two focus areas were developed. One location was at the north end of the reach tying into the City of Compton and extending south to Artesia Boulevard, where the City of Long Beach also is planning to implement a complete street plan. The other focus area south of W. Anaheim Street, which is a southerly segment of the corridor. Through the effort of this study, complete street elements such as bus stop improvements, bioswales, bicycle lanes, street trees, landscaped medians and drought tolerant landscape opportunities are shown within the focus area concept maps.

3.10.1 Data Collection and Review of Existing Conditions

As part of this project, extensive data was collected, along the Corridor. A detailed field review was completed in the City of Long Beach, which included both driving and walking the entire project limits. The field reviews included a general inventory of the overhead utilities, landscaped medians, ADA access, the changes in land uses, transit facilities and drainage/ponding during the few rain events.

The Existing Conditions Data Summary table including all the roadway features along the Corridor within the City, including lane widths, information on medians, sidewalks, approximately right of way widths and if there are bicycle lanes, were inventoried. In addition to the roadway/Corridor features detailed in the Existing Condition Data Summary table, additional information regarding overhead utilities, ADA access and transit facilities was also collected. Overhead utilities on poles exist for a significant length of the Corridor. These facilities include communication and transmission/distribution lines for electrical power.

This data helps access whether impacts and relocations should be considered as part of the master plan implementation along with another magnitude cost estimate that would be applied for potential improvements. The Corridor generally has sufficient sidewalk widths and ADA ramps to street level, with a few exceptions.



EXISTING CONDITIONS DATA SUMMARY

Project Component	Approximate Mileage	Start Post Mile	End Post Mile	No. of Traffic Lanes	Median	EST.		Proposed		On-Station		Off-Station		Total		Description
						FT	IN	FT	IN	FT	IN	FT	IN	FT	IN	
1. Over 1/2 Mile to 1/4 Mile	100	11.90	12.10	2	0	100	0	100	0	100	0	100	0	100	0	2.5-lane overpass, 10-foot median, 10-foot curb on both sides
2. 1/4 Mile to 1/8 Mile	100	12.10	12.30	2	0	100	0	100	0	100	0	100	0	100	0	2.5-lane overpass, 10-foot median, 10-foot curb on both sides
3. 1/8 Mile to 1/16 Mile	100	12.30	12.50	2	0	100	0	100	0	100	0	100	0	100	0	2.5-lane overpass, 10-foot median, 10-foot curb on both sides
4. 1/16 Mile to 1/32 Mile	100	12.50	12.75	2	0	100	0	100	0	100	0	100	0	100	0	2.5-lane overpass, 10-foot median, 10-foot curb on both sides
5. 1/32 Mile to 1/64 Mile	100	12.75	13.00	2	0	100	0	100	0	100	0	100	0	100	0	2.5-lane overpass, 10-foot median, 10-foot curb on both sides
6. 1/64 Mile to 1/128 Mile	100	13.00	13.25	2	0	100	0	100	0	100	0	100	0	100	0	2.5-lane overpass, 10-foot median, 10-foot curb on both sides
7. 1/128 Mile to 1/256 Mile	100	13.25	13.50	2	0	100	0	100	0	100	0	100	0	100	0	2.5-lane overpass, 10-foot median, 10-foot curb on both sides
8. 1/256 Mile to 1/512 Mile	100	13.50	13.75	2	0	100	0	100	0	100	0	100	0	100	0	2.5-lane overpass, 10-foot median, 10-foot curb on both sides
9. 1/512 Mile to 1/1024 Mile	100	13.75	14.00	2	0	100	0	100	0	100	0	100	0	100	0	2.5-lane overpass, 10-foot median, 10-foot curb on both sides
10. 1/1024 Mile to 1/2048 Mile	100	14.00	14.25	2	0	100	0	100	0	100	0	100	0	100	0	2.5-lane overpass, 10-foot median, 10-foot curb on both sides
11. 1/2048 Mile to 1/4096 Mile	100	14.25	14.50	2	0	100	0	100	0	100	0	100	0	100	0	2.5-lane overpass, 10-foot median, 10-foot curb on both sides
12. 1/4096 Mile to 1/8192 Mile	100	14.50	14.75	2	0	100	0	100	0	100	0	100	0	100	0	2.5-lane overpass, 10-foot median, 10-foot curb on both sides
13. 1/8192 Mile to 1/16384 Mile	100	14.75	15.00	2	0	100	0	100	0	100	0	100	0	100	0	2.5-lane overpass, 10-foot median, 10-foot curb on both sides
14. 1/16384 Mile to 1/32768 Mile	100	15.00	15.25	2	0	100	0	100	0	100	0	100	0	100	0	2.5-lane overpass, 10-foot median, 10-foot curb on both sides
15. 1/32768 Mile to 1/65536 Mile	100	15.25	15.50	2	0	100	0	100	0	100	0	100	0	100	0	2.5-lane overpass, 10-foot median, 10-foot curb on both sides
16. 1/65536 Mile to 1/131072 Mile	100	15.50	15.75	2	0	100	0	100	0	100	0	100	0	100	0	2.5-lane overpass, 10-foot median, 10-foot curb on both sides
17. 1/131072 Mile to 1/262144 Mile	100	15.75	16.00	2	0	100	0	100	0	100	0	100	0	100	0	2.5-lane overpass, 10-foot median, 10-foot curb on both sides
18. 1/262144 Mile to 1/524288 Mile	100	16.00	16.25	2	0	100	0	100	0	100	0	100	0	100	0	2.5-lane overpass, 10-foot median, 10-foot curb on both sides
19. 1/524288 Mile to 1/1048576 Mile	100	16.25	16.50	2	0	100	0	100	0	100	0	100	0	100	0	2.5-lane overpass, 10-foot median, 10-foot curb on both sides
20. 1/1048576 Mile to 1/2097152 Mile	100	16.50	16.75	2	0	100	0	100	0	100	0	100	0	100	0	2.5-lane overpass, 10-foot median, 10-foot curb on both sides
21. 1/2097152 Mile to 1/4194304 Mile	100	16.75	17.00	2	0	100	0	100	0	100	0	100	0	100	0	2.5-lane overpass, 10-foot median, 10-foot curb on both sides
22. 1/4194304 Mile to 1/8388608 Mile	100	17.00	17.25	2	0	100	0	100	0	100	0	100	0	100	0	2.5-lane overpass, 10-foot median, 10-foot curb on both sides
23. 1/8388608 Mile to 1/16777216 Mile	100	17.25	17.50	2	0	100	0	100	0	100	0	100	0	100	0	2.5-lane overpass, 10-foot median, 10-foot curb on both sides
24. 1/16777216 Mile to 1/33554432 Mile	100	17.50	17.75	2	0	100	0	100	0	100	0	100	0	100	0	2.5-lane overpass, 10-foot median, 10-foot curb on both sides
25. 1/33554432 Mile to 1/67108864 Mile	100	17.75	18.00	2	0	100	0	100	0	100	0	100	0	100	0	2.5-lane overpass, 10-foot median, 10-foot curb on both sides
26. 1/67108864 Mile to 1/134217728 Mile	100	18.00	18.25	2	0	100	0	100	0	100	0	100	0	100	0	2.5-lane overpass, 10-foot median, 10-foot curb on both sides
27. 1/134217728 Mile to 1/268435456 Mile	100	18.25	18.50	2	0	100	0	100	0	100	0	100	0	100	0	2.5-lane overpass, 10-foot median, 10-foot curb on both sides
28. 1/268435456 Mile to 1/536870912 Mile	100	18.50	18.75	2	0	100	0	100	0	100	0	100	0	100	0	2.5-lane overpass, 10-foot median, 10-foot curb on both sides
29. 1/536870912 Mile to 1/1073741824 Mile	100	18.75	19.00	2	0	100	0	100	0	100	0	100	0	100	0	2.5-lane overpass, 10-foot median, 10-foot curb on both sides
30. 1/1073741824 Mile to 1/2147483648 Mile	100	19.00	19.25	2	0	100	0	100	0	100	0	100	0	100	0	2.5-lane overpass, 10-foot median, 10-foot curb on both sides
31. 1/2147483648 Mile to 1/4294967296 Mile	100	19.25	19.50	2	0	100	0	100	0	100	0	100	0	100	0	2.5-lane overpass, 10-foot median, 10-foot curb on both sides
32. 1/4294967296 Mile to 1/8589934592 Mile	100	19.50	19.75	2	0	100	0	100	0	100	0	100	0	100	0	2.5-lane overpass, 10-foot median, 10-foot curb on both sides
33. 1/8589934592 Mile to 1/17179869184 Mile	100	19.75	20.00	2	0	100	0	100	0	100	0	100	0	100	0	2.5-lane overpass, 10-foot median, 10-foot curb on both sides
34. 1/17179869184 Mile to 1/34359738368 Mile	100	20.00	20.25	2	0	100	0	100	0	100	0	100	0	100	0	2.5-lane overpass, 10-foot median, 10-foot curb on both sides
35. 1/34359738368 Mile to 1/68719476736 Mile	100	20.25	20.50	2	0	100	0	100	0	100	0	100	0	100	0	2.5-lane overpass, 10-foot median, 10-foot curb on both sides
36. 1/68719476736 Mile to 1/137438953472 Mile	100	20.50	20.75	2	0	100	0	100	0	100	0	100	0	100	0	2.5-lane overpass, 10-foot median, 10-foot curb on both sides
37. 1/137438953472 Mile to 1/274877906944 Mile	100	20.75	21.00	2	0	100	0	100	0	100	0	100	0	100	0	2.5-lane overpass, 10-foot median, 10-foot curb on both sides
38. 1/274877906944 Mile to 1/549755813888 Mile	100	21.00	21.25	2	0	100	0	100	0	100	0	100	0	100	0	2.5-lane overpass, 10-foot median, 10-foot curb on both sides
39. 1/549755813888 Mile to 1/1099511627776 Mile	100	21.25	21.50	2	0	100	0	100	0	100	0	100	0	100	0	2.5-lane overpass, 10-foot median, 10-foot curb on both sides
40. 1/1099511627776 Mile to 1/2199023255552 Mile	100	21.50	21.75	2	0	100	0	100	0	100	0	100	0	100	0	2.5-lane overpass, 10-foot median, 10-foot curb on both sides
41. 1/2199023255552 Mile to 1/4398046511104 Mile	100	21.75	22.00	2	0	100	0	100	0	100	0	100	0	100	0	2.5-lane overpass, 10-foot median, 10-foot curb on both sides
42. 1/4398046511104 Mile to 1/8796093022208 Mile	100	22.00	22.25	2	0	100	0	100	0	100	0	100	0	100	0	2.5-lane overpass, 10-foot median, 10-foot curb on both sides
43. 1/8796093022208 Mile to 1/17592186444416 Mile	100	22.25	22.50	2	0	100	0	100	0	100	0	100	0	100	0	2.5-lane overpass, 10-foot median, 10-foot curb on both sides
44. 1/17592186444416 Mile to 1/35184372888832 Mile	100	22.50	22.75	2	0	100	0	100	0	100	0	100	0	100	0	2.5-lane overpass, 10-foot median, 10-foot curb on both sides
45. 1/35184372888832 Mile to 1/70368745777664 Mile	100	22.75	23.00	2	0	100	0	100	0	100	0	100	0	100	0	2.5-lane overpass, 10-foot median, 10-foot curb on both sides
46. 1/70368745777664 Mile to 1/140737491553328 Mile	100	23.00	23.25	2	0	100	0	100	0	100	0	100	0	100	0	2.5-lane overpass, 10-foot median, 10-foot curb on both sides
47. 1/140737491553328 Mile to 1/281474983106656 Mile	100	23.25	23.50	2	0	100	0	100	0	100	0	100	0	100	0	2.5-lane overpass, 10-foot median, 10-foot curb on both sides
48. 1/281474983106656 Mile to 1/562949966213312 Mile	100	23.50	23.75	2	0	100	0	100	0	100	0	100	0	100	0	2.5-lane overpass, 10-foot median, 10-foot curb on both sides
49. 1/562949966213312 Mile to 1/1125899932466624 Mile	100	23.75	24.00	2	0	100	0	100	0	100	0	100	0	100	0	2.5-lane overpass, 10-foot median, 10-foot curb on both sides
50. 1/1125899932466624 Mile to 1/2251799864933248 Mile	100	24.00	24.25	2	0	100	0	100	0	100	0	100	0	100	0	2.5-lane overpass, 10-foot median, 10-foot curb on both sides
51. 1/2251799864933248 Mile to 1/4503599729866496 Mile	100	24.25	24.50	2	0	100	0	100	0	100	0	100	0	100	0	2.5-lane overpass, 10-foot median, 10-foot curb on both sides
52. 1/4503599729866496 Mile to 1/9007199459732992 Mile	100	24.50	24.75	2	0	100	0	100	0	100	0	100	0	100	0	2.5-lane overpass, 10-foot median, 10-foot curb on both sides
53. 1/9007199459732992 Mile to 1/18014398919465984 Mile	100	24.75	25.00	2	0	100	0	100	0	100	0	100	0	100	0	2.5-lane overpass, 10-foot median, 10-foot curb on both sides
54. 1/18014398919465984 Mile to 1/36028797838931968 Mile	100	25.00	25.25	2	0	100	0	100	0	100	0	100	0	100	0	2.5-lane overpass, 10-foot median, 10-foot curb on both sides
55. 1/36028797838931968 Mile to 1/72057595677863936 Mile	100	25.25	25.50	2	0	100	0	100	0	100	0	100	0	100	0	2.5-lane overpass, 10-foot median, 10-foot curb on both sides
56. 1/72057595677863936 Mile to 1/144115191357727872 Mile	100	25.50	25.75	2	0	100	0	100	0	100	0	100	0	100	0	2.5-lane overpass, 10-foot median, 10-foot curb on both sides
57. 1/144115191357727872 Mile to 1/288230382715455744 Mile	100	25.75	26.00	2	0	100	0	100	0	100	0	100	0	100	0	2.5-lane overpass, 10-foot median, 10-foot curb on both sides
58. 1/288230382715455744 Mile to 1/576460765430911488 Mile	100	26.00	26.25	2	0	100	0	100	0	100	0	100	0	100	0	2.5-lane overpass, 10-foot median, 10-foot curb on both sides
59. 1/576460765430911488 Mile to 1/1152921530861822976 Mile	100	26.25	26.50	2	0	100	0	100	0	100	0	100	0	100	0	2.5-lane overpass, 10-foot median, 10-foot curb on both sides
60. 1/1152921530861822976 Mile to 1/2305843061723645952 Mile	100	26.50	26.75	2	0	100	0	100	0	100	0	100	0	100	0	2.5-lane overpass, 10-foot median, 10-foot curb on both sides
61. 1/2305843061723645952 Mile to 1/4611686123467291904 Mile	100	26.75	27.00	2	0	100	0	100	0							

3.10.2 Project Meetings

Meeting #1

On Tuesday, February 4th, 2020, a meeting was held with the City of Long Beach staff to discuss the constraints deficiencies and opportunities for the Atlantic Corridor through the City of Long Beach.

Name	Agency/Firm	Title	Email
Carl Hickman	City of Long Beach Trans. Mobility Bureau	City Traffic Engineer	Carl.Hickman@longbeach.gov
Alvin Papa	City of Long Beach Engineering Bureau	Engineering Bureau Manager / City Engineer	Alvin.Papa@longbeach.gov
Vanessa Barrientos	Southstar/GCCOG	Outreach	vanessab@southstareng.com
Kekoa Anderson	Koa/GCCOG	COG Staff Engineer	kekoa@koaconsulting.net

The City of Long Beach expressed interest in focusing the study on pedestrians, back-in diagonal parking, potential Class 1 bike lanes, connectivity hubs, urban greening, green streets and stormwater elements throughout the corridor. The City is opened to minimizing lane widths, as well as developing a mixed downtown/claiming corridor within specific sectors of the corridor.

The City confirmed the following areas of possible focus:

1. LA River South at the I-710 near City of Compton boundary
2. Artesia Boulevard and the SR-91
3. Anaheim Intersection and Connection to the LA River Along Anaheim C.S.M.P.
4. Hamilton Loop
5. Pacific Coast Highway
6. South of 7th Street

The City offered several documents to share with the team to provide further evaluation of the proposed focus areas. Long Beach will provide the Uptown Plan, the Hamilton Loop draft presentation, and the Atlantic Avenue Streetscape Strategy. The GCCOG will provide a link to the STP Hotspots document to the City.

Field Review Observations:

Major Intersections	2 Lanes - Each Direction w/ Turning Lanes	Raised Median	Striped Median	Bike Lane	Street Parking (Double and Single Side)
Ocean Blvd to E Willow Street	Y		Y	N	Y
Willow Street to Catalina Street	Y	Y		N	Y
Catalina Street to E Spring Street	Y		Y	N	



Major Intersections	2 Lanes - Each Direction w/ Turning Lanes	Raised Median	Striped Median	Bike Lane	Street Parking (Double and Single Side)
E Spring Street to E 33rd Street	Y	Y		N	Y
E 33rd Street to 36 th Street	Y		Y	N	N
36 th Street to E Bixby Street	Y	Y		N	N
E Bixby Street to E San Antonio Dr	Y		Y		N
E San Antonio Dr to 52nd Street	Y		Y	N	Y (Single Side)
52 nd Street to South Street	Y	Y		Y	N
South Street to E 59 th Street	Y	Y		N	Y
E 59 th Street to E Harding Street	Y	Y		N	Y
E Harding Street to E Artesia Blvd	Y	Y		Y	Y
E Artesia Blvd to N Atlantic Pl	Y	Y		N	N
N Atlantic Pl to LA River	Y		Y	N	Y

Meeting #2

On Thursday, May 21st, 2020, a second meeting with the City of Long Beach was held to follow up on previous discussion, highlighting the focus areas outlined during meeting 1.

Name	Agency/Firm	Title	Email
Carl Hickman	City of Long Beach Trans. Mobility Bureau	City Traffic Engineer	Carl.Hickman@longbeach.gov
Alvin Papa	City of Long Beach Engineering Bureau	Engineering Bureau Manager / City Engineer	Alvin.Papa@longbeach.gov
Paul Vandyk	City of Long Beach	City Traffic Engineer	Paul.vandyk@longbeach.gov
Kekoa Anderson	Koa/GCCOG	COG Staff Engineer	kekoa@koaconsulting.net

The introduction included a recap of the kickoff meeting, as well as a presentation of the agenda which included the newly obtained existing condition data from the GCCOG Team field review, and the project location map along the Corridor.

Several concepts were shared including the Compton connection to Long Beach along the Corridor including the access to the LA River. Also shown was the Atlantic/91 intersection interchange area. Other exhibits included potential water quality elements



and aesthetics tied into open space, noting that several water resource locations will be identified along the Corridor including within Long Beach.

An exhibit of Atlantic Avenue near Artesia Boulevard with a viewpoint rendering was also discussed, and some feedback was obtained regarding the ability to fit in bicycle lanes that could require lane width reduction. Ideally, the city would like to see a Class 4 or Class 1 Bike Route along the Corridor. For a Class 4 Bike Route, six (6) foot lanes would be required, and vehicular lanes could be reduced. Currently, there is no room for additional 6-foot bike lanes, which is why the FA shows class III. Right of way would be required for 6-foot bike lanes, which could be significant.

The City noted they would like additional wayfinding opportunities as they have their own plan, but it could be updated and or incorporated into a cohesive Corridor vision specifically for the LA River Trail.

The City noted that they would provide several reference items:

1. SCAG grant application for south of 7th Street to Ocean Boulevard that includes a proposal to implement a road diet.
2. Safety analysis report that identified some priority zones along the Atlantic Corridor
3. LLG parking analysis for the Corridor

The City is also interested in transit hubs including Long Beach Transit (LBT), where areas of interface would match up with Metro as well as micro mobility hubs including bike share options.

Pedestrian light locations were touched upon and it is the City's goal to retrofit them to be LED.

It was noted that there were likely areas of space, or right of way, constraints and the GCCOG team noted that a technical table within the report could be created to identify the areas of constraint where right of way could be required. The City could then utilize it in the future to develop right of way needs, based on their own city priorities and interests.

The City provided direction that the best section to be studied as a Focus Area would along the Atlantic Corridor that ties into Artesia Boulevard, the SR- 91, and the LA River connection tying into the City of Compton.

Corridor wide considerations regarding continuity along the 20 mile stretch of Atlantic Corridor was discussed. This includes consideration of both the physical and aesthetic types of features including bike facility continuity, acknowledging the changes in speed limits, various types of parking restrictions and/or a future consideration of corridor aesthetics including a themed landscaped pallet and/or wayfinding. It was noted that all jurisdictions are able to implement features consistent with their own preferences as the Study can only make recommendations could not be mandated.



Based on the Metro BRT top 15 Corridor study that is ongoing, and Atlantic Corridor being identified as a potential BRT candidate, the Corridor merits was discussed. The City noted that space is very valuable and if BRT were willing to share a lane that it could be considered. Transit priority lanes for signalization could also be considered. BRT would be welcomed on Long Beach Boulevard, arriving in Long Beach from Atlantic and shifting to Long Beach Boulevard via Artesia.

Lastly, the City noted that they are working on an open streets plan based on COVID-19 which is a work in process vision. This plan could propose utilizing traffic lane for curbside pickup or even restaurant dining. There is also potential for closure of streets. The goal of the plan is to be flexible and help keep businesses open while the City supports social distancing and the most recent Health Order.

Meeting #3

On Monday, September 14, 2020, a third meeting was held with the City of Long Beach. The purpose of the meeting was to go over progress on the City's focus area along the Corridor and to address comments from the July 23rd TAC meeting. It was also to provide updates to how the City's focus area fits in with the overall Corridor connectivity.

Name	Agency/Firm	Title	Email
Carl Hickman	City of Long Beach Trans. Mobility Bureau	City Traffic Engineer	Carl.Hickman@longbeach.gov
Alvin Papa	City of Long Beach Engineering Bureau	Engineering Bureau Manager / City Engineer	Alvin.Papa@longbeach.gov
Paul Vandyk	City of Long Beach	City Traffic Engineer	Paul.Vandyk@longbeach.gov
Luke Klipp	City of Long Beach	Special Projects	Luke.Klipp@longbeach.gov
Yvette Kirrin	Southstar/GCCOG	Project Manager	yvette@kes-inc.com
Kekoa Anderson	Koa/GCCOG	COG Staff Engineer	kekoa@koaconsulting.net

Corridor wide considerations including the BRT was discussed as ongoing coordination will continue regarding each agency's enthusiasm and/or input regarding feasibility to develop and implement a fully dedicated or partial/hybrid BRT system along the Atlantic Corridor, to incorporate into the report as well as to provide back to Metro.

Another Corridor wide consideration that was mentioned was the proposed bicycle connectivity table, to be provided within the report that includes the proposed bike facilities, by agency, and by class type along the Corridor, including the gaps (if any) and the recommendation for rider continuity.

It was noted that opportunities for tree gutters, bioswales and water quality systems are all part of the treatment train and are being considered as part of this project.

The City staff requested for boulders not to be shown as monuments in exhibits, since it has become safety concern.



Based on the TAC meeting review package from July 23, 2020, a comment regarding the City wanting us to inventory parklets was discussed. Clarification was provided that a few Focus Areas (FA's), are being prepared for each jurisdiction to include a couple of different examples, which incorporate typical sections and features that represent the City's graphical vision of what the Corridor could look like, if fully designed and constructed. This also allows us to apply the typical section features to an overall cost estimate based on linear feet of Corridor. City staff agreed that the team should show a few examples of temporary to permanent parklets, only on the FA exhibit. For example, it was noted that a bulb out could be used as a temporary parklet for restaurant dining, as well as the possible use of a parking lane, or a relocated a bus base, in order to help businesses during COVID-19 remain open and operational.

The team confirmed the FA's, including the first one along the Atlantic Corridor near Artesia Boulevard and SR 91 up to the Compton City limit. The team noted the need to determine where all the pedestrian access along the LA River Trail is located, in order to help provide wayfinding signs as a Corridor-Wide consideration. For this particular area access along the east side of the LA River trail at Alondra. It was noted that there is an incorrect north arrow on the exhibit and would be fixed.

The second FA is located at the Atlantic Avenue and Anaheim Street intersection. This idea proposed a scramble crosswalk and a class one bicycle lane on the east side of the street. It was noted that there are no driveways in this particular section. Carl noted his personal support of the concept, but he did not know if a scramble would be supported by the City, even though the increase pedestrian safety, based on the signal time needed to keep operations acceptable. It would also need to be determined where the bike path would extend to as a limit. It was noted that the Atlantic section from Ocean to 7th Street could be a consideration by the City, as they envision a road diet extending up to Anaheim/Atlantic.

3.10.3 Concept Area Focus Development

This section evaluates the existing conditions and findings that develops a variety of multimodal Corridor improvements bundled into four proposed Street Designations, which are then used to develop the Concept Focus Areas (FA's), as part of the overall creation of the Atlantic Corridor Complete Streets Corridor Study. The various possible street designations were shown during original scoping of the project, and further discuss during the jurisdictional meetings. The FA's are specific locations, or nodes, that are modified and developed for each jurisdiction to provide a concept plan illustrating a multimodal Complete Street concept. The "toolkit" of Street Designations, shown back in Section 2, are applied along the Corridor as appropriate and agreed to with the jurisdiction, and are primarily used as a baseline to help develop and quantify the high-level future Corridor concept along with cost estimates.

The following includes the Concept Focus Areas for the City of Long Beach.





ATLANTIC AVENUE

City of Long Beach

City Area Map



Location Map



City of Long Beach
Focus Area 12

City of Long Beach
Focus Area 13



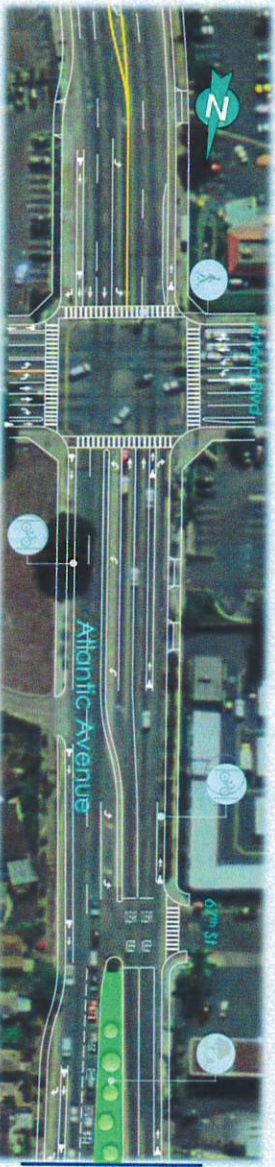
GATEWAY CITIES

GATEWAY CITIES

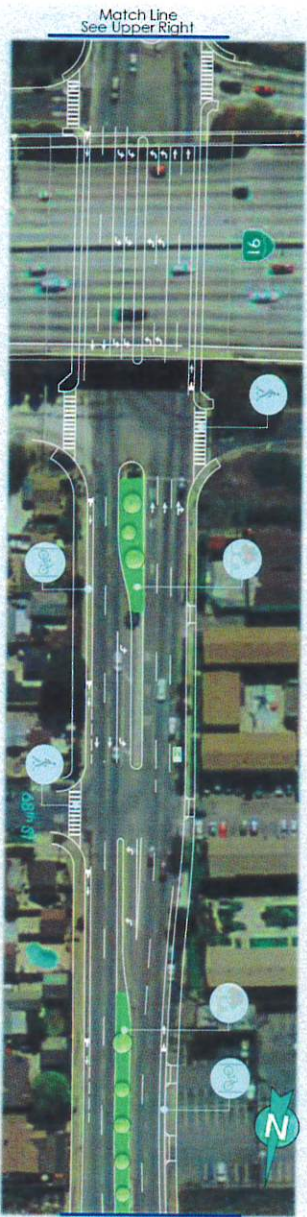
ATLANTIC AVENUE

Artesia Blvd to LA River (City of Long Beach)

Focus Area 12
Exhibit



Match Line
See Lower Left



Match Line
See Next Sheet

Match Line
See Upper Right



ATLANTIC AVENUE

Artesia Blvd to LA River (City of Long Beach)

Focus Area 12
Exhibit



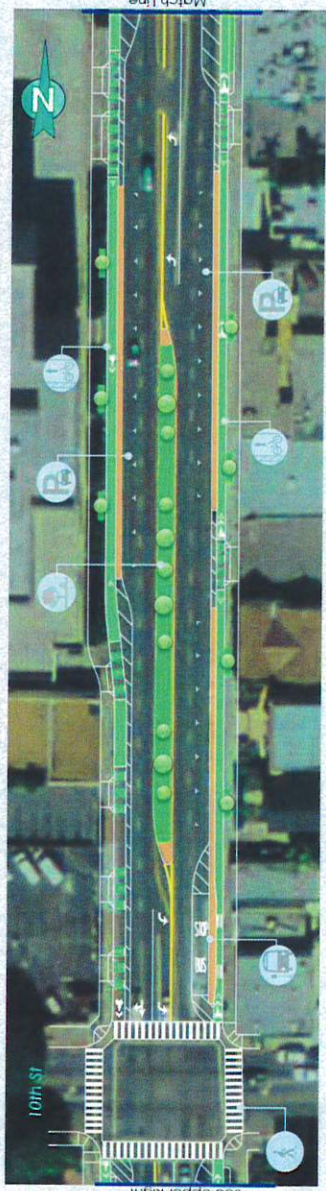
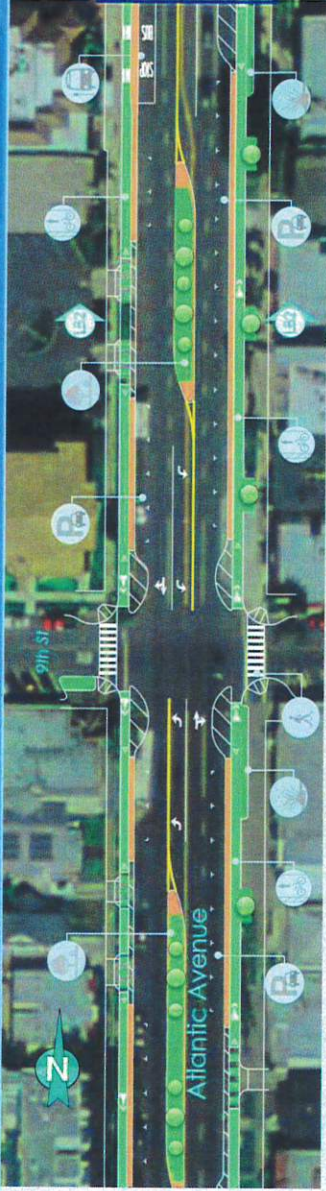
View Point 14

ATLANTIC AVENUE

9th Street to Anaheim Street (City of Long Beach)



Focus Area 13
Exhibit



GATEWAY CITIES

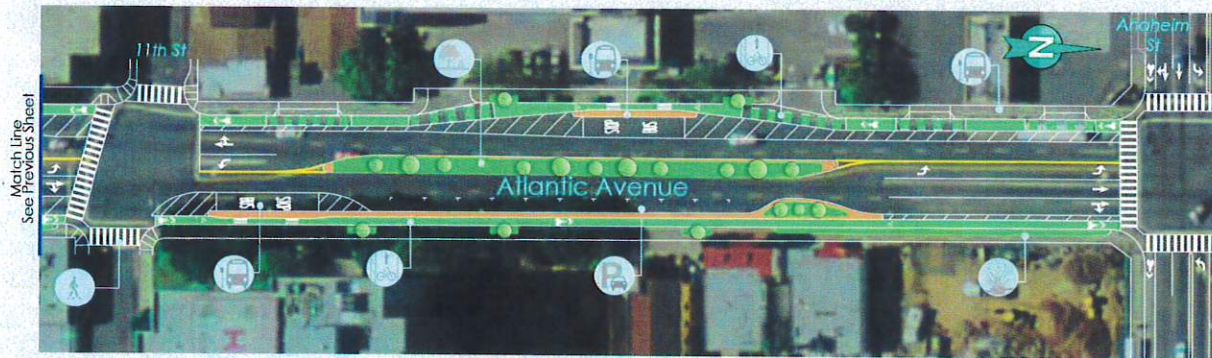
The Atlantic Corridor Complete Street Evaluation & Master Plan Study



ATLANTIC AVENUE

9th Street to Anaheim Street (City of Long Beach)

Focus Area 13
Exhibit

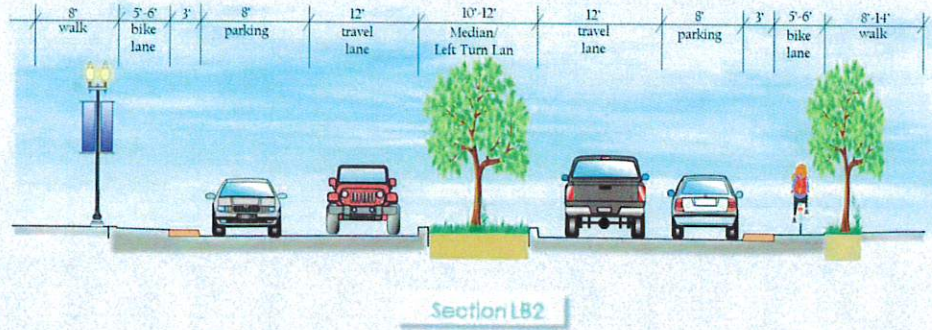




ATLANTIC AVENUE

9th Street to Anaheim Street (City of Long Beach)

Focus Area 13
Exhibit



3.10.4 Order of Magnitude Cost Estimates

The cost estimate for the City of Long Beach was developed as part of the study. The cost estimate includes the type of features, or general typical section, which should be considered as part of the Master Plan. This also includes any special features that might be unique to the City, based on the focus areas developed applied to the entire length of the City's segment within the Corridor.

The following is a summary of the order of magnitude cost estimate for the City of Long Beach:

Description	Unit	Quantity	Unit Price	Amount
Pavement Grind and Overlay (2.5")	SF	3,000,000	\$ 2	\$ 6,000,000
Pavement - Widening	SF	460,000	\$ 15	\$ 6,900,000
Enhanced Pavement	SF	62,000	\$ 20	\$ 1,240,000
Curb and Gutter Removal	LF	57,000	\$ 5	\$ 285,000
Curb and Gutter Construction	LF	57,000	\$ 30	\$ 1,710,000
Median Curbs including removal	LF	21,000	\$ 35	\$ 735,000
Curb Ramps	EA	300	\$ 3,500	\$ 1,050,000
Driveways	SF	80,000	\$ 8	\$ 640,000
Sidewalk	SF	270,000	\$ 6	\$ 1,620,000
Enhanced Sidewalk	SF	64,000	\$ 12	\$ 768,000
Sidewalk Railing	LF	4,400	\$ 50	\$ 220,000
Tree Removal	EA	1,800	\$ 500	\$ 900,000
Tree Replacement	EA	1,800	\$ 2,500	\$ 4,500,000
Power Line Undergrounding				
Transmission Undergrounding Power Poles	LS	1	26,340,000	\$ 26,340,000
Distribution Undergrounding Utilities	LS	1	9,700,000	\$ 9,700,000
Street Light Replacement	EA	460	5,000	\$ 2,300,000
Traffic Signal Mod.	EA	53	300,000	\$ 15,900,000
Grading	CY	32,300	15	\$ 484,500
Drain Inlets - Includes Connector Pipe	EA	160	10,000	\$ 1,600,000
Transit Stops	EA	106	15,000	\$ 1,590,000
Bike Lockers	EA	10	10,000	\$ 100,000
Landscape and Irrigation (drought tolerant)	SF	345,000	25	\$ 8,625,000
Signing and Striping	LF	80,000	10	\$ 800,000
Monument Signage	EA	6	20,000	\$ 120,000
Storm Water Treatment	LS	3	810,000	\$ 2,430,000
Subtotal (rounded)				\$ 96,558,000
Traffic Control (2.5% of constr. costs)	LS	1	\$ 2,413,950	\$ 2,414,000
Signal Interconnect Synchronizing	EA	1	\$ 100,000	\$ 100,000
Subtotal Construction Capital				\$ 99,072,000
Contingency (20%)				\$ 19,815,000
Estimated Construction Capital				\$ 118,887,000
Preliminary Engineering & Environmental	3%		\$	3,567,000
PS&E	9%		\$	10,700,000
Construction Management	8%		\$	9,511,000
Admin	5%		\$	5,945,000
Subtotal Soft Costs	25%		\$	29,722,000
Estimated Total				\$ 148,609,000



4 COST ESTIMATE & FUNDING

4.1.1 Cost Estimate

The intent of the high-level cost estimate is to provide a general magnitude of capital cost necessary to plan, design and construct the projects.

The Order of Magnitude cost estimates are based on

1. Street Designations
2. The specific improvements that each jurisdiction wishes to incorporate
3. Current/recent bid packages from improvements that have similar bid items were utilized in the calculation the cost estimates

The high-level estimates include the necessary planning, environmental, design and construction costs to construct the Corridor improvements for each jurisdiction. The details of the cost estimate are included in each of the jurisdictional tabs within this report.

Jurisdiction	Support	Capital	Total
Unincorporated LA (East LA)	\$ 3,371,000	\$ 13,481,000	\$ 16,852,000
Commerce	\$ 6,529,000	\$ 26,114,000	\$ 32,643,000
Vernon	\$ 20,693,000	\$ 82,770,000	\$ 103,463,000
Maywood	\$ 2,354,000	\$ 9,414,000	\$ 11,768,000
Bell	\$ 2,629,000	\$ 10,515,000	\$ 13,144,000
Cudahay	\$ 3,465,000	\$ 13,860,000	\$ 17,325,000
South Gate	\$ 4,871,000	\$ 19,481,000	\$ 24,352,000
Lynwood	\$ 4,325,000	\$ 17,297,000	\$ 21,622,000
Unincorporated LA E Rancho Dominguez	\$ 5,351,000	\$ 21,402,000	\$ 26,753,000
Compton	\$ 16,946,000	\$ 67,784,000	\$ 84,730,000
Long Beach	\$ 29,722,000	\$ 118,887,000	\$ 148,609,000
Total Estimated Costs	\$100,256,000	\$401,005,000	\$ 501,261,000



4.1.2 Funding

The next steps include an implementation strategy necessary to secure funding for the project. Building the project can be completed in a variety of ways, including the following funding opportunities:

General Funding Opportunities	How Funds can be used: Phases & Eligibility
Caltrans Sustainability	Planning Phase Only
Caltrans Active Transportation Program	Planning Phase Only, can be specific to Safe Routes to School
California Cap & Trade	All Phases, per submission requirements, Construction Phase
LA-River (AB-530)	Could be used to improve accessibility near the LA River, all Phases
Gateway Urban Greening (WCA)	Could be used to improve accessibility near the watersheds, all Phases
RMC Prop 1	Could be used to improve accessibility near the watersheds, all Phases
Caltrans Highway Safety Improvement Plan (HSIP)	Improves Traffic Safety, Construction Phase
City Specific Prop. A	For all Phases, along Transit Related Improvements
City Specific Prop. C	Flexible use for all phases along High-Quality Transit Corridor
Metro Call for Projects	Flexible Use, speculative if "Call" will be announced including timing
Local Return Measure R	Flexible use for all phases
Local Return Measure M	Flexible use for all phases
Federal Programs such as the TIGER Grant	Flexible use for Construction Phase
Safe Clean Water Program (SCWP)	For all Phases

The competitive funding options available will be monitored by GCCOG staff work, who will coordinate with the cities. Once a source is identified, coordination will take place regarding the pieces or portions of the Corridor that fit within the requirements of the funding opportunity. GCCOG staff will identify opportunities and coordinate with the city a strategy for being able to submit the necessary justification for funds.



5 COVID-19 CONSIDERATIONS

On March 15, 2020, seven San Francisco Bay Area counties order their 7 million residents to shelter in place and only go outside for food, medicine and other essentials. Four days later on March 19, 2020, Newsom issued the nation's first statewide stay-at home order, closing all nonessential businesses and restaurant dining. This was the beginning of a pandemic caused by Coronavirus disease (COVID-19) is an infectious disease caused by a newly discovered coronavirus called SARS-CoV-2. Approximately two months after the Atlantic Corridor study commenced. Not only has it impacted the logistics regarding this study but has significantly impacted the agencies and our communities in profound ways. After the agencies adjusted to the new norm of conducting business, the study continued through a new technology Zoom, that provided a videotelephony service for the agencies and the team.

From a transportation perspective, the traffic volumes have been significantly reduced on all transportation facilities within the state. Additionally, many of the businesses have been significantly impacted including those long this Corridor, to the point of not only losing in revenue and employment but sometimes the closure of the business altogether. Agencies/jurisdictions have been very accommodating regarding attempts to accommodate business by allowing them to utilize sidewalks and sometimes parking areas to conduct business that allows for social distancing to minimize COVID-19 transmission spreading. It is unknown how long businesses will need, or wish, to conduct affairs outdoors and to utilize sidewalk and parking areas.

Governor Newsom's limited stay-at-home order issued on Nov. 19, as well as the broader regional order he signed on December 3 that went into effect on December 6-21, thus eliminating essential businesses including outdoor restaurant dining in hopes of slowing the unprecedented spread of the coronavirus in California. This is the second financial impact the businesses along the corridor have experienced, also impacting the traffic volumes.

The first vaccine was released in the US on the week of December 14, 2020. While there are many unknowns regarding who and how many will be vaccinated and when restrictions will be lifted in LA county and statewide, it is hard to determine if business operations will ever resume normally and/or if traffic volumes will ever return again to what they were pre-pandemic.

COVID-19 has changed the way people work, including in acceptance of remote work/telecommuting which may remain a permanent solution for some. This could help to keep traffic volumes low, if remotely working continues to be widely acceptable. And in this particular case, this may allow a transformation of the Corridor, if the high volumes are no longer needed, resulting in being able to reduce lanes, or configure them differently, to make room for additional complete streets features. Outdoor dining can become the new normal and sidewalks will be impacted or the need to minimize lane widths to accommodate both businesses and pedestrian traffic.



6 STEPS FORWARD

Steps forward can include a variety of options. From a general standpoint, the project will follow the traditional project development process, as included in section 2.4. Additionally, the project will need to be broken into components by mode or by specific geographical section depending on the funding opportunity. Because the Corridor is large and the cost estimate is high, a multi variable funding plan is necessary in order to implement the master plan. The graphic on the following page illustrates the typical project development program timeline and major events necessary to deliver a large capital improvement project.

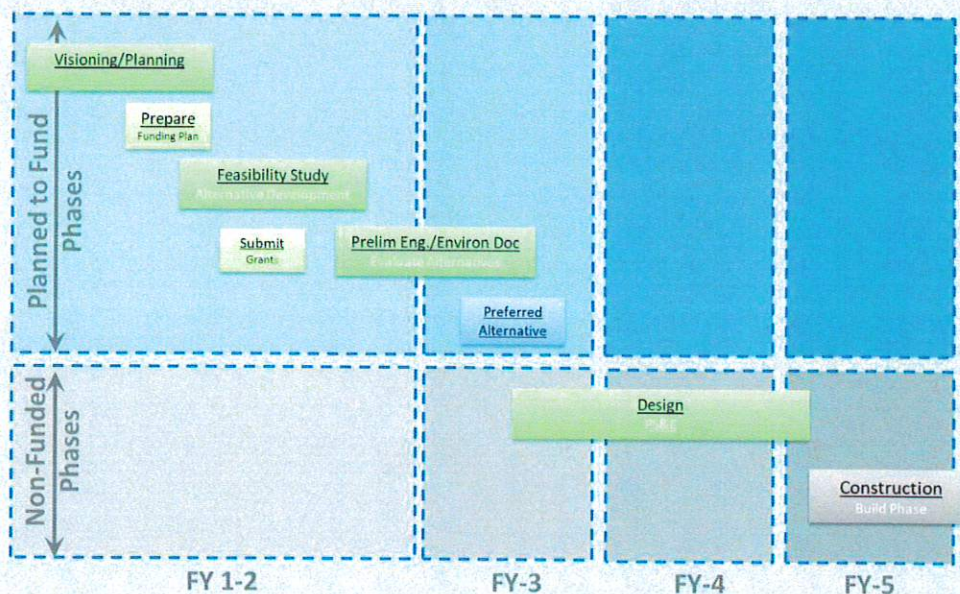
Additionally, several examples of how the project could be implemented are as follows:

Option 1	Fund a geographical section of the master plan including all concept characteristics shown in the master plan.
Option 2	Fund only a portion, such as aesthetically consistent bus shelters, for the overall Corridor.
Option 3	Fund the full concept for intersections only and tie in to the Atlantic Mainline until additional funding becomes available.

There are likely many options to implementing the Master Plan and the Gateway Cities is available to identify funding opportunities consistent with the Corridor Master Plan.



Typical Project Development Program



CITY MANAGER'S OFFICE

WARRANT REGISTER FOR COUNCIL MEETING 2/8/2022

PART I

apChkLst **JAN 31 2022**
 01/18/2022 11:24:24AM 12:00pm

Final Check List
 CITY OF SOUTH GATE

Page: 1

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Gray highlights indicate prepaid checks

Item No. 12

WARRANT REGISTER FOR COUNCIL MEETING 2/8/2022

PART II

apChkLst
01/19/2022 7:54:44AM

Final Check List
CITY OF SOUTH GATE

Page: 1

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WARRANT REGISTER FOR COUNCIL MEETING 2/8/2022

apChkLst
01/19/2022 11:05:05AM

Final Check List
CITY OF SOUTH GATE

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1 check in this report.

Grand Total All Checks: 149,517.87

WARRANT REGISTER FOR COUNCIL MEETING 2/8/2022

PART IV

apChkLst
01/26/2022 1:02:04PM

Final Check List
CITY OF SOUTH GATE

Page: 1

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Gray highlights indicate prepaid checks

WARRANT REGISTER FOR COUNCIL MEETING 2/8/2022

PART V

apChkLst
01/27/2022 11:47:31AM

Final Check List
CITY OF SOUTH GATE

Page: 1

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95445	2/8/2022	0010970	ADVANTAGE	163217	12/7/2021 PRINTING & MAILING OF QUART	16,596.27	16,596.27
		Voucher:					
95446	2/8/2022	00004372	AIRGAS USA, LLC	9121538121	2/11/2022 INVENTORY PO/ SAFETY SUPPL	225.84	
		Voucher:		9121003790	12/23/2021 INVENTORY PO/ SAFETY SUPPL	175.96	
				9121537349	2/11/2022 INVENTORY PO/ SAFETY SUPPL	266.90	
				9121538122	2/11/2022 INVENTORY PO/ SAFETY SUPPL	582.42	1,251.12
95447	2/8/2022	0011059	ALESHIRE & WYNDER, LLP, SUIT	65691	1/19/2022 THRU 12/31/21 - PERSONNEL-LA	2,622.03	2,622.03
		Voucher:					
95448	2/8/2022	0011577	ALL PHASE ELECTRIC SUPPLY C	0946-1028595	12/9/2021 ILLUMINATED ST NAME SIGN EC	1,088.61	
		Voucher:		0946-1029136	12/21/2021 FLUKE LF CLAMP METER	402.41	1,491.02
95449	2/8/2022	00003399	ALVARADOSMITH	363970	12/31/2021 THRU 12/31/21 COSG ADV CITY (120.00	
		Voucher:		363982	1/24/2022 THRU 12/31/21 COSG ADV LAYTC	14,800.73	
				363983	12/31/2021 THRU 12/31/21 COSG ADV. RODC	425.00	
				363990	12/31/2021 THRU 12/31/21 COSG, ET AL. ADY	575.00	
				363991	12/31/2021 THRU 12/31/21 COSG, ET AL. ADY	2,355.90	
				364002	12/31/2021 THRU 12/31/21 COSG, ET AL. ADY	6,625.00	
				363993	12/31/2021 THRU 12/31/21 CODSG ADV GLO	885.75	
				363994	1/25/2022 THRU 12/31/21 COSG ADV AALIY,	300.00	
				363967	12/31/2021 THRU 12/31/21 COMMUNITY DEV	2,860.00	
				363997	12/31/2021 THRU 12/31/21 COSG REGARDIN	11,275.00	
				363998	12/31/2021 THRU 12/31/21 COSG ADV ROBL	1,394.95	
				363966	12/31/2021 THRU 12/31/21 EMPLOYMENT M/	137.50	
				363973	12/31/2021 COSG RE SMALL CELL WIRELES	137.50	
				363974	12/31/2021 THUR 12/31/21 AEGUELLO V CO:	25.00	
				363980	12/31/2021 THRU 12/31/21 CODSG ADV SILV	575.00	
				363981	12/31/2021 THRU 12/31/21 COSG ADV AURE	575.00	
				363984	12/31/2021 THRU 12/31/21 COSG ADV SG IN	1,457.00	
				364000	12/31/2021 THRU 12/32/21 COSG ADV NALLE	1,616.90	
				363986	12/31/2021 THRU 12/31/21 COSG ADV GABR	2,675.00	
				363987	12/31/2021 THRU 12/31/21 COSG ADV MARC	4,900.00	
				363988	12/31/2021 THRU 12/31/21 COSG ADV DEBR	150.00	
				364001	12/31/2021 THRU 12/31/21 COSG ADV MARI/	3,112.00	

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total	
			363965	12/31/2021	THRU 12/31/21 GENERAL PROJE	137.50		
			363995	12/31/2021	THRU12/31/21 ATTEND SPECIAL	900.00		
			363996	12/31/2021	THRU 12/31/21 TUESDAYS, AGEN	9,025.00		
			363971	12/31/2021	THRU 12/31/21 COSG ADV CARM	227.77		
			363999	12/31/2021	THRU 12/31/21 RE COSG ADV AN	5,642.08		
			363975	12/31/2021	THRU 12/31/21 COSG ADV JAH H	8,647.20		
			363976	12/31/2021	THRU:12/31/21 RE: COSG ADV LL	2,304.00		
			363977	12/31/2021	THRU 12/31/21 COSG V LUCILA M	16,265.50		
			363978	12/31/2021	THRU 12/31/21 COSG ADV ANTHI	1,200.00		
			363979	12/31/2021	THRU 12/31/21 COSG ADV ERICH	100.00	101,427.28	
95450	2/8/2022	0013363	ALVAREZ, DAISY	Ref000295709	1/10/2022	UB REFUND CST #00062727 932-	58.35	58.35
			Voucher:					
95451	2/8/2022	0007290	APW KNOX-SEEMAN	17209276	1/5/2022	#245 SPARK PLUG	101.87	
			Voucher:	17232891	1/14/2022	STARTING FLUID AND ANTIFREE	121.58	
				17192401	12/29/2021	WINDOW LIFT	151.54	
				10709	12/30/2021	POWER STEERING	77.12	
				17179098	12/23/2021	OIL FILTER	26.99	
				17174109	12/21/2021	LIFT SUPPORT	20.97	
				17195092	12/30/2021	POWER STEERING	77.12	577.19
95452	2/8/2022	0013349	ARCOS, HERNANDO	Ref000295695	1/18/2022	UB REFUND CST #00059899 866:	12.14	12.14
			Voucher:					
95453	2/8/2022	0013361	ASCENCIO KUH, DORA	Ref000295707	1/10/2022	UB REFUND CST #00063838 897:	91.33	91.33
			Voucher:					
95454	2/8/2022	00000201	ATLANTIC LOCK & KEY	00478	1/14/2022	REKEY & KEY COPIES - GIRLS C	512.55	
			Voucher:	00477	1/3/2022	REPAIR STATE STREET RESTRC	199.73	712.28
95455	2/8/2022	0009040	ATLAS BACKFLOW	36947	1/11/2022	BACKFLOW TEST	420.00	420.00
			Voucher:					
95456	2/8/2022	0010585	AUTOZONE STORES, INC.	5488610861	12/23/2021	#731 OIL	3.03	
			Voucher:	5488616026	12/30/2021	GARAGE TOOLS	9.89	
				5488611100	12/23/2021	SHOP TOOLS	23.98	
				5488615930	12/30/2021	638 HUB TRANSFER	5.17	42.07
95457	2/8/2022	0013369	BANDA, MONICA	Ref000295715	1/10/2022	UB Refund Cst #00060739	148.60	148.60
			Voucher:					

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
95458	2/8/2022	0010615	BEARCOM	5312381	1/4/2022	JAN 2022 BEARCOM-ANNUAL M/	1,019.57
	Voucher:			5312404	1/4/2022	JAN 2022 BEARCOM-ANNUAL M/	175.52
				5312398	1/4/2022	JAN 2022 BEARCOM-ANNUAL M/	2,270.06
				5312395	1/4/2022	JAN 2022 BEARCOM-ANNUAL M/	318.81
				5312380	1/4/2022	JAN 2022 BEARCOM-ANNUAL M/	323.48
95459	2/8/2022	0013341	BOARD OF STATE AND COMMUNMENTAL GRANT		1/18/2022	MENTAL HEALTH TRAINING GRA	203.00
	Voucher:						203.00
95460	2/8/2022	00001489	BRAKE-CO	82856	1/5/2022	#611 HUB CAPS	94.17
	Voucher:						94.17
95461	2/8/2022	00000780	CALTEX PLASTICS	266660	1/4/2022	INVENTORY PO/ TRASH BAGS	5,015.10
	Voucher:						5,015.10
95462	2/8/2022	0012885	CANON FINANCIAL SERVICES, IN27589121		12/28/2021	BILLING DATE 10/17/2021-11/16/2	1,700.10
	Voucher:			27918874	1/9/2021	BILLING DATE 1/17/2022-02/16/2C	1,558.72
				27627890	11/10/2021	BILLING DATE 11/17/2021-12/16/2	1,558.72
				27772579	12/9/2021	BILLING DATE 12/17/2021-01/16/2	1,558.72
95463	2/8/2022	0013360	CASTANEDO, CARL	Ref000295706	1/10/2022	UB REFUND CST #00064065 841!	117.80
	Voucher:						117.80
95464	2/8/2022	0006239	CENTRAL FORD	383732	1/10/2022	341 LEFT MIRROR	139.25
	Voucher:			383691	1/6/2021	#197 MOTOR MOUND	197.08
				383658	1/6/2022	#296 AC HEATER	48.32
				383413	12/29/2021	#664 MULTIPLE GASKETS	84.44
				384046	1/13/2022	#156 SWAY BAR SPARK PLUGS	58.00
				383868	1/11/2022	197 MOTOR MOUNT TANS FLUID	208.44
				383893		CREDIT: RETURNED PART, INVO	-39.89
				383600	1/5/2022	GLASS	39.89
95465	2/8/2022	0005622	CLARK SEIF CLARK, INC.	071540	12/10/2021	PERFORMANCE OF LIMITED BUI	1,700.20
	Voucher:						735.53
							1,700.20
95466	2/8/2022	00000311	COASTLINE EQUIPMENT	869260	1/4/2022	#288 FRONT METAL PLATES	751.77
	Voucher:						751.77
95467	2/8/2022	0011922	CONCENTRA MEDICAL CENTERS	73852182	12/16/2021	PROVIDE MEDICAL SERVICES	480.50
	Voucher:			73916422	12/23/2021	PROVIDE MEDICAL SERVICES	204.00
				73779874	12/13/2021	PROVIDE MEDICAL SERVICES	988.50
95468	2/8/2022	00002647	CUSTOMLINE INC.	1018	11/8/2021	GATE REPAIRS AT SLTS	575.06
	Voucher:						1,673.00
							575.06

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
95469	2/8/2022	00000314	DAPEER ROSENBLIT & LITVAK LL19663	11/30/2021	NOV 2021 SPECIALIZED LEHAL S	322.50	
	Voucher:		19662	11/30/2021	NOV 2021 MUNICIPAL CODE COI	6,292.44	
			19661	11/30/2021	NOV 2021 - (ANINAL CONTROL/P	15.00	6,629.94
95470	2/8/2022	0013367	DE NIZ, CARLOS	Ref000295713	1/10/2022	UB Refund Cst #00061265	204.28
	Voucher:						204.28
95471	2/8/2022	0013371	DELGADO, JAVIER	Ref000295717	1/10/2022	UB Refund Cst #00054308	59.36
	Voucher:						59.36
95472	2/8/2022	0013350	DELGADO, LUIS	Ref000295696	1/18/2022	UB REFUND CST #00037391 866!	40.00
	Voucher:						40.00
95473	2/8/2022	0006821	DIV. OF THE STATE ARCHITECT	9/30/21-QUARTEF	9/30/2021	DSA QUARTER #3 2021 FEES	582.00
	Voucher:						582.00
95474	2/8/2022	00003777	DON MILLER & SONS PLUMBING	352696	11/17/2021	PLUMBING SUPPLIES - FAUCET,	202.04
	Voucher:						202.04
95475	2/8/2022	0005555	ELITE EQUIPMENT INC	44569	12/8/2021	BLADES	774.71
	Voucher:						774.71
95476	2/8/2022	0012761	EMP: CARRERA, YASMEEN	1-3179	1/18/2022	JAN 10-14 2022 TRAINING: POLIC	1,078.15
	Voucher:						1,078.15
95477	2/8/2022	0010017	ENTERPRISE FM TRUST	FBN4382435	1/5/2022	JAN 2022: PD LEASED VEHICLE-	1,005.22
	Voucher:			FBN4382310	1/5/2022	JAN 2022: PD- LEASED VEHICLE	1,488.03
				FBN4372676	1/5/2022	JAN 2022: PD LEASED VEHICLE-	1,616.86
95478	2/8/2022	00000619	FALCON FUELS, INC.	42709	1/4/2022	REGULAR UNLEADED FUEL & SA	11,816.11
	Voucher:			42675	1/4/2022	ULTRA LOW SULFUR DIESEL & SA	4,258.98
95479	2/8/2022	00003770	FLEMING ENVIRONMENTAL INC.	18098	1/3/2022	INSPECTIONS	540.00
	Voucher:						540.00
95480	2/8/2022	0013355	FLORES, ALDO	Ref000295701	1/18/2022	UB REFUND CST #00063400 953!	161.87
	Voucher:						161.87
95481	2/8/2022	0013354	GARCIA, JUAN	Ref000295700	1/18/2022	UB REFUND CST #00064429 301!	137.94
	Voucher:						137.94
95482	2/8/2022	0006890	GARVEY EQUIPMENT COMPANY	143200	1/13/2022	SMALL EQUIPMENT MAINT SUPP	878.64
	Voucher:						878.64

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total	
95483	2/8/2022	00004934	GAS COMPANY	013-900-7300-3 0	1/18/2022	BILLING PRD-12/14/21 -01/13/22	1,943.22	
		Voucher:		045 400 7300 6 01	1/18/2022	BILLING PRD-12/14/21 -01/13/22	509.00	
				130 500 9400 5 01	1/14/2022	BILLING PRD- 12/13/21 -01/12/22	563.77	
				134 700 9400 7 01	1/14/2022	BILLING PRD- 12/13/21 -01/12/22	787.50	
				189 300 9500 7 01	12/21/2021	BILLING PRD- 11/17/21 -12/17/21	1,605.56	
				126 300 9600 1 01	1/18/2022	BILLING PRD- 12/14/21 -01/13/22	20.35	
				115 800 9600 3 01	1/18/2022	BILLING PRD- 12/14/21-01/13/22	6,551.30	
				132 600 9400 1 01	1/18/2021	BILLING PRD-12/13/2021-01/12/21	66.40	
				186 100 7200 3 01	1/18/2022	BILLING PRD- 12/14/21 -01/13/22	2,560.84	
				102 000 8100 7 01	1/14/2022	BILLING PRD-12/13/21 -01/12/22	981.85	15,589.79
95484	2/8/2022	00002304	GENERAL PUMP COMPANY	29063	12/30/2021	AS-NEEDED WELL MAINT SERVI	1,200.00	1,200.00
		Voucher:						
95485	2/8/2022	00004869	GOLDEN STATE WATER COMPAN	29007447310 01/2	1/27/2022	BILLING PRD- 12/01/21 -01/05/22	79.37	79.37
		Voucher:						
95486	2/8/2022	0013356	GUERRA, WALTER	Ref000295702	1/24/2022	UB REFUND CST #00033672 524	40.00	40.00
		Voucher:						
95487	2/8/2022	0013357	GUTIERREZ, MAURICIO	Ref000295703	1/24/2022	UB REFUND CST #00055611 972	148.20	148.20
		Voucher:						
95488	2/8/2022	0011526	HASA, INC.	793192	12/23/2021	MULTI-CHLOR	1,100.63	
		Voucher:		793067	12/23/2021	MULTI-CHLOR	1,131.84	
				793068	12/23/2021	MULTI-CHLOR	328.55	2,561.02
95489	2/8/2022	00000268	HOME DEPOT CREDIT SERVICES	5973580	9/14/2021	PORTABLE AC UNIT FOR JAIL	362.04	
		Voucher:		6350052	12/22/2021	TARP SUPPLIES FOR TRANSFER	109.76	
				8340024	12/20/2021	PARK YARD ROOFING PROJECT	185.20	
				3340062	1/4/2022	SUPPLIES FOR WELLHOUSES	139.60	
				7360848	1/10/2022	REPLACEMENT LATCH - HOLLY	9.02	
				8022064	9/21/2021	PARTS FOR ELECTRICAL	81.15	886.77
95490	2/8/2022	00004578	INTERWEST CONSULTING GROU	75139	1/12/2022	PLANNING DIV STAFF AUGMENT	1,200.00	1,200.00
		Voucher:						
95491	2/8/2022	00003065	J.G. TUCKER & SON INC.	17003	1/6/2022	INVENTORY PO/ SHOVELS	1,553.86	1,553.86
		Voucher:						
95492	2/8/2022	00000430	JOHN L. HUNTER AND ASSOCIAT	SG1UOR12110	12/31/2022	MANAGEMENT OF THE USED OI	747.50	747.50
		Voucher:						
95493	2/8/2022	0012510	KILEY & ASSOCIATES, LLC	SG 220103	1/3/2022	DEC 2021 FEDERAL LEGISLATI	3,333.33	3,333.33
		Voucher:						

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total	
95494	2/8/2022	00003387	KNORR SYSTEMS, INC.	S1235751	12/27/2021	CHEMICALS FOR SG POOL	170.14	170.14
		Voucher:						
95495	2/8/2022	0007294	KOA CORPORATION	JC16058-2	11/30/2021	NOV 2021 CONSTRUCTION INSP	10,372.50	10,372.50
		Voucher:						
95496	2/8/2022	00005062	LA CTY POLICE CHIEF'S ASSOC. MARCH 22-25 202		1/18/2022	MARCH 22-25 2022 TRAINING LC	300.00	300.00
		Voucher:						
95497	2/8/2022	0012590	LA TRUCK & AUTO INC, NAPA AU	5156-216168	12/28/2021	#209 AIR FILTERS	242.78	
		Voucher:		5156-215580	12/20/2021	ST200 GENERATOR	31.58	
				5156-217716	1/13/2022	UNIT 409 - SEAL AND HOUSING	108.05	
				5156-215544	12/20/2021	ST200 AIR FILTERS	36.14	418.55
95498	2/8/2022	00004647	LAEDC	522001131	1/18/2022	8/1/21-7/31/22: ANNUAL LAED CO	5,000.00	5,000.00
		Voucher:						
95499	2/8/2022	00002870	LAW OFFICES OF JONES & MAYE	106170-R	4/30/2021	9/30/21- PROFESSIONAL SERVIC	800.00	800.00
		Voucher:						
95500	2/8/2022	00004292	LEVERAGE INFORMATION SYSTE	2133778	12/21/2021	RELOCATE RADIO EQUIPMENT /	3,793.10	3,793.10
		Voucher:						
95501	2/8/2022	00003754	LIEBERT CASSIDY WHITMORE	209352	11/30/2021	THUR 11/30/2021 GENERAL SER	279.00	
		Voucher:		209353	11/30/2021	11/30/2021 PROFESSIONAL SER	2,319.00	
				209354	11/30/2021	THRU 11/30/21 RE ADVICE RE IN	1,148.00	3,746.00
95502	2/8/2022	00001161	LIFE ASSIST INC	1156050	12/2/2021	YOUTH SPORTS SUPPLIES	94.86	94.86
		Voucher:						
95503	2/8/2022	00000488	LINDE GAS & EQUIPMENT INC.	67319762	11/22/2021	CYLINDER	109.89	
		Voucher:		67400128	11/24/2021	PRESSURE CYLINDER	211.51	321.40
95504	2/8/2022	00003793	LONG BEACH BMW MOTORCYCL	41636	1/6/2022	BATTERY	312.26	312.26
		Voucher:						
95505	2/8/2022	0010477	MACS 14	21331	12/28/2021	602 SMOG	35.00	35.00
		Voucher:						
95506	2/8/2022	0013240	MAGICAL HOLIDAY DESIGNS	1234	12/14/2021	INSTALLATION OF HOLIDAY LIG	4,991.50	4,991.50
		Voucher:						
95507	2/8/2022	0012870	MARIELENA BIBRIESCA DE AREL	MBWINTER0122	1/15/2022	12/21/21-1/13/22 TONE IT UP CLA	280.00	
		Voucher:		MBWINTER0122-	1/15/2022	STEP AEROBICS WINTER SESSI	315.00	595.00
95508	2/8/2022	00000609	MCCAIN TRAFFIC SUPPLY	INV0263406	12/16/2021	TRAFFIC SIGNAL CABINET EQUI	299.88	299.88
		Voucher:						
95509	2/8/2022	00004060	MCMASTER-CARR SUPPLY CO	70806430	1/6/2022	MATERIALS FOR WELL HOUSE M	1,346.98	
		Voucher:		70594403	1/3/2022	RAIN GEAR	112.76	1,459.74

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
95510	2/8/2022	00003815	MICHELSON LABORATORIES, INC0622223	1/5/2022	MONTHLY BILLING - HETEROTR	936.25	936.25
		Voucher:					
95511	2/8/2022	00000170	MISC - PKS & REC REFUND 260462	1/12/2022	REFUND: CLASS CANCELLATION	150.00	150.00
		Voucher:					
95512	2/8/2022	00000170	MISC - PKS & REC REFUND I3303	1/13/2022	REFUND: CLASS CANCELLATION	130.00	130.00
		Voucher:					
95513	2/8/2022	00000170	MISC - PKS & REC REFUND I3306/I3317	1/13/2022	REFUND: CLASS CANCELLATION	120.00	120.00
		Voucher:					
95514	2/8/2022	00000170	MISC - PKS & REC REFUND I3314	1/13/2022	REFUND: CLASS CANCELLATION	120.00	120.00
		Voucher:					
95515	2/8/2022	00000170	MISC - PKS & REC REFUND I3305	1/12/2022	REFUND: CLASS CANCELLATION	60.00	60.00
		Voucher:					
95516	2/8/2022	00000170	MISC - PKS & REC REFUND I3320	1/12/2022	REFUND: CLASS CANCELLATION	60.00	60.00
		Voucher:					
95517	2/8/2022	00000170	MISC - PKS & REC REFUND 258491	1/12/2022	REFUND: CLASS -DANIEL FLORE	55.00	55.00
		Voucher:					
95518	2/8/2022	00000170	MISC - PKS & REC REFUND I3298	1/13/2022	REFUND: CLASS CANCELED, JU	55.00	55.00
		Voucher:					
95519	2/8/2022	00000170	MISC - PKS & REC REFUND I3296	1/13/2022	REFUND: CLASS CANCELLATION	55.00	55.00
		Voucher:					
95520	2/8/2022	00000170	MISC - PKS & REC REFUND I3295	1/13/2022	REFUND: CLASS CANCELLATION	55.00	55.00
		Voucher:					
95521	2/8/2022	00000170	MISC - PKS & REC REFUND I3297	1/13/2022	REFUND: CLASS CANCELLATION	55.00	55.00
		Voucher:					
95522	2/8/2022	00000170	MISC - PKS & REC REFUND I3299	1/13/2022	REFUND:CANCELLED CLASS - I	55.00	55.00
		Voucher:					
95523	2/8/2022	00000170	MISC - PKS & REC REFUND 258529	1/12/2022	REFUND: CLASS CANCELLATION	55.00	55.00
		Voucher:					
95524	2/8/2022	00000170	MISC - PKS & REC REFUND 259091-2022	1/19/2022	REFUND: CLASS CANCELLATION	40.00	40.00
		Voucher:					
95525	2/8/2022	00000170	MISC - PKS & REC REFUND 259090	1/13/2022	REFUND-TRIP CANCELED-COVII	20.00	20.00
		Voucher:					
95526	2/8/2022	00000170	MISC - PKS & REC REFUND 259092	1/13/2022	REFUND-CANCELED TRIP COVII	20.00	20.00
		Voucher:					

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total	
95527	2/8/2022	00000170	MISC - PKS & REC REFUND	260231	1/13/2022	TRIP CANCELED-COVID	20.00	20.00
		Voucher:						
95528	2/8/2022	00000170	MISC - PKS & REC REFUND	259102	1/13/2022	TRIP CANCELED-COVID	20.00	20.00
		Voucher:						
95529	2/8/2022	00003664	MISC - SETTLEMENTS	ANDREW ZEYTUI	1/19/2022	PAYMENT OF SETTLEMENT AMC	60,000.00	60,000.00
		Voucher:						
95530	2/8/2022	0011448	MNS ENGINEERS, INC.	79305	12/16/2021	NOV 2021 PROFESSIONAL SERV	3,600.00	
		Voucher:		78400	8/13/2021	JULY 2021 PROFESSIONAL SERV	36,600.75	
				79076	11/16/2021	OCT 2021 PROFESSIONAL SERV	450.00	40,650.75
95531	2/8/2022	0012932	MUNICIPAL RESOURCE GROUP,	103-22-20	1/20/2022	DEC 2021 ORGANIZATIONAL ASSE	4,725.00	
		Voucher:		03-22-25	1/20/2022	DEC 2022HR CONSULTING DEV	2,400.00	7,125.00
95532	2/8/2022	0013366	MUNOZ, SALVADOR	Ref000295712	1/10/2022	UB Refund Cst #00061339	134.08	134.08
		Voucher:						

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
95534	2/8/2022	00001414 OFFICE DEPOT	215097191001	12/9/2021	OFFICE SUPPLIES	35.65	
	Voucher:		212477464001	12/9/2021	OFFICE SUPPLIES	6.06	
			214583631001	12/9/2021	TONER & OFFICE SUPPLIES	1,032.63	
			212125818001	12/14/2021	INVENTORY PO/ VINEGAR	90.69	
			215097669001	12/9/2021	TONER	248.01	
			215097670001	12/10/2021	TONER	231.53	
			215310920001	12/9/2021	LABEL PRINTER & OFFICE SUPP	127.66	
			218031930001	12/22/2021	OFFICE SUPPLIES	114.91	
			212746260001	12/9/2021	ID HOLDERS	26.45	
			213979021001	12/14/2021	TONER	332.67	
			214420205001	12/7/2021	TONER	286.58	
			212120459001	12/16/2021	INVENTORY PO/ VINEGAR	74.98	
			214420857001	12/8/2021	TONER	125.67	
			214764153001	12/15/2021	USB FLASH DRIVES	56.00	
			214272914001	12/2/2021	CHAIR MAT & OFFICE SUPPLIES	79.79	
			217217793001	12/20/2021	INVENTORY PO/ CUPS	125.42	
			212759778001		CREDIT: RETURNED PART, INVO	-26.45	
			214765005001	12/14/2021	OFFICE SUPPLIES	47.61	
			215089824001	12/7/2021	ID HOLDERS	26.45	
			215090680001	12/7/2021	TONER	363.80	
			215497685001		CREDIT: RETURNED PART, INVO	-26.45	
			215499048001	12/10/2021	ID HOLDERS	19.85	
			216391402001	12/23/2021	5 SELF INKING DATE STAMPS	254.62	
			213954899001	12/2/2021	CALENDARS	96.19	
			213969205001	12/2/2021	CALENDAR	18.73	
			212505751001	12/7/2021	OFFICE SUPPLIES	409.89	
			212505751002	12/21/2021	ENGINEER'S ETCHED SCALE	11.23	
			212548958001	12/7/2021	OFFICE SUPPLIES	37.34	
			216354370001	12/21/2021	USB TO SERIAL ADAPTER CABLI	35.27	
			216354492001	12/22/2021	TIME CARDS	24.85	
			216358393001	12/22/2021	TIME CARDS & CALANDERS	174.75	
			216361097001	12/22/2021	CALENDARS & OFFICE SUPPLIE	346.36	
			212469758001		CREDIT: RETURNED PART, INVO	-6.06	
			215007549001	12/7/2021	OFFICE SUPPLIES	60.13	
			217999986001	12/22/2021	OFFICE SUPPLIES	9.40	

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
			218000376001	12/22/2021	OFFICE SUPPLIES	71.82	
			214199440001	12/2/2021	3 GLASS SCREEN PROTECTOR	59.50	
			214199543001	12/2/2021	OFFICE SUPPLIES	8.59	
			212548962001	12/7/2021	4 DUAL MONITOR PHONE	357.17	
			207850497001	12/2/2021	FORM HOLDER STORAGE CLIIPI	83.08	
			208121400001	12/15/2021	HEATER	33.73	
			208196865001	12/14/2021	OFFICE SUPPLIES	41.93	
			213933731001	12/22/2021	OFFICE SUPPLIES	74.94	
			213938563001	12/22/2021	DOUBLE-SIDED BORDERS	50.69	
			215318450001	12/14/2021	WIPES	134.97	
			213641515001	12/1/2021	USB CABLES	37.03	
			213647184001	12/6/2021	5 USB CAR CHARGERS	77.12	5,902.78
95535	2/8/2022	0007984	O'REILLY AUTO PARTS	3063-442581	1/4/2022 #187 WATER PUMP	90.25	
		Voucher:		3063-442642	1/4/2022 #184 1 GAL ANTI FREZ	145.46	
				3063-440017	12/16/2022 SHOP SPECIAL TOOLS	407.90	
				3063-439956	12/15/2021 SHOP TOOLS	292.67	
				3063-443871	1/13/2022 MOWER PART	55.11	
				3063-442848	1/6/2022 FLUID #165	71.59	
				3063-442679	1/4/2022 SHOP TOOL	184.11	
				3063-443528	1/10/2022 #197 AXLE	9.18	
				3063-441187	12/23/2021 SHOP TOOLS	143.31	
				3063-440983	12/22/2021 PRESSURE WASHER SUPPLIES	40.72	
				3063-440016	12/16/2021 SHOP SPECIAL TOOL RETURN/R	14.33	
				3063-442742	1/5/2022 PARK - EQUIPMENT REPLACEME	171.97	1,626.60
95536	2/8/2022	0013291	OZZIE SALVADOR, JUAREZ	0000001	11/23/2021 JUROR HONORARIUM / CUIDATE	500.00	500.00
		Voucher:					
95537	2/8/2022	0009492	PD: PETERSON, ALOYSIUS	1-3180	1/18/2022 01/11/22-01/12/22 TRAINING PIST	600.01	600.01
		Voucher:					
95538	2/8/2022	00004713	PETTY CASH- PARKS & REC.DEP	12/9/21-1/12/2022	12/9/2021-01/12/2022 PETTY CAS	282.41	282.41
		Voucher:					
95539	2/8/2022	00002335	PITNEY BOWES	3105238984	12/26/2021 10/30/21-01/29/2022: POSTAGE M	1,341.92	1,341.92
		Voucher:					
95540	2/8/2022	0011257	PK: GUILMETTE, ROBERT	RGWINTER0122	1/15/2022 12/20/21-1/5/22 STEP AEROBICS	360.00	360.00
		Voucher:					

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total	
95541	2/8/2022	0010624	PK: SANCHEZ, MARIBEL	MSWINTER0122	1/15/2022	ZUMBA WINTER SESSION	90.00	90.00
		Voucher:						
95542	2/8/2022	0013352	PONCE, ALEJANDRO	Ref000295698	1/18/2022	UB REFUND CST #00064407 923	103.64	103.64
		Voucher:						
95543	2/8/2022	0009511	PRADO FAMILY SHOOTING RANG	5901	1/16/2022	1/10/22-1/12/22 TRAINING RANGE	700.00	700.00
		Voucher:						
95544	2/8/2022	0005368	PRINTCO DIRECT	83973	9/8/2021	24"X36" PRINTS & COPIES- EV C	121.83	
		Voucher:		84090	10/13/2021	FOAM BOARD FOR FIRESTONE I	99.23	
				84202	11/16/2021	30"X42"-MULTIPLE B/W PRINT SE	876.98	
				84341	1/18/2022	24"X36" PRINTS- SGPD FUEL ST/	30.87	
				83710	6/17/2021	PRINTS- TRAFFIC SIGNAL PROJ	267.80	
				84279	12/15/2021	18"X24"-BLUEPRINT COPIES- GA	155.45	
				84285	12/21/2021	24"X36" PRINTS & COPIES- EV C	100.33	
				84325	1/12/2022	24"X36"- CIRCL PARK IMPROVEM	295.91	
				84079	10/14/2021	LETTERHEADS CHIE OF POLICE	1,345.05	
				83865	8/16/2021	LETTERHEADS CHIEF OF POLIC	606.38	3,899.83
95545	2/8/2022	0009161	QUINTERO, JORGE	07022021-RI	1/26/2022	RI CK#92910: REF PO #6335 - JU	1,362.00	1,362.00
		Voucher:						
95546	2/8/2022	00000416	RAPID-O-PRINT	24520	12/16/2021	STREET VENDOR & PREFERENT	716.63	
		Voucher:		24594	12/28/2021	PRINT JOB - MENTAL HEALTH EV	545.74	1,262.37
95547	2/8/2022	0013370	RIVERA, ELI	Ref000295716	1/10/2022	UB Refund Cst #00056473	33.39	33.39
		Voucher:						
95548	2/8/2022	0013364	ROA, ALBERTO	Ref000295710	1/10/2022	UB Refund Cst #00062452	105.43	105.43
		Voucher:						
95549	2/8/2022	0013365	RODRIGUEZ, NORMA	Ref000295711	1/10/2022	UB Refund Cst #00061902	132.27	132.27
		Voucher:						
95550	2/8/2022	0007826	RON'S MAINTENANCE, INC.	362	1/13/2022	MAINT. OF CATCH BASINS YEAR	13,730.00	13,730.00
		Voucher:						

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
95551	2/8/2022	0007637 RSG, INC	I008217	12/31/2021	DEC 2021: EQUQUATABLE DEVELI	657.50	
	Voucher:		I008212	12/31/2021	DEC 2021: 9001-19 LONG BEACH	3,067.50	
			I008211	12/31/2021	DEC 2021: 9001-19 LONG BEACH	39.45	
			I008210	12/31/2021	DEC 2021: HOUSING SUCCESSC	1,770.00	
			I008208	12/31/2021	DEC 2021: SUCCESSOR AGENC	2,392.50	
			I008209	12/31/2021	DEC 2021: LRPMP PROPERTIES	1,473.75	
			I008213	12/31/2021	DEC 2021: 13050 PARAMOUNT B	3,116.25	
			I008214	12/31/2021	DEC 2021: PHLA GRANT ADMINIS	1,765.00	
			I008228	12/31/2021	DEC 2021: SB2 GRANT ADMINIST	1,327.50	
			I008219	12/31/2021	DEC 2021: HOUSING PROGRAM	510.00	
			I008220	12/31/2021	DEC 2021: HOUSING ELEMENT U	31.25	
			I008221	12/31/2021	DEC 2021: ON-CALL ECONOMIC	2,902.50	
			I008243	12/31/2021	DEC 2021: HOUSING DIVISION E	117.50	
			I008126	12/31/2021	DEC 2021 INCLUSIONARY HOUS	120.00	
			I008215	12/31/2021	DEC 2021: ED STRATEGY PROGI	1,847.50	
			I008218	12/31/2021	DEC 2021: 5821 FIRESTONE BL -	521.25	
			I008232	12/31/2021	DEC 2021: 4909 MASON ST PROI	1,140.00	
			I008233	12/31/2021	DEC 2021: GATEWAY DISTRICT S	80.00	22,879.45
95552	2/8/2022	00003882 S A RENTERIA AUTO PARTS	638	12/28/2021	#638 CARBURETOR	452.03	452.03
	Voucher:						
95553	2/8/2022	0010999 SAFNA CORPORATION	10284	12/13/2021	SAFNA AMEND NO. 5 - PROF SVI	20,230.00	20,230.00
	Voucher:						
95554	2/8/2022	00000322 SAM'S CLUB	000594	1/3/2022	GOLF COURSE CONCESSIONS	106.91	106.91
	Voucher:						
95555	2/8/2022	00004028 SAN DIEGO REGIONAL TRAINING	1/10/22	6/23/2021	01/10/22-01/14/22 TRAINING INTE	549.00	
	Voucher:		1/10/22 CARRERA	9/10/2021	01/10/22-01/14/22 TRAINING POL	525.00	
			11/15/21 ARMENT.	8/25/2021	11/15/2021 TRAINING COURT ANI	115.00	1,189.00
95556	2/8/2022	0013362 SANCHEZ, ELIAS	Ref000295708	1/10/2022	UB REFUND CST #00063791 313!	156.59	156.59
	Voucher:						
95557	2/8/2022	0005797 SANDLER BROS	0187758	12/8/2021	AS NEEDED ITEMS FOR FLEET I	233.45	233.45
	Voucher:						
95558	2/8/2022	0005808 SCOTCH PAINT CORPORATION	4878	1/5/2022	INVENTORY PO/ PAINT	7,612.39	7,612.39
	Voucher:						
95559	2/8/2022	0010623 SECTRAN SECURITY INC.	22010498	1/11/2022	JAN 2022 SECTRAN SECURITY II	308.27	308.27
	Voucher:						

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total	
95560	2/8/2022	0012588	SHI	B14286610	10/29/2021	11/1/21-10/31-22: MICROSOFT OF	72,814.00	72,814.00
		Voucher:						
95561	2/8/2022	0012883	SHUSTER ADVISORY GROUP,LLC792-4TH QUATER	1/1/2022	4TH QUATER 2021 RETIREMENT	7,500.00		
		Voucher:	792	1/1/2022	4TH QUATER 2021 457 B RETIR	7,500.00	15,000.00	
95562	2/8/2022	0013358	SKYLINE CAPITAL VENTURES IN(Ref000295704	1/24/2022	UB REFUND CST #00064401 105	136.09	136.09	
		Voucher:						
95563	2/8/2022	0009532	SKYLINE SAFETY AND SUPPLY 6648	1/1/2022	INVENTORY PO/ NITRILE GLOVE	2,853.69	2,853.69	
		Voucher:						
95564	2/8/2022	00004857	SMITH FASTENER COMPANY 00035667	10/27/2021	FLAT SOCKET CAPS	66.15		
		Voucher:	0036693	12/29/2021	THREAD REPAIR, FLUID, TOOLS	188.67	254.82	
95565	2/8/2022	0012098	SO CAL COMPTON PIPE SUPPLY 2746	12/21/2021	RESTOCK FIRE HYDRANTS	17,068.82	17,068.82	
		Voucher:						
95566	2/8/2022	0009420	SPARKLETTS 15758432 010722	1/7/2022	CITY WIDE WATER DISPENSER &	504.90	504.90	
		Voucher:						
95567	2/8/2022	00002639	STRADLING YOCCA CARLSON & 381462-0026	11/16/2021	10/31/2021 LONG BEACH BLVD H	1,992.00		
		Voucher:	382325-0026	12/16/2021	11/30/2021 LONG BEACH BLVD H	1,245.00	3,237.00	
95568	2/8/2022	00004906	SWRCB FEES WD-0191114	12/8/2021	7/1/2021-6/30/2022 ANNUAL PERI	14,056.00		
		Voucher:	SW-0223025	12/22/2021	10/1/21-09/30/22 ANNUAL PRMT F	35,333.00	49,389.00	
95569	2/8/2022	0013351	SZECHY, FRANK Ref000295697	1/18/2022	UB REFUND CST #00064328 866	69.33	69.33	
		Voucher:						
95570	2/8/2022	0013047	TAIT ENVIRONMENTAL SERVICE(898359	8/31/2021	9/12/21 ENGINEERING DESIGN S	9,958.28		
		Voucher:	901630	11/30/2021	11/30/21ENGINEERING DESIGN S	1,015.00	10,973.28	
95571	2/8/2022	0009039	TETRA TECH 51810223	10/28/2021	PROFESSIONAL ENGINEERING S	11,825.00		
		Voucher:	51838103	12/28/2021	PROFESSIONAL ENGINEERING S	8,250.00		
			51823662	11/24/2021	PROFESSIONAL ENGINEERING S	8,250.00	28,325.00	
95572	2/8/2022	0012518	THE HITT COMPANIES OE-101848	12/2/2021	(1)SHINY S-830 RED SELF-INKING	53.44		
		Voucher:	OE-102020	12/7/2021	(5) 2" X 10" WALNUT BACKGROU	72.52		
			OE-101949	12/7/2021	(4) 2" X 10 " NAMEPLATES FOR F	59.78		
			OE-102193	12/16/2022	1) 2"X8" BLACK BACKGROUND V	22.35	208.09	
95573	2/8/2022	0010457	THE PUN GROUP, LLP 113258	12/31/2021	EXTENDING ANNUAL FINANCIAL	10,000.00		
		Voucher:	113216	12/31/2021	EXTENDING ANNUAL FINANCIAL	16,055.00	26,055.00	
95574	2/8/2022	0008153	TIME WARNER CABLE- 0439993122021	12/20/2021	12/20/21-01/19/22: ACCT# 844830	134.99		
		Voucher:	0490384122721	12/27/2021	12/27/21-01/26/22: ACCT# 8448 30	147.38		
			0507757121521	12/15/2021	12/15/21-01/14/22: FOR CITY YAR	25.91	308.28	

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total	
95575	2/8/2022	0011640	TIREHUB, LLC	25021110	1/12/2022	INVENTORY PO/ TIRES	1,786.05	1,786.05
		Voucher:						
95576	2/8/2022	0013368	TORRES, JR., MIGUEL	Ref000295714	1/10/2022	UB Refund Cst #00061108	204.28	204.28
		Voucher:						
95577	2/8/2022	00004657	TYLER TECHNOLOGIES	045-362774	12/1/2021	1/1/22-12/31/22: TYLER TECHNOI	75,409.17	75,409.17
		Voucher:						
95578	2/8/2022	00000493	U.S. BANK	6369063	12/24/2021	12/1/21-11/20/22: 2012 WATER SL	1,100.00	
		Voucher:		6368808	12/24/2021	12/1/21-11/30/22: 2019 A & B WATI	2,500.00	3,600.00
95579	2/8/2022	00004964	UNDERGROUND SERVICE ALERT	DSB20206408	1/1/2022	BILLABLE DIGALERT TICKETS	197.75	
		Voucher:		1220210183	1/1/2022	UNDERGROUND SERVICE ALER	368.05	565.80
95580	2/8/2022	0012565	UNISAN PRODUCTS LLC	3133142	12/14/2021	INVENTORY PO/ FACE MASK	909.57	
		Voucher:		3134082	1/12/2022	INVENTORY PO/ MASK	1,295.44	2,205.01
95581	2/8/2022	0012997	UNITED SITE SERVICES OF, CALI	114-12774688	1/17/2022	12 MONTHS OF PORTA POTTY R	232.03	232.03
		Voucher:						
95582	2/8/2022	0011926	URM TECHNOLOGIES, INC.	0074994	12/31/2021	DEC-STORAGE	51.48	
		Voucher:		0074997	12/31/2021	DEC 2021 - AR	21.96	
				0074999	12/31/2021	DEC 2021 - PAYROLL	20.52	
				0075000	12/31/2021	DEC 2021 - PERS	54.72	
				0074996	12/31/2021	DEC 2021 - AP	54.00	
				0074998	12/31/2021	DEC 2021 - MISC	71.64	
				0074995	12/31/2021	DEC 2021 - ACCNT	41.04	315.36
95583	2/8/2022	00003928	US BANK TRUST N.A.	788757000-MARC	3/1/2022	MARCH 2022: COSG 2005 PENSI	167,814.33	167,814.33
		Voucher:						
95584	2/8/2022	0013359	VAZQUEZ MARTINEZ, LIDIA & DA	Ref000295705	1/24/2022	UB REFUND CST #00061979 104I	160.72	160.72
		Voucher:						
95585	2/8/2022	00000379	VERIZON BUSINESS	63157678	1/10/2022	BILLING PRD- 12/01/21-12/31/202	81.78	81.78
		Voucher:						
95586	2/8/2022	00002634	VULCAN MATERIALS COMPANY	73171335	1/14/2022	ASPHALT & ENVIRONMENTAL FE	303.65	
		Voucher:		73171334	1/14/2022	ASPHALT & ENVIRONMENTAL FE	241.66	
				73165179	1/7/2022	ASPHALT & ENVIRONMENTAL FE	184.97	
				73163514	1/5/2022	ASPHALT & ENVIRONMENTAL FE	219.39	
				73165180	1/7/2022	ASPHALT & ENVIRONMENTAL FE	302.77	
				73168916	1/12/2022	ASPHALT & ENVIRONMENTAL FE	390.30	1,642.74
95587	2/8/2022	00000028	WATER REPLENISHMENT DISTRI	11/30/2021	11/30/2021	NOV 2021: ALPHA# 4590 GROUND	248,255.46	248,255.46
		Voucher:						

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
95588	2/8/2022	00002593	WAXIE'S SANITARY SUPPLY	80562505	1/4/2022	INVENTORY PO/ JANITORIAL SU	824.89
		Voucher:		80580859	1/11/2022	WET/DRY VACUUM & HYDRO W/	4,121.08
				80543772	12/21/2021	INVENTORY PO/ JANITORIAL SU	852.39
				80588313	1/13/2022	REPLENISH DOG WASTE BAGS	1,067.00
							6,865.36
95589	2/8/2022	0010476	WECK LABORATORIES INC	W1L1805-COSOU	12/22/2021	WATER SAMPLES	135.00
		Voucher:					135.00
95590	2/8/2022	00004593	WESTERLY METER SERVICE CO 16981		12/10/2021	WATER METER TEST	75.00
		Voucher:					75.00
95591	2/8/2022	00000561	WESTERN EXTERMINATOR COM	13073115	12/21/2021	ANNUAL PEST CONTROL AND E	151.50
		Voucher:		13073116	12/21/2021	ANNUAL PEST CONTROL AND E	42.00
				13073117	12/21/2021	ANNUAL PEST CONTROL AND E	46.50
				13072448	12/21/2021	ANNUAL PEST CONTROL AND E	206.00
				13072656	12/21/2021	ANNUAL PEST CONTROL AND E	275.00
				13073718	12/21/2021	ANNUAL PEST CONTROL AND E	45.50
				13073390	12/21/2021	ANNUAL PEST CONTROL AND E	211.00
				13075713	12/21/2021	ANNUAL PEST CONTROL AND E	206.50
				13075714	12/21/2021	ANNUAL PEST CONTROL AND E	69.50
				13080738	12/21/2021	ANNUAL PEST CONTROL AND E	149.00
							1,402.50
95592	2/8/2022	00001286	WESTERN WATER WORKS SUPP	1219325-00-A	10/28/2021	BRASS PARTS FOR WATER SER'	300.21
		Voucher:					300.21
95593	2/8/2022	0011968	WEX BANK	77435724	1/6/2022	01/6/22 CLOSING DATE: SHELL G	399.23
		Voucher:					399.23
95594	2/8/2022	0013353	ZEPEDA, ALEJANDRA	Ref000295699	1/18/2022	UB REFUND CST #00063621 272I	111.70
		Voucher:					111.70
95595	2/8/2022	00000062	ZIEGLER'S HARDWARE& SUPPLY	10556-2022	1/10/2022	PLUMBING SUPPLIES WO 82069	17.62
		Voucher:		10533	1/2/2022	PARTS FOR WATER REPAIRS - C	39.66
				10541	1/4/2022	MATERIAL FOR WATER REPAIRS	24.23
				10562	1/11/2022	WATER SUPPLIES - SCRAPER	16.52
				10577	1/12/2022	WO 820515 SUPPPLIES FOR CIV	66.13
				10576	1/12/2022	SWIM STADIUM OUTLET COVER	22.01
				10569	1/12/2022	SUPPLIES FOR STREET CREW	30.83
							217.00
12312021	12/31/2021	00004309	AMERIFLEX	DECEMBER 2021	12/31/2021	DECEMBER 2021: ACH DEBITS B	6,114.28
		Voucher:					6,114.28

Bank : botw BANK OF THE WEST (Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
49865106	12/22/2021	0008914 AMERICAN EXPRESS 00004000 WASTE MANAGEMENT	1260616-2684-5	11/1/2021	OCT 2021: 263-9: TRASH: 4244 S,	2,537.62	
		00004000 WASTE MANAGEMENT	1260830-2684-2	12/1/2021	DEC 2021: 263-1669: SG RESDTL	326,119.00	328,656.62
02025500	1/14/2022	00000343 PUBLIC EMPLOYEES RETIREMEM	100000016655304	12/17/2021	2022 REPLACEMENT CHARGES	35,093.52	35,093.52

Voucher:

Sub total for BANK OF THE WEST: 1,542,953.49

151 checks and 3 wire transfers in this report.

Grand Total All Checks and Wire Transfers: 1,542,953.49

Void Checks

Bank code: botw

Check #	Date
95533	2/8/2022

WARRANT REGISTER FOR COUNCIL MEETING 2/8/2022

PART VI

apChkLst
01/27/2022 2:14:51PM

Final Check List
CITY OF SOUTH GATE

Page: 1

Bank : botw BANK OF THE WEST

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total	
2224	1/20/2022	00004836	SEIU LOCAL 721 CTW CLC-23900Ben295311	1/20/2022	SEIU DUES: PAYMENT	2,985.45	2,985.45	
			Voucher:					
2225	1/20/2022	00002370	INTERNAL REVENUE SERVICE Ben295313	1/20/2022	MEDICARE: PAYMENT	169,174.10	169,174.10	
			Voucher:					
2226	1/20/2022	00000343	PUBLIC EMPLOYEES RETIREMEIBen295315	1/20/2022	PERS RETIREMENT: PAYMENT	220,243.65	220,243.65	
			Voucher:					
2227	1/20/2022	00001186	EMPLOYMENT DEVELOPMENT DBen295317	1/20/2022	SDI: PAYMENT	54,852.59	54,852.59	
			Voucher:					
2228	1/20/2022	00000004	NATIONWIDE RETIREMENT SOLLBen295319	1/20/2022	DEF COMP NATIONWIDE: PAYME	94,769.06	94,769.06	
			Voucher:					
2229	1/20/2022	00004996	SEIU-COPE LOCAL 721, LAVOC CIBen295321	1/20/2022	SEIU- COPE LOCAL 721 DEDUCT	39.00	39.00	
			Voucher:					
2230	1/20/2022	00004988	CHILD SUPPORT ON-LINE, STATEBen295323	1/20/2022	CHILD SUPPORT-ONLINE: PAYMI	1,399.51	1,399.51	
			Voucher:					
Sub total for BANK OF THE WEST:							543,463.36	
							Grand Total All Wire Transfers :	543,463.36

7 wire transfers in this report.

**WARRANT REGISTER SUMMARY
CITY COUNCIL MEETING OF 2/8/2022**

TOTAL PART I - PREPAID CHECKS (1/18/2022)	242,676.64
TOTAL PART II - PAYROLL-RELATED CHECKS	2,660.80
TOTAL PART III - PREPAID CHECK (1/19/2022)	149,517.87
TOTAL PART IV - PREPAID CHECKS (1/26/2022)	858,336.01
TOTAL PART V - ACCOUNTS PAYABLE CHECKS & WIRE TRANSFERS	1,542,953.49
TOTAL PART VI - PAYROLL-RELATED WIRE TRANSFERS	543,463.36
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SUB - TOTAL	3,339,608.17
LESS: VOIDS	(1,400.00)
LESS: EMPLOYEE PAYROLL DEDUCTIONS	(367,315.13)
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GRAND TOTAL	2,970,893.04
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