

**CITY COUNCIL OF MONTEREY PARK
THE CITY COUNCIL ACTING ON BEHALF OF THE SUCCESSOR AGENCY OF THE FORMER
REDEVELOPMENT AGENCY, THE HOUSING AUTHORITY, THE MONTEREY PARK FINANCING
AUTHORITY AND THE MONTEREY PARK GEOLOGIC HAZARD ABATEMENT DISTRICT
AGENDA**

**REGULAR CITY COUNCIL MEETING
MONTEREY PARK CITY HALL COUNCIL CHAMBERS
320 W. NEWMARK AVENUE, MONTEREY PARK, CA 91754**

**Wednesday
October 19, 2022
6:30 p.m.**

MISSION STATEMENT

The mission of the City of Monterey Park is to provide excellent services
to enhance the quality of life for our entire community.

GENERAL INFORMATION

Documents related to an Agenda item are available to the public in the City Clerk's Office located at 320 West Newmark Avenue, Monterey Park, CA 91754, during normal business hours and the City's website at <http://www.montereypark.ca.gov/AgendaCenter/City-Council-17>.

The public may watch the meeting live on the city's cable channel MPKTV (AT&T U-verse, channel 99 or Charter Communications, channel 182) or by visiting the city's website at <http://www.montereypark.ca.gov/133/City-Council-Meeting-Videos>.

PUBLIC PARTICIPATION

You may speak up to 5 minutes on Agenda item. You may combine up to 2 minutes of time with another person's speaking. No person may speak more than a total of 10 minutes. The Mayor and City Council may change the amount of time allowed for speakers. Written Communication will be accepted up to 24 hours before the meeting via email to mpclerk@montereypark.ca.gov.

Per the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please call City Hall at (626) 307-1359 for reasonable accommodation at least 24 hours before a meeting. Council Chambers are wheelchair accessible.

CALL TO ORDER **Mayor**

FLAG SALUTE **The Monterey Park Police Explorers**

ROLL CALL **Peter Chan, Hans Liang, Henry Lo, Yvonne Yiu**

AGENDA ADDITIONS, DELETIONS, CHANGES AND ADOPTIONS

PUBLIC COMMUNICATIONS:

While all comments are welcome, the Brown Act does not allow the City Council to take action on any item not on the agenda. The Council may briefly respond to comments after Public Communications is closed. Persons may, in addition to any other matter within the City Council's subject-matter jurisdiction, comment on Agenda Items at this time. If you provide public comment on a specific Agenda item at this time, however, you cannot later provide comments at the time the Agenda Item is considered.

STAFF COMMUNICATIONS:

- City Clerk's Office
- Public Works
- Recreation and Community Services Department

[1.] PRESENTATION – None.

[2.] OLD BUSINESS – None.

[3.] CONSENT CALENDAR ITEM NOS. 3A-3J

3-A. MONTHLY INVESTMENT REPORT – SEPTEMBER 2022

It is recommended that the City Council consider:

- (1) Receiving and filing the monthly investment report; and
- (2) Taking such additional, related, action that may be desirable.

3-B. MINUTES

It is recommended that the City Council consider:

- (1) Approving the minutes from the special and regular meetings of September 7, 2022; and
- (2) Taking such additional, related, action that may be desirable.

3-C. REPORT SUBMITTED TO THE CITY COUNCIL PURSUANT TO GOVERNMENT CODE § 8630 REGARDING THE CITY'S EMPLOYMENT EMERGENCY (PER RESOLUTION NOS. 2022-R49 AND 2022-R67); CONTINUANCE OF SUCH EMERGENCY

It is recommended that the City Council consider:

- (1) Receiving and filing this report;
- (2) Extending the Employment Emergency; and
- (3) Taking such additional, related, action that may be desirable.

3-D. 2020 URBAN AREA SECURITY INITIATIVE (UASI) GRANT PROGRAM UPDATE

It is recommended that the City Council consider:

- (1) Receiving and filing this report, and
- (2) Taking such additional, related, action that may be desirable.

3-E. STATE HOMELAND SECURITY PROGRAM SUBRECIPIENT AGREEMENT GRANT YEAR 2021 – AWARD OF AGREEMENT

It is recommended that the City Council consider:

- (1) Authorizing the City Manager to execute an agreement, in a form approved by the City Attorney, with the County of Los Angeles for an amount not to exceed \$342,500 for the State Homeland Security Program Grant Year 2021 (SHSP 2021); appropriate grant funds for SHSP 2021; and
- (2) Taking such additional, related, action that may be desirable.

3-F. RESOLUTION DECLARING THE MONTH OF NOVEMBER AS "MOVEMBER" TO RAISE AWARENESS TO PROSTATE AND OTHER MALE CANCERS

It is recommended that the City Council consider:

- (1) Adopting Resolution declaring the month of November as "Movember"; and
- (2) Taking such additional, related, action that may be desirable.

3-G. CALIFORNIA LIBRARY LITERACY SERVICES (CLLS) ENGLISH AS A SECOND LANGUAGE (ESL) GRANT FISCAL YEAR 2022-2023

It is recommended that the City Council consider:

- (1) Accepting grant funds from California Library Literacy Services in the amount of \$34,796.00 for English as a Second Language services at the Library;
- (2) Authorizing the City's Management Services Department to allocate \$34,796.00 in grant funding to the FY 22-23 budget; and
- (3) Taking such additional, related, action that may be desirable.

3-H. GRANULAR ACTIVATED CARBON REPLACEMENT – AWARD OF CONTRACT

It is recommended that the City Council consider:

- (1) Authorizing the City Manager to execute three-year maintenance agreements, in a form approved by the City Attorney, with Calgon Carbon Corporation and Aqueous Vets, LLC, for a combined total not to exceed \$304,500 annually for Granular Activated Carbon (GAC) Replacement for the Well 1, 3, 10, Fern Treatment Plant; and
- (2) Taking such additional, related, action that may be desirable.

CEQA (California Environmental Quality Act):

The proposed work involves minor alterations to existing public facilities and therefore is Class 1 Categorically Exempt pursuant to the California Environmental Quality Act (CEQA).

3-I. WELL AND BOOSTER PUMP MAINTENANCE – AWARD OF CONTRACT

It is recommended that the City Council consider:

- (1) Authorizing the City Manager to execute a three-year maintenance agreement, in a form approved by the City Attorney, with General Pump Company in an amount not to exceed \$400,000 annually for Well and Booster Pump Preventative Maintenance Services;
- (2) Taking such additional, related, action that may be desirable.

CEQA (California Environmental Quality Act):

The proposed work involves minor alterations to existing public facilities and therefore is Class 1 Categorically Exempt pursuant to the California Environmental Quality Act (CEQA).

3-J. MAT CYCLE 1 GRANT – POTRERO GRANDE IMPROVEMENTS

It is recommended that the City Council consider:

- (1) Authorizing the City Manager to execute a Funding Agreement with the Los Angeles County Metropolitan Transportation Authority for the Metro Active Transport Cycle 1 Program, for 1st-Riggin-Potrero Grande Corridor Improvements, in the amount of \$6,366,225;
- (2) Authorizing the City Manager to appropriate project funds for the Mat Cycle 1: 1st-Riggin-Potrero Grande Corridor Improvements per the Funding Agreement budget; and
- (3) Taking such additional, related, action that may be desirable.

[4.] PUBLIC HEARING

4-A. CONTINUATION OF PUBLIC HEARING REGARDING CONSIDERATION OF A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MONTEREY PARK, CALIFORNIA FOR SUBMITTAL AND RECEIPT OF GRANT FUNDS FOR THE PERMANENT LOCAL HOUSING ALLOCATION PROGRAM THROUGH THE STATE DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

It is recommended that the City Council consider:

- (1) Continuing the public hearing originally scheduled for October 19, 2022 to November 2, 2022; and
- (2) Taking such additional, related, action that may be desirable.

[5.] NEW BUSINESS – None.

[6.] CITY COMMUNICATIONS (CITY COUNCIL)

[7.] FUTURE AGENDA ITEMS

[8.] CLOSED SESSION (IF REQUIRED; CITY ATTORNEY TO ANNOUNCE)

ADJOURN



City Council Staff Report

DATE: October 19, 2022

AGENDA ITEM NO: Consent Calendar - 3A

TO: The Honorable Mayor and City Council
FROM: Joseph Leon, City Treasurer
SUBJECT: Monthly Investment Report – September 2022

RECOMMENDATION:

It is recommended that the City Council consider:

1. Receiving and filing the monthly investment report; and
2. Taking such additional, related, action that may be desirable.

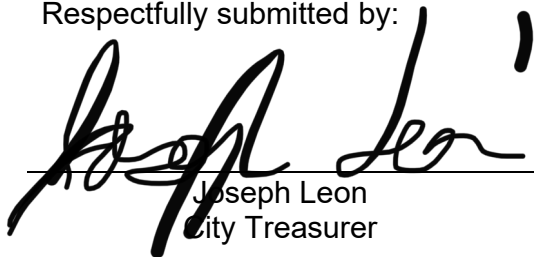
EXECUTIVE SUMMARY:

As of September 30, 2022 invested funds for the City of Monterey Park is \$81,731,613.91.

BACKGROUND:

In accordance with the City's Investment Policy, a monthly investment report is presented to the City Council showing the types of investments, dates of maturities, amounts of deposits, rates of interest, and the current market values for securities with maturity more than 12 months. The attached monthly investment report includes a summary investment report for the LA County Pooled Investment Fund, which displays the composition by type for the entire pooled investment fund.

Respectfully submitted by:



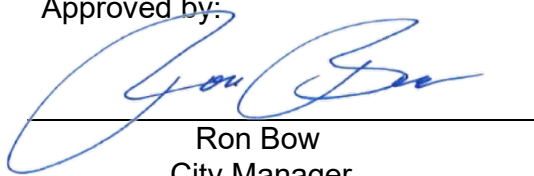
Joseph Leon
City Treasurer

Prepared by:



Martha Garcia
Director of Management Services

Approved by:



Ron Bow
City Manager

Attachment 1

Monthly Investment Report

**CITY OF MONTEREY PARK
INVESTMENT REPORT
SEPTEMBER 30, 2022**

INVESTMENTS PORTFOLIO PROFILE:

TOTAL BALANCE AT 9/30/2022

\$ 81,731,613.91

INVESTMENT COMPOSITION

(1) <u>LA COUNTY POOLED INVESTMENT FUND</u> (See Schedule A for LA County Pool Composition)	ON DEMAND	1.670%	<u>\$ 42,931,783.64</u>
(2) <u>LOCAL AGENCY INVESTMENT FUND</u>	ON DEMAND	1.280%	<u>\$ 31,934,830.27</u>

(3) <u>CERTIFICATES OF DEPOSIT</u>	Purchase Date	Maturity Date	Interest Rate	
1 PREFERRED BANK	09/03/22	09/03/23	2.51%	100,000
2 PREFERRED BANK	09/08/22	09/08/23	2.67%	150,000
3 SALLIE MAE BANK	08/11/21	08/12/24	0.70%	245,000
4 GOLDMAN SACHS BANK	08/11/21	08/12/24	0.60%	245,000
5 TOYOTA FINANCIAL SAVINGS BANK	09/16/21	09/16/24	0.65%	245,000
6 BMW BANK NORTH AMERICA	09/17/21	09/17/24	0.65%	245,000
7 SYNCHRONY BANK	09/17/21	09/17/24	0.65%	245,000
8 UBS BANK USA	09/22/21	09/23/24	0.65%	245,000
9 STATE BANK OF INDIA	10/18/21	10/18/24	0.70%	245,000
10 LIVE OAK BANKING CO.	01/14/22	01/16/24	0.70%	245,000
11 GREENSTATE CREDIT UNION	01/14/22	01/16/24	0.70%	245,000
12 BEAL BANK USA	01/19/22	01/17/24	0.70%	245,000
13 MEDALLION BANK UTAH	01/28/22	01/28/25	1.25%	245,000
14 PENTAGON FEDERAL UNION	01/31/22	01/31/25	1.25%	245,000
15 BEAL BANK	02/02/22	01/29/25	1.15%	245,000
16 AMERICAN EXPRESS NATL BANK	03/09/22	03/11/24	1.60%	245,000
17 BARCLAYS BANK DELAWARE	03/09/22	03/11/24	1.55%	245,000
18 CAPITAL ONE BANK USA	03/16/22	03/17/25	1.80%	245,000
19 VALLIANCE BANK	03/18/22	03/18/25	1.40%	245,000
20 STATE BANK OF TEXAS	03/25/22	03/25/25	1.45%	245,000
21 FIRST FED SAVINGS & LOAN	03/30/22	03/31/25	2.00%	245,000
22 LAFAYETTE FEDERAL CREDIT UNION	03/30/22	03/31/25	2.20%	245,000
23 ALLY BANK	03/31/22	03/28/24	1.95%	245,000
24 COMENITY CAPITAL BANK	04/14/22	04/14/25	2.55%	245,000
25 AMERICU CREDIT UNION	04/21/22	04/21/25	2.30%	245,000
26 BALBOA THRIFT & LOAN	04/29/22	04/29/25	2.00%	245,000
27 CONNEXUS CREDIT UNION	05/26/22	05/28/24	2.65%	245,000
28 METRO CREDIT UNION	07/13/22	07/12/24	3.20%	245,000
29 FIRST TECHNOLOGY CREDIT UNION	8/5/2022	08/05/24	3.25%	245,000
<i>Total CDs (29)</i>			1.567%	<u>\$ 6,865,000.00</u>

OTHER INFORMATION:

BANK BALANCE: ⁽¹⁾ **\$ 4,637,219.48**

AVERAGE MATURITY DAYS 62

AVERAGE INTEREST RATE FOR THE MONTH 1.506%

THE CITY'S INVESTMENT HAS SUFFICIENT LIQUIDITY TO MEET THE CITY'S EXPENDITURE REQUIREMENTS FOR THE NEXT 180 DAYS. THE 180-DAY LIQUIDITY DISCLOSURE IS REQUIRED PER GOVERNMENT CODE 53646.

INTEREST EARNINGS FOR 2021-2022 **\$ 204,101.32**

THERE HAVE BEEN NO VARIANCES TO THE INVESTMENT POLICY.

(1) Bank balance is maintained to cover outstanding warrants, payroll checks and on-going operating costs. Page 7 of 161

**POOLED SURPLUS AND SPECIFIC PURPOSE INVESTMENTS
AS OF AUGUST 31, 2022**

SCHEDULE A

<u>PORTFOLIO PROFILE</u>	<u>Pooled Surplus Investments</u>	<u>Specific Purpose Investments</u>
Inventory Balance at 08/31/22		
At Cost	\$ 41,276,110,929	\$ 156,759,091
At Market	\$ 39,017,018,156	\$ 138,094,393
Repurchase Agreements	\$ -	\$ -
Reverse Repurchase Agreements	\$ -	\$ -
Composition by Security Type:		
Certificates of Deposit	4.36%	0.00%
United States Government and Agency Obligations	72.83%	72.26%
Bankers Acceptances	0.00%	0.00%
Commercial Paper	22.71%	0.00%
Municipal Obligations	0.07%	1.82%
Corporate and Deposit Notes	0.03%	0.00%
Repurchase Agreements	0.00%	0.00%
Asset-Backed	0.00%	0.00%
Other	0.00%	25.92%
1-60 days	37.37%	0.00%
61 days-1 year	16.50%	25.92%
Over 1 year	46.13%	74.08%
Weighted Average Days to Maturity	1,034	



City Council Staff Report

DATE: October 19, 2022

AGENDA ITEM NO: Consent Calendar - 3B

TO: The Honorable Mayor and City Council
FROM: Vincent D. Chang, City Clerk
SUBJECT: Minutes

RECOMMENDATION:

It is recommended that the City Council consider:

1. Approving the minutes from the special and regular meetings of September 7, 2022; and
2. Taking such additional, related, action that may be desirable.

EXECUTIVE SUMMARY:

None.

BACKGROUND:

None.

FISCAL IMPACT:

None.

Respectfully submitted,

Prepared by:

A handwritten signature in blue ink, appearing to read "Vincent D. Chang".

Vincent D. Chang
City Clerk

A handwritten signature in blue ink, appearing to read "Christine Sakata".

Christine Sakata
Senior Clerk Typist

Approved By:

A handwritten signature in blue ink, appearing to read "Ron Bow".

Ron Bow
City Manager

ATTACHMENT(S):

1. Draft Minutes

ATTACHMENT 1

Draft Minutes

**MINUTES
MONTEREY PARK CITY COUNCIL
FINANCING AUTHORITY (MPFA)
HOUSING AUTHORITY (MPHA)
GEOLOGIC HAZARD ABATEMENT DISTRICT (GHAD)
SUCCESSOR AGENCY (SA)
SPECIAL MEETING
SEPTEMBER 7, 2022**

The City Council, the Financing Authority (MPFA), the Housing Authority (MPHA), the Geologic Hazard Abatement District (GHAD), and the Successor Agency (SA) of the City of Monterey Park held a Special Meeting of the Council in Room 266, Second Floor of City Hall located at 320 West Newmark Avenue in the City of Monterey Park on Wednesday, September 7, 2022 at 5:00 p.m.

CALL TO ORDER:

Mayor Lo called the meeting to order at 5:00 p.m.

ROLL CALL:

City Manager Ron Bow called the roll:

Council Members Present: Peter Chan, Hans Liang, Henry Lo, Yvonne Yiu

Council Members Absent: None

ALSO PRESENT: City Manager Ron Bow, City Attorney Karl Berger, Assistant City Manager Inez Alvarez, Director of Management Services Martha Garcia, Economic Development Manager Joseph Torres, Deputy City Clerk Cindy Trang

VIRTUALLY PRESENT: Martin Howard, President/Chief Executive Officer of Howard CDM (Construction, Development, Management).

ORAL AND WRITTEN COMMUNICATIONS

- Deputy City Clerk Trang received, filed, and read into the record written communications from Je-Show Yang and Linda Tang recommending that a public discussion on the proposed SteelCraft Development Project be presented at a regular City Council Meeting.

1-A. SECOND PRESENTATION REGARDING A POTENTIAL LEASE/SALE FOR THE STEELCRAFT DEVELOPMENT PROJECT

Action Taken: The City Council received and filed a presentation provided by developer, Martin Howard, regarding the terms for a potential lease/sale for the SteelCraft Development Project on City owned property in the Downtown Business Improvement District.

MISSION STATEMENT

The mission of the City of Monterey Park is to provide excellent services to enhance the quality of life for our entire community

2. CLOSED SESSION

The City Council adjourned to Closed Session at 5:11 p.m.

2-A. CONFERENCE WITH REAL PROPERTY NEGOTIATORS ON RECOMMENDATIONS REGARDING THE STEELCRAFT PROPOSED TERMS

Property: 109 N. Lincoln Avenue, AIN 5255-008-901 / 5255-008-902

City Negotiators: Ron Bow, City Manager
Karl H. Berger, City Attorney
Inez Alvarez, Assistant City Manager
Joseph Torres, Economic Development Manager
Martha Garcia, Management Services Director

Negotiating Party: SteelCraft Long Beach, LP c/o Martin Howard

Under negotiation: Potential to Lease/Sell property, Terms, and Price

2-B. CONFERENCE LEGAL COUNSEL, EXISTING LITIGATION – GOVERNMENT CODE SECTION § 54956.9(d) – Number of Cases: One

Gonzalez v. City of Monterey Park, et al. (filed August 8, 2022) LASC Case No. 22STCP02942

2-C. CONFERENCE LEGAL COUNSEL – INITIATION OF LITIGATION – GOVERNMENT CODE SECTION § 54956.9(D)(4) – NUMBER OF POTENTIAL Cases: One

2-D. CONFERENCE WITH LABOR NEGOTIATORS, PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION § 54957

City Negotiators: Ron Bow, City Manager
Karl H. Berger, City Attorney
Inez Alvarez, Assistant City Manager
Joseph Torres, Economic Development Manager
Martha Garcia, Management Services Director

Employee Organizations: Confidential Employees' Association, Firefighters' Association, Mid-Management Association, Police Captains' Association, Police Officers' Association, Police Officers' Mid-Management Association, Professional Chief Officers' Association, and Service Employees International Union, Local 721

RECONVENE & ADJOURNMENT

The City Council reconvened from Closed Session with all Council Members present. The meeting was adjourned at 6:22 p.m.

Action Taken: No reportable action taken.

Vincent D. Chang
City Clerk

**MINUTES
MONTEREY PARK CITY COUNCIL
FINANCING AUTHORITY (MPFA)
HOUSING AUTHORITY (MPHA)
GEOLOGIC HAZARD ABATEMENT DISTRICT (GHAD)
SUCCESSOR AGENCY (SA)
REGULAR MEETING
SEPTEMBER 7, 2022**

The City Council, the Financing Authority (MPFA), the Housing Authority (MPHA), the Geologic Hazard Abatement District (GHAD), and the Successor Agency (SA) of the City of Monterey Park held a Regular Meeting of the Council in the Council Chamber, located at 320 West Newmark Avenue in the City of Monterey Park, Wednesday, September 7, 2022 at 6:30 p.m.

CALL TO ORDER:

Mayor Lo called the meeting to order at 6:30 p.m.

FLAG SALUTE:

The Monterey Park Fire Explorers led the Flag Salute.

ROLL CALL:

Deputy City Clerk Cindy Trang called the roll:

Council Members Present: Peter Chan, Hans Liang, Henry Lo, Yvonne Yiu
Council Members Absent: None.

ALSO PRESENT: City Treasurer Joseph Leon, City Manager Ron Bow, City Attorney Karl Berger, Police Chief Kelly Gordon, City Librarian Diana Garcia, Director of Management Services Martha Garcia, Director of HR & Risk Management Christine Tomikawa, Director of Recreation and Community Services Robert Aguirre, Interim Director of Public Works Anthony Antich, Public Works Management Analyst Xochitl Tipan, Economic Development Manager Joseph Torres, Planning Manager Jessica Serrano, Senior Planner Beth Chow, Acting Capitol Improvement Project Manager Ziad Mazboudi, Deputy City Clerk Cindy Trang, Community Communications Coordinator Randy Ishino

VIRTUALLY PRESENT: Fire Chief Matt Hallock, Division Chief Ryan Weddle

AGENDA ADDITIONS, DELETIONS, CHANGES AND ADOPTIONS

City Attorney Berger requested to pull the August 1, 2022, 6:30 PM Special Meeting from Agenda Item No. 3B for consideration at a future City Council Meeting.

MISSION STATEMENT

The mission of the City of Monterey Park is to provide excellent services to enhance the quality of life for our entire community

PUBLIC COMMUNICATIONS

- Jason Wang suggested that the City Council consider creating and hosting a city flag contest.

STAFF COMMUNICATIONS

- City Clerk's Department: Deputy City Clerk Trang informed the community about the City's November 8, 2022 election and invited the community to the various outreach events.
- Library Services: City Librarian Garcia spoke on the libraries current strategic planning process and invited the community to participate in the survey.
- Management Services Department: Director of Management Services Garcia introduced the new Finance Manager, Laura Borjon.
- Recreation and Community Services Department: Director of Recreation and Community Services Aguirre thanked the Community Participation Commission for assisting with the Diana Ross Hollywood Bowl Trip, which was a huge success. He also reminded the community of the 9/11 Patriot Day Ceremony, Electric Park event, Pickleball Tournament, and encouraged the public to follow the city's social media accounts for up-to-date information.
- Police Department: Police Chief Kelly Gordon informed the City Council and community that her last day with the City of Monterey Park will be September 16, 2022. She announced that she accepted the position of Police Chief in the City of Santa Barbara.

1. PRESENTATION

Matters listed under presentation are informational content and for discussion only.

1A. MONTEREY PARK (MPK) REWARDS PROGRAM UPDATE

Economic Development Manager Torres provided a PowerPoint presentation on the update of the innovative Shop Local app since its launch 8 months ago.

1B. SPIRIT BUS TRANSIT SERVICE EVALUATION

Public Works Principal Management Analyst Tipan provided a status of the City's transportation service and introduced consultant Steve Welks of IBI Group who presented a PowerPoint presentation on the overview and improvements of the transportation project.

2. **OLD BUSINESS** – None.

3. **CONSENT CALENDAR ITEMS NOS. 3A-3G**

Matters listed under consent calendar are considered to be routine, ongoing business and are enacted by one motion unless specified.

Discussion: City Attorney Berger requested to pull the August 1, 2022, 6:30 p.m. Special Meeting from Agenda Item No. 3B for consideration at a future City Council Meeting.

Action Taken: The City Council approved and adopted Item Nos. 3A, 3B as amended, 3E, 3F, and 3G on Consent Calendar, excluding Item Nos. 3C and 3D which were pulled for discussion and a separate motion, reading resolutions and ordinances by the title only and waiving further reading thereof.

Motion: Moved by Council Member Chan and seconded by Council Member Liang, motion carried by the following vote:

Ayes:	Council Members:	Yiu, Chan, Liang, Lo
Noes:	Council Members:	None
Absent:	Council Members:	None
Abstain:	Council Members:	None

3A. **2021-2022 ANNUAL INVESTMENT REPORT**

The City's Investment Policy requires an annual investment report and a statement of investment policy to be submitted to the City Council for review within 60 days of the fiscal year-end. The attached annual report shows that all investment activities during 2021-22 were conducted according to the City's Investment Policy.

Action Taken: The City Council and the City Council acting on behalf of the Successor Agency received and filed the 2021-22 Annual Investment Report; and adopted Resolution No. 2022-R72/SA-184 authorizing the Treasurer to implement the City's Investment Policy for FY 2022-23, on Consent Calendar.

Resolution No. 2022-R72/SA-184:

A JOINT RESOLUTION OF THE CITY OF MONTEREY PARK AND SUCCESSOR AGENCY TO THE MONTEREY PARK REDEVELOPMENT AGENCY ADOPTING AN INVESTMENT POLICY AND AUTHORIZING THE TREASURER TO IMPLEMENT THE POLICY

3B. MINUTES

Approving the minutes from the regular meetings of July 6, 2022 and July 20, 2022; the special meetings of July 30, 2022, August 1, 2022 at 5:30 p.m., and August 1, 2022 at 6:30 p.m.; and the special and regular meetings of August 17, 2022

Discussion: City Attorney Berger requested to pull the August 1, 2022, 6:30 PM Special Meeting from Agenda Item No. 3B for consideration at a future City Council Meeting.

Action Taken: The City Council approved the minutes from the regular meetings of July 6, 2022 and July 20, 2022; the special meetings of July 30, 2022, August 1, 2022 at 5:30 p.m. and the special and regular meetings of August 17, 2022, on Consent Calendar.

3C. RESOLUTION APPROVING THE MEMORANDUM OF UNDERSTANDING BETWEEN THE CITY AND THE MONTEREY PARK POLICE OFFICERS' ASSOCIATION FOR THE TERM OF JULY 1, 2022 TO JUNE 30, 2023

Representatives of the City of Monterey Park ("City") and MPPOA met and conferred to negotiate the terms and conditions of a new Memorandum of Understanding ("MOU") regarding employment. The parties reached an agreement on an MOU effective July 1, 2022 to June 30, 2023.

Public Speakers:

- Troy Grant thanked everyone who assisted in expediting the approval of the MOU.

Action Taken: The City Council adopted Resolution No. 2022-R73 approving a Memorandum of Understanding ("MOU") between the City of Monterey Park and the Monterey Park Police Officers' Association ("MPPOA"). The MPPOA represents the Police Officers and Police Corporals in the Monterey Park Police Department; and authorized budget appropriation of approximately \$408,307 from the General Fund and \$342,000 from the American Rescue Plan Act (ARPA) Funds for the 2022-2023 fiscal year.

Motion: Moved by Council Member Liang and seconded by Council Member Chan, motion carried by the following vote:

Ayes:	Council Members:	Yiu, Chan, Liang, Lo
Noes:	Council Members:	None
Absent:	Council Members:	None
Abstain:	Council Members:	None

RESOLUTION NO. 2022-R73:

A RESOLUTION APPROVING THE MEMORANDUM OF UNDERSTANDING FOR CONTRACT YEAR 2022-2023 BETWEEN THE CITY OF MONTEREY PARK AND THE MONTEREY PARK POLICE OFFICERS' ASSOCIATION

3D. PROPOSED LOCAL ROAD SAFETY PLAN AND VISION ZERO

The federal government implements a Highway Safety Improvement Program ("HSIP") that makes federal funds available for highway improvements. Among other things, the HSIP requires each State to adopt a State Highway Safety Plan ("SHSP") to be eligible for federal money. California's SHSP makes HSIP available to local governments that adopt a Local Roadway Safety Plan ("LRSP"). The City Council authorized the City Manager to apply for HSIP funding earlier this year. After the City was awarded HSIP grant money, it retained a consultant to develop Monterey Park's LRSP for City Council Consideration. The LRSP is intended to proactively address local traffic safety needs, reduce traffic accident fatalities and serious injuries on all public roads. Adopting the LRSP also makes the City eligible to continue receiving HSIP funding. Relatedly, the City developed a Vision Zero Policy. This Policy is a traffic safety strategy to reduce and eventually eliminate traffic deaths and serious injuries using a data-driven, multi-disciplinary, and safe systems approach that also increases safe, healthy, and equitable mobility for all. A Plan was developed and It is recommended that the City Council adopt a Resolution approving the City of Monterey Park Plan and also adopt a resolution establishing a Vision Zero policy to work towards zero traffic death and severe injuries.

CEQA (California Environmental Quality Act):

The Resolutions are exempt from additional environmental review under the California Environmental Quality Act (Public Resources Code §§ 21000, *et seq.*, "CEQA") and CEQA Guidelines (14 California Code of Regulations §§ 15000, *et seq.*) because they establish rules and procedures in compliance with California law; do not involve any commitment to a specific project that would result in a potentially significant physical impact on the environment; and constitute an organizational or administrative activity that will not result in direct or indirect physical changes in the environment. Accordingly the Resolution does not constitute a "project" that requires environmental review (*see specifically*, CEQA Guidelines §§ 15378(b)(2,5) and 15308).

Action Taken: The City Council adopted Resolution No. 2022-R74 approving the Local Road Safety Plan and Resolution No. 2022-R75 adopting a Vision Zero Policy

Motion: Moved by Council Member Chan and seconded by Council Member Yiu, motion carried by the following vote:

Ayes:	Council Members:	Yiu, Chan, Liang, Lo
Noes:	Council Members:	None
Absent:	Council Members:	None
Abstain:	Council Members:	None

RESOLUTION NO. 2022-R74:

A RESOLUTION ADOPTING THE MONTEREY PARK LOCAL ROAD SAFETY PLAN IN ACCORDANCE WITH 23 U.S.C. § 148 AND 23 C.F.R. § 924.1, ET SEQ.

RESOLUTION NO. 2022-R75:

A RESOLUTION ADOPTING A VISION ZERO POLICY

3E. AWARD OF CONTRACT TO CALGON CARBON FOR CARBON MEDIA CHANGEOUT

The City's new ultraviolet light/advanced-oxidation water treatment system requires granular activated carbon (GAC) to remove contaminants. Staff is requesting that City Council approve a three-year maintenance agreement with Calgon Carbon Corporation for carbon changeout in the amount of \$2.34M annually. This is a contract for convenience in accordance with Monterey Park Municipal Code ("MPMC") § 3.20.050(2). Consequently, bidding is not required.

Action Taken: The City Council authorized the City Manager to execute a three-year Maintenance Agreement with Calgon Carbon Corp., in a form approved by the City Attorney, for Carbon Media Changeout for a not-to-exceed amount of \$2.34M annually; and appropriated \$2.12M from Water Treatment Fund (403) for Fiscal Year 2022-23 Carbon Media Changeout costs, on Consent Calendar.

3F. TERMINATION OF AGREEMENT 2223-A WITH GENTRY BROTHERS, INC

On March 3, 2021, the City Council awarded a contract to Gentry Brothers, Inc. in the amount of \$885,503 for the North Atlantic Water Improvements, Capital Improvement Project #96001 (Specifications No. 2021-001). The project was delayed and was never started for various reasons. At this time, it is recommended that the City Council terminate the contract for convenience and authorize the City manager to reimburse the contractor for actual project related costs.

Action Taken: The City Council terminated Agreement No. 2223-A with Gentry Brothers and authorized the City Manager to reimburse the contractor for actual costs associated with executing the contract, on Consent Calendar.

3G. HVAC IMPROVEMENTS AT VARIOUS FACILITIES – REJECT ALL SUBMITTED BIDS

On May 4, 2022, the City Council adopted Resolution No. 2022-R32 approving the design and plans for projects included in the Capital Improvement Plan, including Project No. 96029 HVAC Improvements at Various Facilities Project, and authorizing the solicitation of bids for the HVAC Improvements at Various Facilities Project. The public bid opening for this project was held on August 30, 2022. The City received two bids from F.M. Thomas Air Conditioning, Inc. and Carrier Corporation. Staff recommends rejection of all bids due to the cost proposals exceeding the City's budget for this project.

Action Taken: The City Council rejected all submitted bids submitted for Capital Improvement Project No. 96029 HVAC Improvements at Various Facilities, on Consent Calendar.

4. PUBLIC HEARING - None.

5. NEW BUSINESS - None.

5A. INCLUSIONARY HOUSING ORDINANCE DISCUSSION ITEM

Inclusionary housing ordinances are adopted by cities to encourage the production of affordable units in new housing developments. This is accomplished by two methods, or a combination of methods: (1) require actual construction of affordable units; and/or (2) pay an in-lieu fee to the city that is commensurate with the cost of a new unit. For option #2, fees are usually consolidated into an affordable housing trust fund. Those monies may then be leveraged by the city to help pay for affordable housing in other projects. The in-lieu fee is generally calculated based upon the difference in price between an affordable housing unit and the sale price of a market rate unit. The Housing Element for the City of Monterey Park requires that the City Council consider an inclusionary housing ordinance before the end of this year.

Public Speakers:

- Deputy City Clerk Trang received, filed, and read into the record a written communication from Je-Show Yang and Linda Tang who recommended to create a policy that will require that 15% of new units be dedicated towards affordable units for low and very low-income households.
- Je-Show Yang congratulated the City Council for taking steps on making sure low-income and very low-income residents have potential housing in future residential developments.
- Linda Tang recommended to create a policy that will require that 15% of new units be dedicated towards affordable units for low and very low-income households.

Discussion:

- Planning Manager Jessica Serrano presented a PowerPoint on the Inclusionary Housing Ordinance.
- Council Member Liang inquired about the positive and negative affects inclusionary housing requirements have on developments. He suggested that staff look into cities that implemented this program and the trending results.
- Council Member Yiu commented that the in-lieu fee should be calculated per unit rather than per project; that the inclusionary percentage should be 20%; that she agrees with inclusionary housing requirements to encourage affordable housing; that the inclusionary housing requirements should apply to housing projects with 5 or more units with no limits on household income level; and developers should be penalized if they do not provide affordable units.
- Council Member Chan suggested that developers should not be penalized and would rather have developers receive a reasonable return on their investment; and that the inclusionary housing requirements should not be too strict; that they should be balanced and reasonable.
- Mayor Lo suggested to review the household median income qualifications and assess when rental units will need to be reevaluated to ensure individuals are still income qualified; that the target income for the household affordability level should be in line with the city's median income; and that staff should survey other cities to look at the affordability timeframe for affordable units.

Action Taken: The City Council received and filed the report; and provided feedback and direction to staff on potential standards and issues to be considered when drafting an inclusionary housing ordinance.

Motion: Moved by Council Member Liang and seconded by Council Member Yiu, motion carried by the following vote:

Ayes:	Council Members:	Yiu, Chan, Liang, Lo
Noes:	Council Members:	None
Absent:	Council Members:	None
Abstain:	Council Members:	None

6. CITY COMMUNICATIONS (CITY COUNCIL)

Council Member Yiu announced her attendance to her son's White Coat ceremony at the University of California San Diego.

Council Member Chan said he attended the fundraiser for Police Officer Solorio's family at the Brew Kitchen. He also mentioned his invitation from the U.S Navy to attend the graduation of their bootcamp.

Council Member Liang said he attended Officer Solorio's funeral and commended Police Chief Gordon, Officer Troy Grant, and everyone involved in making it a dignified and respectful event.

Mayor Lo expressed on the touching service for Police Officer Solorio. He also attended the Annual Wilmington Labor Day March in San Pedro.

7. FUTURE AGENDA ITEMS:

None.

8. CLOSED SESSION (IF REQUIRED; CITY ATTORNEY TO ANNOUNCE)

None.

ADJOURNMENT

There being no further business for consideration, the meeting was adjourned at 8:50 p.m. in memory of Officer Gadriel Solorio.

Vincent D. Chang
City Clerk



City Council Staff Report

DATE: October 19, 2022

AGENDA ITEM NO: Consent Calendar - 3C

TO: The Honorable Mayor and City Council
FROM: Ron Bow, City Manager
SUBJECT: Report submitted to the City Council pursuant to Government Code § 8630 regarding the City's employment emergency (per Resolution Nos. 2022-R49 and Resolution 2022-R67); continuance of such emergency

RECOMMENDATION:

It is recommended that the City Council consider:

1. Receiving and filing this report;
2. Extending the Employment Emergency; and
3. Taking such additional, related, action that may be desirable.

EXECUTIVE SUMMARY:

From the last report on August 17, 2022, the City is in the recruitment process to fill Fire Marshal, Code Enforcement Officers, Recreation Manager, Water Utility Manager, Senior Water Production System Operator, and Public Works Inspector. The City filled a Senior Accountant, two full-time Maintenance Worker, two full-time Communication Dispatcher, and various part-time vacancies for School Crossing Guard, Recreation Leader and Librarian.

With the employment emergency order, the City provided internal opportunities to part-time employees for full-time employment and current full-time employees are applying for vacancies in different City departments. The City is recruiting for 46 vacant full-time positions. Staff recommends extending the employment emergency as there are still critical vacancies in the Water Treatment and Water Distribution divisions.

Respectfully submitted by:

A blue ink signature of Ron Bow, written in a cursive style.

Ron Bow, City Manager

Reviewed by:

A blue ink signature of Karl H. Berger, written in a cursive style.

Karl H. Berger, City Attorney



City Council Staff Report

DATE: October 19, 2022

AGENDA ITEM NO: Consent Calendar - 3D

TO: The Honorable Mayor and City Council
FROM: Matthew Hallock, Fire Chief
SUBJECT: 2020 Urban Area Security Initiative (UASI) Grant Program Update

RECOMMENDATION:

It is recommended that the City Council consider:

1. Receiving and filing this report, and
2. Taking such additional, related, action that may be desirable.

EXECUTIVE SUMMARY:

The Urban Area Security Initiative (UASI) Grant Program is a Homeland Security Grant designed to enhance regional preparedness and capabilities in designated high-threat, high-populated areas. Currently, the Fire Department (Department) is participating in the 2020 UASI Grant Program cycle. The Department was awarded \$115,000 for the purchase of Urban Search & Rescue (USAR) equipment. Staff identified two specialized pieces of equipment, a CTC Strut rescue kit and a Maxiforce G2 US&R Lift Bag kit for procurement.

In accordance with the City's Purchasing & Contracting Policy 20-01 and with MPMC Chapters 3.20 and 3.90, staff solicited quotes from the following companies: LN Curtis, NAFECO, Municipal Emergency Services, Trans-Care Rescue, and Feld Fire. Due to the unique specifications of the equipment, vendors must be authorized by the manufacturers, Paratech Emergency Equipment Manufacturers and Rescue42, to sell these products. LN Curtis & Sons, is the authorized vendor (for the State of California) to sell the CTC Strut rescue kit and the Maxiforce G2 US&R Lift Bag kit. The total purchase for both items from LN Curtis & Sons is \$65,232.54.

The performance period for the grant ends in May of 2023. Subgrantees must complete and submit, for review, all purchasing paperwork by January of 2023. Due to time constraints with the acquisition process and to adhere to the grant purchasing deadline, under Section 9 of the Budget Resolution No. 2002-R46 (adopted June 15, 2022), staff procured the equipment. The alternative was to forfeit the funds and return \$65,232.54 to the Los Angeles Mayor's Office for redistribution to another grantee.

BACKGROUND:

The City of Monterey Park, Fire Department received \$115,000 in 2020 UASI Grant Program funds. The agreement between the City of Monterey Park and the City of Los Angeles (grant distributor) was executed on March 24, 2021. The awarded funds are for the purchase of USAR equipment.

FISCAL IMPACT:

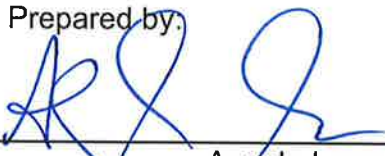
The City received \$115,000 in 2020 UASI grant funds, to expend on USAR equipment.

Respectfully submitted by:



Matthew Hallock
Fire Chief

Prepared by:



Angela Loera
Principal Management Analyst

Approved by:



Ron Bow
City Manager

Reviewed by:



Karl H. Berger
City Attorney

ATTACHMENTS:

1. LN Curtis Quote
2. Vendor Authorization Letter: Paratech Emergency Equipment Manufacturers
3. Vendor Authorization Letter: Rescue42

ATTACHMENT 1

LN Curtis & Sons - Quote

Ph: 323-780-0254
TF: 866-557-0254
Fax: 714-522-5001
lasales@lncurtis.com
UEI#: DDL5ADSWN7U7

CURTIS

TOOLS FOR HEROES

Pacific South Division
15523 Carmenita Road
Santa Fe Springs, CA 90670
www.LNCurtis.com
Quotation No. 221026

Quotation

CUSTOMER:	SHIP TO:	QUOTATION NO.	ISSUED DATE	EXPIRATION DATE
Monterey Park City Fire Department 320 West Newmark Avenue Monterey Park CA 91754	Monterey Park City Fire Department 320 West Newmark Avenue Monterey Park CA 91754	221026	04/01/2022	09/30/2022
		SALESPERSON	CUSTOMER SERVICE REP	
		Ed Shabro eshabro@lncurtis.com 760-250-1180	Ed Shabro eshabro@lncurtis.com 760-250-1180	

REQUISITION NO.	REQUESTING PARTY	CUSTOMER NO.	TERMS	OFFER CLASS
	Richard Tillius	C34541	Net 30	FR

F.O.B.	SHIP VIA	DELIVERY REQ. BY
SP	Standard Shipping	

NOTES & DISCLAIMERS

Thank you for this opportunity to quote. We are pleased to offer requested items below. If you have any questions, need additional information, or would like to place an order, please contact your Customer Service Rep as noted above.

Safety Warning Notice: Products offered, sold, or invoiced herewith may have an applicable Safety Data Sheet (SDS) as prepared by the manufacturer of the product. Any handlers or users of product should refer to applicable SDS prior to handling or utilizing the product. Applicable SDS are included with shipment of products. For other important product notices and warnings, or to request an SDS, please contact Curtis or visit <https://www.lncurtis.com/product-notices-warnings>

LN	QTY	UNIT	PART NUMBER	DESCRIPTION	UNIT PRICE	TOTAL PRICE
1	1	EA	CTC6003 RESCUE 42	CTC Strut rescue kit consisting of: 4 - Long strut with combi-head & baseplate 4 - Short strut with combi-head & baseplate 8 - 27' straps, 2-screw-jack head 1 - A-frame head with 3-pins, 2-spike feet 2 - Hook cluster, 2-cinch ring 17 - Yellow strut pins, 9-base pins 2 - Accessory bag and instructional dvd	\$11,999.00	\$11,999.00

Ph: 323-780-0254
TF: 866-557-0254
Fax: 714-522-5001
lasales@lncurtis.com
UEI#: DDLSADSWN7U7

CURTIS

TOOLS FOR HEROES

Pacific South Division
15523 Carmenita Road
Santa Fe Springs, CA 90670
www.LNCurtis.com
Quotation No. 221026

LN	QTY	UNIT	PART NUMBER	DESCRIPTION	UNIT PRICE	TOTAL PRICE
2	1	EA	22-889350G2-150 PARA	Maxiforce G2 US&R Lift Bag Kit, Consisting of: 2 - 22-890300G2-150 Master Control Kit 20 - 22-890490-150 Inline Relief Valve 4 - 22-888110G2 KPI-1 Maxiforce G2 Air Lifting Bag 4 - 22-888120G2 KPI-3 Maxiforce G2 Air Lifting Bag 4 - 22-888130G2 KPI-5 Maxiforce G2 Air Lifting Bag 4 - 22-888140G2 KPI-12 Maxiforce G2 Air Lifting Bag 2 - 22-888150G2 KPI-17 Maxiforce G2 Air Lifting Bag 2 - 22-888165G2 KPI-28 Maxiforce G2 Air Lifting Bag 2 - 22-888110G2 KPI-35L Maxiforce G2 Air Lifting Bag 2 - 22-888190G2 KPI-44 Maxiforce G2 Air Lifting Bag 2 - 22-888200G2 KPI-74 Maxiforce G2 Air Lifting Bag	\$47,574.10	\$47,574.10

Small Business
CAGE Code: 5E720
DUNS Number: 009224163
SIC Code: 5099
Federal Tax ID: 94-1214350

This pricing remains firm until 09/30/2022. Contact us for updated pricing after this date.

Due to market volatility and supply shortages, we recommend contacting your local L.N. Curtis and sons office prior to placing your order to confirm pricing and availability. This excludes our GSA Contract and other Fixed Price Contracts which are governed by contract-specific prices, terms, and conditions.

Subtotal	\$59,573.10
Estimated Tax Total	\$5,659.44
Transportation*	\$0.00
*(to be added when order ships)	
Total	\$65,232.54

[View Terms of Sale and Return Policy](#)

ATTACHMENT 2
**Vendor Authorization Letter: Paratech Emergency
Equipment Manufacturers**



August 17, 2022

Monterey City Fire Department
Attn: Angela Loera
320 West Newmark Ave
Monterey Park CA 91754

Dear Angela,

I am pleased to inform you that L.N. Curtis & Sons is an authorized dealer of the Paratech Product Line and product familiarization in the state of California.

Please feel free to refer your product inquiries to L.N. Curtis & Sons. They are well trained and properly equipped to service your requirements for Paratech products. I am quite proud of our long standing relationship with L.N. Curtis & Sons and know they will serve you well before and after the sale.

I appreciate your interest in our fine products and along with L.N. Curtis & Sons look forward to providing you with the most advanced and highest quality equipment available for today's hazardous rescue operations.

Sincerely,

Hans Frank Normolle
Chief Sales Officer
Paratech, Inc.

PARATECH INCORPORATED P.O. BOX 1000
FRANKFORT, IL 60423-7000 U.S.A. 1-815/469-3911 FAX: 1-815/469-7748

ATTACHMENT 3

Vendor Authorization Letter: Rescue42



Rescue 42
PO Box 1242
Chico, CA 95927

August 17, 2022

Monterey City Fire Dept.
Attn: Angela Loera
320 West Newmark Ave.
Monterey Park, Ca. 91754

To Whom It May Concern:

This letter is to verify that LN Curtis is the sole-source distributor for Rescue 42's TeleCrib Struts, Ripper, O-Plate, Sharks & TeleCrib Accessories within California.

If you have any questions or require further information, please give us a call at (888) 427-3728.

Regards,

A handwritten signature in black ink that reads "Marteen Busby".

Marteen Busby
Director of Sales
Rescue 42, Inc.
O: 530-332-8409
marteen@rescue42.com
www.rescue42.com



City Council Staff Report

DATE: October 19, 2022

AGENDA ITEM NO: Consent Calendar - 3E

TO: The Honorable Mayor and City Council
FROM: Matthew Hallock, Fire Chief
SUBJECT: State Homeland Security Program Subrecipient Agreement Grant Year 2021 – Award of Agreement

RECOMMENDATION:

It is recommended that the City Council consider:

1. Authorizing the City Manager to execute an agreement, in a form approved by the City Attorney, with the County of Los Angeles for an amount not to exceed \$342,500 for the State Homeland Security Program Grant Year 2021 (SHSP 2021); appropriate grant funds for SHSP 2021; and
2. Taking such additional, related, action that may be desirable.

EXECUTIVE SUMMARY:

The County of Los Angeles is a Subgrantee of the State Homeland Security Program Grant Year 2021 that is provided by the U.S. Department of Homeland Security. Per the subrecipient agreement, the County of Los Angeles is authorized to enter into a subrecipient agreement with the City of Monterey Park, which includes a distribution of SHSP 2021 grant funds to the City of Monterey Park in the amount of \$342,500. A portion of the award is dedicated to fund a Regional Training (RTG) Intelligence Chief position, in the amount of \$230,000. The remaining amount \$112,500 is earmarked for Urban Search and Rescue (USAR) equipment. Staff recommends City Council to authorize the City to execute an agreement, in a form approved by the City Attorney, with the County of Los Angeles for an amount not to exceed \$342,500 for the SHSP 2021 Grant.

BACKGROUND:

Monterey Park Fire Department must keep pace with public safety needs in the city and region. Per the subrecipient agreement, "this financial assistance is being provided to the Subrecipient in order to address the unique equipment, training, organization, exercise and planning needs of the Subrecipient, and to assist the Subrecipient in building effective prevention and protection capabilities to prevent, response to, and recover from threats or acts of terrorism." Monterey Park Fire Department has been awarded SHSP grants in the past and seeks City Council approval of the SHSP 2021 Grant and subrecipient agreement.

FISCAL IMPACT:

The City of Monterey Park will receive a total of \$342,500 from the 2021 State Homeland Security Program. An allocation of grant funds is required.

Respectfully submitted by:



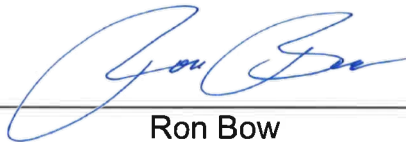
Matthew Hallock
Fire Chief

Prepared by:



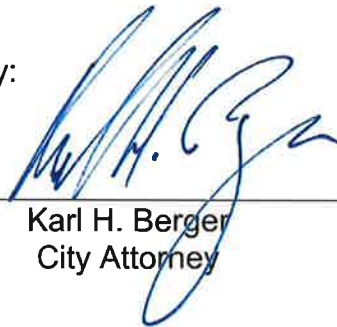
Angela Loera
Principal Management Analyst

Approved by:



Ron Bow
City Manager

Reviewed by:



Karl H. Berger
City Attorney

ATTACHMENTS:

1. Resolution: State Homeland Security Program for Grant Year 2021

ATTACHMENT 1

Resolution for SHSP Grant Year 2021

RESOLUTION NO.

A RESOLUTION AUTHORIZING THE CITY MANAGER, OR DESIGNEE, TO APPLY FOR, RECEIVE, AND APPROPRIATE GRANT FUNDS FOR THE STATE HOMELAND SECURITY PROGRAM FOR GRANT YEAR 2021.

BE IT RESOLVED by the Council of the City of Monterey Park as follows:

SECTION 1: The City Council finds as follows:

- A. The City applied for the State Homeland Security Program ("SHSP") from the County of Los Angeles. The City applied for funding to procure equipment and training for firefighters. Additionally, the City will encumber and administer funds for a full-time position with the Los Angeles Area Fire Chiefs Association ("LAAFCA").
- B. The SHSP description is to provide financial assistance to subrecipients to address the unique equipment, training, organization, exercise, and planning needs of the subrecipient, and to assist in building effective prevention and protection capabilities to prevent, respond to, and recover from threats or acts of terrorism.
- C. The City will receive \$342,500 from the County of Los Angeles, for the SHSP Grant Year 2021.

SECTION 2: The City Manager, or designee, is authorized to apply for a grant from the County of Los Angeles to be used for the purchase of equipment, firefighter training, and fund oversight of the Los Angeles Area Fire Chiefs Association Regional Training Group Intelligence Chief position.

SECTION 3: The City Manager, or designee, is authorized to execute any required documents to receive the grant for purposes identified herein. The City's Fiscal Year 2022-23 Budget is amended to the extent needed to accept and allocate the grant funds identified in this Resolution.

SECTION 4: *Severability.* If any part of this Resolution or its application is deemed invalid by a court of competent jurisdiction, the City Council intends that such invalidity will not affect the effectiveness of the remaining provision or application and, to this end, the provisions of this Resolution are severable.

SECTION 5: *Electronic Signatures.* This Resolution may be executed with electronic signatures in accordance with Government Code §16.5. Such electronic signatures will be treated in all respects as having the same effect as an original signature.

SECTION 6: Recordation. The Mayor, or presiding officer, is authorized to sign this Resolution signifying its adoption by the City Council of the City of Monterey Park and the City Clerk, or her duly appointed deputy, may attest thereto.

SECTION 7: Effective Date. This Resolution will become effective immediately upon adoption and will remain effective unless repealed or superseded.

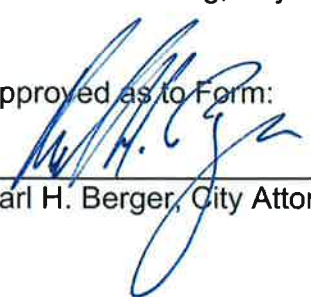
PASSED AND ADOPTED this ____ day of _____, 2022.

Henry Lo, Mayor

Attest:

Vincent D. Chang, City Clerk

Approved as to Form:



Karl H. Berger, City Attorney



City Council Staff Report

DATE: October 19, 2022

AGENDA ITEM NO: Consent Calendar - 3F

TO: The Honorable Mayor and City Council
FROM: Matthew Hallock, Fire Chief
SUBJECT: Resolution Declaring the Month of November as "Movember" to Raise Awareness to Prostate and Other Male Cancers

RECOMMENDATION:

It is recommended that the City Council consider:

1. Adopting Resolution declaring the month of November as "Movember"; and
2. Take such additional, related, action that may be desirable.

EXECUTIVE SUMMARY:

The Movember Foundation is the leading global organization committed to changing the face of men's health. The Movember community has raised \$911 million to date and funded over 1,250 programs in 20 countries (<https://us.movember.com/>). This work is saving and improving the lives of men affected by prostate cancer, testicular cancer and mental health programs.

The Foundation challenges men to grow mustaches during Movember (formerly known as November), to spark conversation and raise vital funds for its men's health programs. To date, over 5 million mustaches have been grown worldwide.

The mustaches are a symbol to promote awareness regarding men's health issues and to encourage yearly checkups regarding prostate and testicular cancer. The growth of a new mustache prompts a conversation, which in turn generates awareness and educates people on the health issues men face.

The Vision of the Movember Foundation is to have an everlasting impact of the face of men's health.

BACKGROUND:

"Movember" started as an annual charity mustache growing event in Australia sixteen years ago. Travis Garone is the co-founder of the Movember Foundation. He and Luke Slattery from Melbourne were having a discussion in 2003 at the Gypsy Bar on Brunswick Street, Fitzroy when the conversation went to how fashion trends from the 1980's were coming back, except mustaches. They remembered how popular they were and decided to grow their mos. ("mo" is Aussie slang for mustache.) This is when they realized that mustaches would be a great reminder that men should be able to talk openly about men's health issues, especially prostate cancer as 1 in 6 men will get it in their lifetime.

Inspired by a friend's mother who was fundraising for breast cancer, they decided to make the campaign about men's health and prostate cancer.

FISCAL IMPACT:

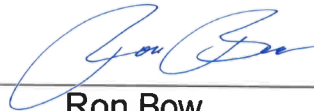
None.

Respectfully submitted by:



Matthew Hallock
Fire Chief

Approved by:



Ron Bow
City Manager

ATTACHMENT:

1. Proposed Resolution

ATTACHMENT 1

Proposed Resolution

RESOLUTION NO. ____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
MONTEREY PARK DECLARING THE MONTH OF NOVEMBER
AS "MOVEMBER," AN ANNUAL EVENT INVOLVING MEN
GROWING MUSTACHES DURING THE MONTH TO RAISE
AWARENESS OF PROSTATE CANCER AND OTHER MALE
CANCER AND ASSOCIATED CHARITIES.**

The City Council does resolve as follows:

SECTION 1: The City Council finds as follows:

- A. Movember is the month formerly known as November, where men and women across the globe join together to raise awareness and funds for men's health. Men grow and women support a mustache for 30 days to promote awareness regarding men's health issues and to encourage yearly checkups regarding prostate and testicular cancer.
- B. "Movember" started as an annual charity mustache growing event in Australia in 2004. Travis Garone is the co-founder of the Movember Foundation. He and Luke Slattery from Melbourne were having a discussion in 2003 at the Gypsy Bar on Brunswick Street, Fitzroy when the conversation went to how fashion trends from the 1980's were coming back, except mustaches. They remembered how popular they were and decided to grow their mos. ("mo" is Aussie slang for mustache.) This is when they realized that mustaches would be a great reminder that men should be able to talk openly about men's health issues, especially prostate cancer as 1 in 6 men will get it in their lifetime. Inspired by a friend's mother who was fundraising for breast cancer, they decided to make the campaign about men's health and prostate cancer. Mr. Garone refers to the mo's as "hairy ribbons" since October is Breast Cancer awareness month.
- C. Men who support Movember, called Mo Bros, start by registering at Movember.com. Mo Bros start Movember 1st clean-shaven, then grow and groom their Mo, for the rest of the month, raising money along the way. Women who support Movember, called Mo Sistas, also start by registering at Movember.com. Mo Sistas champion the Mo by registering and supporting the Mo Bros in their life, spreading the important message of men's health, leading a team and organizing events.
- D. The Movember Foundation is the leading global organization

committed to changing the face of men's health. The Movember community has raised \$911 million since 2004 and funded over 1,250 programs and 20 countries. This work is saving and improving lives of men affected by prostate cancer, testicular cancer and mental health problems.

- E. One of their programs is MOVE, to encourage more activity in our daily lives. This is especially important if you sit more than six hours a day. New research shows that sitting and inactivity are linked to increased risks of heart disease, diabetes, cancer, and depression. Our bodies are designed to move; when we sit for extended periods, it causes our bodies to shut down at the metabolic level. When our muscles (especially certain leg muscles) are not moving, our circulation slows, using less of our blood sugar and burning less fat. Moving on a regular basis can help reduce the risk of heart disease, diabetes, and cancer.
- F. The Movember Foundation was ranked 45th out of the top Non-Governmental Organizations worldwide.
- G. The vision of Movember.com is to have an everlasting impact on men's health while having fun in the process. They believe in one team working together and sharing knowledge to reach their shared goals.

SECTION 2: The City Council further declares:

- A Awareness and education promote life saving changes.
- B. The Community is encouraged to participate in the Movember campaign.

SECTION 3: This Resolution takes effect immediately upon its adoption.

PASSED, APPROVED AND ADOPTED this 19th day of October, 2022.

ATTEST:

Henry Lo, Mayor
Monterey Park, California

Vincent D. Chang, City Clerk

State of California)
County of Los Angeles) ss.
City of Monterey Park)

I, Vincent D. Chang, City Clerk of the City of Monterey Park, California, do hereby certify that the foregoing Resolution No. _____ was duly and regularly adopted by the City Council of the City of Monterey Park at a meeting held on the day of 19th day of October, 2022, by the following vote:

Ayes:	Council Members:
Nays:	Council Members:
Absent:	Council Members:
Abstain:	Council Members:

Dated this 19th day of October, 2022.

Vincent D. Chang, City Clerk
Monterey Park, California



City Council Staff Report

DATE: October 19, 2022

AGENDA ITEM NO: Consent Calendar - 3G

TO: The Honorable Mayor and City Council
FROM: Diana Garcia, City Librarian
SUBJECT: California Library Literacy Services (CLLS) English as a Second Language (ESL) Grant Fiscal Year 2022-2023

RECOMMENDATION:

It is recommended that the City Council consider:

1. Accepting grant funds from California Library Literacy Services in the amount of \$34,796.00 for English as a Second Language services at the Library;
2. Authorizing the City's Management Services Department to allocate \$34,796.00 in grant funding to the FY 22-23 budget; and
3. Taking such additional, related, action that may be desirable.

EXECUTIVE SUMMARY:

The LAMP Literacy Program was notified of a \$34,976 award from the California Library Literacy Services (CLLS). The LAMP Literacy Program will utilize the grant to continue to assist adult learners achieve their literacy goals, improve job prospects and become United States citizens.

BACKGROUND:

The CLLS English as a Second Language (ESL) state grant provides funding for one-on-one and small group instruction for adult English language learners. Literacy staff and volunteer tutors will assist ESL learners on the reading, writing, listening comprehension and speaking skills needed to participate in work, family life and their communities.

In 2021-2022, LAMP served 193 students with 26 volunteer tutors. Students participated in 5,131 hours of instruction and tutors volunteered 791 hours to the program. The CLLS grant supports the ongoing ESL programs and one-on-one tutoring, and provides funding for staff salaries, professional development, ESL literacy workbooks and office supplies.

Some of the programs supported under this grant include:

- One-on-one instruction
- Five ESL classes (Beginning-Low, Beginning-High, Intermediate, Advanced, and ESL Conversation)
- Citizenship Preparation and Citizenship Interview Practice
- English conversation groups
- ESL Book Club

FISCAL IMPACT:

None. No matching funds are required for this grant. Participating libraries will need to reapply every year for CLLS ESL grant funds, and the availability of grant funds is projected for only three more years ending in FY 2024-25.

Respectfully submitted by:



Diana Garcia
City Librarian

Prepared by:



Victor Castellanos
Adult Literacy Coordinator

Reviewed by:



Martha Garcia
Management Services Director

Approved by:



Ron Bow
City Manager

Reviewed by:



Karl H. Berger
City Attorney

ATTACHMENT:

1. California Library Literacy Services English as a Second Language Grant Award Letter

ATTACHMENT 1
California Library Literacy Services ESL Grant
Award Letter



26 August 2022

Diana Garcia
Monterey Park (Bruggemeyer Memorial) Library
318 S Ramona Ave
MONTEREY PARK, CA 91754

Dear Ms. Diana Garcia,

We're pleased to provide funds to support your English as a Second Language program and the important work that you, your California Library Literacy Services program, your staff, and your volunteers do in your community.

In 2021-2022, the state budget included one-time California Library Literacy Services funding at \$15 million for English as Second Language Services. These funds will be allocated over a five-year period. This award letter covers Round II of funding, between July 1, 2022, and June 30, 2023.

Your total award for the portion of the 2022-2023 fiscal year beginning July 1, 2022, is:

- **Total Award: \$34,976**

Your funds must be fully expended by June 30, 2023, in accordance with your approved budget on file with the State Library.

Please be sure your program expenditures are consistent with the [California Library Literacy Services allowable and unallowable costs guide](https://libraryliteracy.org/wp-content/uploads/2022/08/CLLS-Allowable-and-Unallowable-Expenses-August-2022.pdf) (https://libraryliteracy.org/wp-content/uploads/2022/08/CLLS-Allowable-and-Unallowable-Expenses-August-2022.pdf). If you have any questions about expending your funds, please reach out to Allyson Jeffredo at Allyson.Jeffredo@library.ca.gov.

We strongly encourage your program staff to develop and maintain community partners to strengthen your program, attend regular regional library literacy network meetings, participate in your local Adult Education Consortium, and participate in library literacy training opportunities offered by the State Library and the regional networks to meet the [CLLS Mission, Values, and Program Essentials](https://libraryliteracy.org/for-coordinators/mission-values/) (https://libraryliteracy.org/for-coordinators/mission-values/).

The payment process begins when we receive your completed and signed budget modification form (if needed), claim form, certification forms and State Funded Grants Award Agreement and Certificate of Compliance (attached). All forms should be completed and signed using DocuSign to be processed for payment.

Library – Courts Building
P.O. Box 942837
Sacramento, CA 94237-0001

916-323-9759
csl-adm@library.ca.gov
www.library.ca.gov
Page 47 of 161



Our library literacy staff is available to assist you throughout the year. Your Advisor is Beverly Schwartzberg, beverly.schwartzberg@library.ca.gov, and your Grant Monitor is Allyson Jeffredo, Allyson.Jeffredo@library.ca.gov. Please contact them with any questions.

Thank you for your willingness to do so much for those in need. Best wishes for a successful year.

Respectfully yours,

DocuSigned by:

BDA50981C41C416...

Greg Lucas
California State Librarian

Cc: Beverly Schwartzberg, beverly.schwartzberg@library.ca.gov
Allyson Jeffredo, allyson.jeffredo@library.ca.gov
Fiscal Office, stategrants.fiscal@library.ca.gov
Victor Castellanos, vcastellanos@montereypark.ca.gov
Jose Garcia, jgarcia@montereypark.ca.gov

Enc: Re: ESL21-2-23: Claim form, certification form, and State Funded Grants Award Agreement and Certificate of Compliance

*Monterey Park (Bruggemeyer Memorial) Library***THE BASICS – YOUR GRANT AWARD**

The following provides all the basic information about your grant and managing your grant.

Award #:	ESL21-2-23
Library:	Monterey Park (Bruggemeyer Memorial) Library
Award Amount:	\$34,976

APPROVED BUDGET

Salary and Benefits	\$29,476
Contract Staff	\$ 0
Operations	\$ 0
Library Literacy Materials	\$5,500
Small Equipment	\$ 0
Equipment (\$5,000 or more per unit)	\$ 0
Subtotal	\$34,976
Indirect	\$ 0
Grant Total	\$34,976

Start Date:	Upon execution
End Date:	June 30, 2023
Please understand that it can take from eight to ten weeks following the receipt of an error free claim form before grant funds are delivered. If you have not received your payment after eight weeks, please contact your grant monitor.	

CONTACT

We want your project to be successful. Please work with the program staff listed below in implementing your project:

Literacy Analyst:	Allyson Jeffredo
Phone Number:	(916) 603-6709
Email Address:	allyson.jeffredo@library.ca.gov
Library Programs Consultant:	Beverly Schwartzberg
Phone Number:	(916) 701-6880
Email Address:	beverly.schwartzberg@library.ca.gov



City Council Staff Report

DATE: October 19, 2022

AGENDA ITEM NO: Consent Calendar - 3H

TO: The Honorable Mayor and City Council
FROM: Shawn Igoe, Director of Public Works
SUBJECT: Granular Activated Carbon Replacement – Award of Contract

RECOMMENDATION:

It is recommended that the City Council consider:

1. Authorizing the City Manager to execute three-year maintenance agreements, in a form approved by the City Attorney, with Calgon Carbon Corporation and Aqueous Vets, LLC, for a combined total not to exceed \$304,500 annually for Granular Activated Carbon (GAC) Replacement for the Well 1, 3, 10, Fern Treatment Plant; and
2. Taking such additional, related, action that may be desirable.

CEQA (California Environmental Quality Act):

The proposed work involves minor alterations to existing public facilities and therefore is Class 1 Categorically Exempt pursuant to the California Environmental Quality Act (CEQA).

EXECUTIVE SUMMARY:

Staff released a solicitation for bids seeking Granular Activated Carbon (GAC) replacement for the Well 1, 3, 10, Fern Treatment Plant on August 24, 2022. Staff received four bids and is requesting award of three-year maintenance contracts to both Calgon Carbon Corp. and Aqueous Vets, LLC for a combined total not-to-exceed \$304,500 annually.

BACKGROUND:

Staff released a solicitation for bid on August 24, 2022 for Granular Activated Carbon (GAC) replacement for the Well 1, 3, 10, and Fern Treatment Plant. Note that this carbon contract differs from the contract that City Council awarded to Calgon Carbon Corp. on August 14, 2022: The August award is specifically for the Centralized Groundwater Treatment System (CGTS) that requires Filtrasorb 400 carbon media.

The Well 1, 3, 10, Fern Treatment GAC bid requests proposals for both coconut shell- and bituminous coal GAC. The State's Division of Drinking Water permit to operate this treatment facility includes the option for both types of carbon media.

A total of four (4) bids were received – 2 for coal-based and 3 for coconut shell-based GAC; Evoqua submitted proposals for both coal and coconut shell. The following table summarizes the cost proposals. Bid costs include GAC profile of spent carbon and caustic wash that is a maintenance requirement when bacteria are found in the GAC vessels.

Bidder	Type	GAC Profile	GAC Replacement (120K lbs) tax incl.	Caustic Wash (6 vessels)	Total
Aqueous Vets*	Coconut	\$625	\$298,337	\$22,500	\$321,462
Calgon Carbon Corp.	Coal	\$1,000	\$254,812	\$48,600	\$304,412

Bids submitted by Carbon Activated Corp. and Evoqua Water Technologies failed to include bid bonds that are required for this bid; therefore, their bids were unresponsive.

Staff is requesting that City Council award contract to Calgon Carbon Corporation for bituminous coal GAC and to Aqueous Vets, LLC for coconut shell-based GAC.

The proposed GAC contracts are for a combined total not to exceed \$304,500 annually. GAC replacement is not performed on a scheduled basis but when laboratory compliance sampling results indicate that the level of certain contaminants found in the treated water surpasses the threshold that is determined by the State. As a result, annual GAC replacement costs differ from year to year. For FY2022, expenditures for GAC was only \$120,108, while in FY2021 GAC expenditures totaled \$352,728. The discrepancy is due to variability in the quality of the water pumped out of the groundwater basin which is a function of current drought conditions and the impact on water levels.

FISCAL IMPACT:

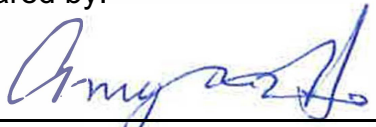
The FY2023 budget includes funds for GAC replacement. The funding source is water treatment funds (402) that are reimbursable from the Water Quality Authority (WQA).

Respectfully submitted by:



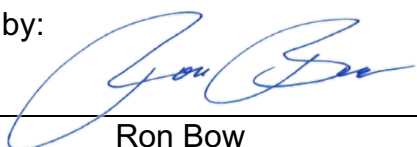
Shawn Iggoe
Director of Public Works

Prepared by:



Amy Ho
Principal Management Analyst

Approved by:



Ron Bow
City Manager

Reviewed by:



Karl H. Berger
City Attorney



City Council Staff Report

DATE: October 19, 2022

AGENDA ITEM NO: Consent Calendar - 3I

TO: The Honorable Mayor and City Council
FROM: Shawn Igoe, Director of Public Works
SUBJECT: Well and Booster Pump Maintenance – Award of Contract

RECOMMENDATION:

It is recommended that the City Council consider:

1. Authorizing the City Manager to execute a three-year maintenance agreement, in a form approved by the City Attorney, with General Pump Company in an amount not to exceed \$400,000 annually for Well and Booster Pump Preventative Maintenance Services;
2. Taking such additional, related action that may be desirable.

CEQA (California Environmental Quality Act):

The proposed work involves minor alterations to existing public facilities and therefore is Class 1 Categorically Exempt pursuant to the California Environmental Quality Act (CEQA).

EXECUTIVE SUMMARY:

On August 24, 2022, the Water Division released a bid for Well and Booster Pump Maintenance Services. Staff is requesting award of a three-year maintenance, on-call contract, in a form approved by the City Attorney, with General Pump Company for an amount not to exceed \$400,000 annually.

BACKGROUND:

Well and booster pump maintenance is necessary for the operation of water wells, booster pump assemblies and gear drives at City water facilities. The services include removing, inspecting and maintaining pumping equipment, and reviewing geological logs and well data to assess the condition of the wells and related equipment.

On August 24, 2022, the water division released the Well and Booster Pump Maintenance Services bid. It was posted in the City's online bid management system – QuestCDN - and sent directly to several companies that specialize in well drilling and maintenance and are located in the Southern California area.

Only one firm responded: General Pump. It should be noted that in the previous bid in November 2016, only two bids were received.

For this 2022 bid, General Pump's rates are slightly higher than its 2016 rates. The following table compares the hourly rates.

Task Description		2016	2022
1	General Pump pulling and installation by two workers, rig, and service truck	\$ 200	\$ 250
2	Each Additional rig helper	\$ 50	\$ 50
3	Well cleanout work; Cable tool method, two workers, rig, and service truck	\$ 200	\$ 230
4	Well cleanout work; airlift method, two workers, rig, and service truck	\$ 200	\$ 200
5	Air compressor charge 600 cfm or larger	\$ 50	\$ 50
6	Crane 40 to 50 ton with one operator	\$ 200	\$ 300
7	Rotary crane 12 to 39 ton with one operator	\$ 200	\$ 300
8	Hydraulic crane 5 to 12 ton with one operator	\$ 100	\$ 100
9	Field service, service man and delivery truck	\$ 40	\$ 40
10	Field service, service man and service truck	\$ 130	\$ 140
11	Field service, one worker and welding truck	\$ 120	\$ 130
12	Field Service: Electrician and service truck	\$ 150	\$ 180
13	Shop labor: General Shop work	\$ 70	\$ 75
14	Shop labor: Premium Shop work	\$ 90	\$ 95
15	Shop labor: Machine shop work	\$ 90	\$ 95
16	Shop labor: Metal spray labor	\$ 60	\$ 60
17	Shop labor: Welding Shop work	\$ 70	\$ 70
18	Engineering	\$ 10	\$ 10
19	Hydrogeologist	\$ 10	\$ 10
20	Video logging, dual camera- VHS and DVD	\$ 900	\$ 800
21	Travel time: to and from job site per man	\$ 100	\$ 100
22	Overtime: Weekdays	\$ 50	\$ 55
23	Overtime: Weekends and Holidays	\$ 50	\$ 55
24	Test Pump with 300 HP Engine	\$80	\$ 60

Bidders Markup on Parts	15%
-------------------------	-----

General Pump has been the City's well and booster pump maintenance contractor since 1995 and has provided excellent service. The Water Division relies on its staff's expertise and familiarity of the City's water system to troubleshoot and recommend cost saving options. Its rates have been reasonable as evidenced by its cost proposals in the 2016 and current bids.

Staff is recommending award of a three-year maintenance, on-call contract to General Pump for an amount not to exceed \$400,000 annually.

FISCAL IMPACT:

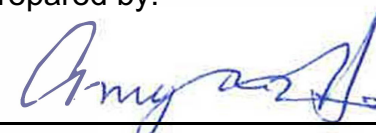
The FY2023 budget includes funds for well and booster pump maintenance services. The funds that will be used are both water operations and treatment (401 and 402). Any costs related to groundwater remediation per the South El Monte Operating Unit (SEMOU), will be reimbursed by the Water Quality Authority (WQA).

Respectfully submitted by:



Shawn Igoe
Director of Public Works

Prepared by:



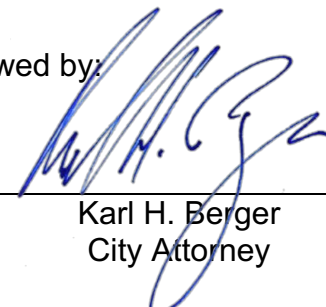
Amy Ho
Principal Management Analyst

Approved by:



Ron Bow
City Manager

Reviewed by:



Karl H. Berger
City Attorney



City Council Staff Report

DATE: October 19, 2022

AGENDA ITEM NO: Consent Calendar - 3J

TO: The Honorable Mayor and City Council
FROM: Shawn Igoe, Director of Public Works
SUBJECT: MAT Cycle 1 Grant – Potrero Grande Improvements

RECOMMENDATION:

It is recommended that the City Council consider:

1. Authorizing the City Manager to execute a Funding Agreement, in a form approved by the City Attorney, with the Los Angeles County Metropolitan Transportation Authority for the Metro Active Transport Cycle 1 Program, for 1st-Riggin-Potrero Grande Corridor Improvements, in the amount of \$6,366,225;
2. Authorizing the City Manager to appropriate project funds for the Mat Cycle 1: 1st-Riggin-Potrero Grande Corridor Improvements per the Funding Agreement budget; and
3. Taking such additional, related, action that may be desirable.

EXECUTIVE SUMMARY:

In April 2020, the City of Monterey Park submitted a joint grant application on behalf of the City of Montebello, City of Rosemead, and LA County Department of Public Works for the Los Angeles County Metropolitan Transportation Authority (LACMTA) Metro Active Transport (MAT) Cycle 1 Program. The proposed project included various improvements along the Riggin, Potrero Grande Corridor for an estimated \$6.4 M. LACMTA selected the project for award and has provided a Funding Agreement for "1st-Riggin-Potrero Grande Corridor, LCMTA Project #C1103." Staff recommends City Council authorize the City Manager to execute the Agreement, in the amount of \$6,366,225 and to proceed with the project. An overview of the project was previously presented to City Council at the January 19, 2022 meeting.

BACKGROUND:

The City of Monterey Park submitted and was consequently awarded a joint grant application for the LACMTA's MAT Cycle 1 program. The proposed project is located in the following jurisdictions: City of Monterey Park, City of Rosemead, City of Montebello, and Unincorporated Area (LA County Public Works). The City of Monterey Park submitted the application as the lead agency, and will be responsible for grant management throughout all phases of the project, including planning, design, construction and close out. The project limits are on:

- W 1st St from Vancouver Ave to Atlantic Blvd,

- Atlantic Blvd from W 1st St to W Riggin St,
- W Riggin St from Atlantic Blvd to Fulton Ave,
- Fulton Ave from E Riggin St to E Markland Dr,
- E Markland Dr from Fulton Ave to Potrero Grande Dr,
- Potrero Grande Dr from E Markland Dr to San Gabriel Blvd,

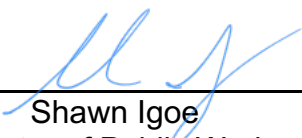
The proposed project focuses on the construction of continuous bicycle facilities (Class II-III bike lanes), missing sidewalks, roadway rehabilitation, ADA compliant curb ramps, and pedestrian improvements along the specified corridor. These improvements will enhance safety conditions and provide an active transportation connectivity that is currently missing between the neighboring cities and County.

Once completed, this project will increase the overall safety and mobility of non-motorized users, enhance public health, and improve access for pedestrians and cyclists in the nearby communities. Any effort to improve the Cities' accessibilities and increase pedestrian safety through encouragement of walking and cycling as a healthy and effective method of transportation will have a significant impact on the communities along this corridor. Additionally, this project will bring the needed safety improvements to streets that serve as common routes to and from schools and pedestrian activity areas and as bicycling and walking routes for the local community members and commuters alike. This project further supports the City's efforts towards its traffic safety initiative as outlined in its adopted Complete Streets Policy, Local Road Safety Plan, and Vision Zero initiative.

FISCAL IMPACT:

The MAT Cycle 1 program is a reimbursable grant. As the lead agency, the City will provide sufficient funding to carry out the project activities and will submit quarterly expenditure reports to LACMTA for reimbursement of project costs. LACMTA will withhold a 5% retention per each submitted invoice pending a project audit of expenditures and completion of scope of work. It is recommended that City Council authorize the appropriation of Measure M funds per the Funding Agreement for the execution of this project.

Respectfully submitted by:



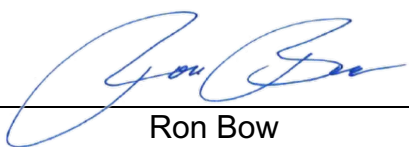
Shawn Igoe
Director of Public Works

Reviewed by:



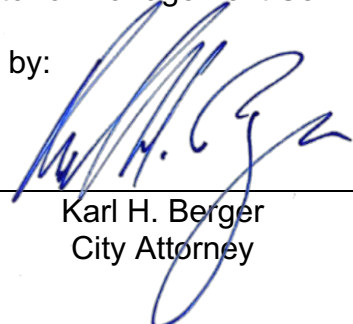
Martha Garcia
Director of Management Services

Approved by:



Ron Bow
City Manager

Reviewed by:



Karl H. Berger
City Attorney

ATTACHMENT:

1. January 19, 2022 Presentation
2. Funding Agreement

ATTACHMENT 1

January 19, 2022 Presentation

City of Monterey Park
City Council Meeting
January 19, 2022



Potrero Grande Improvements Update Agenda Item: 1-B

Original Project Limits

2

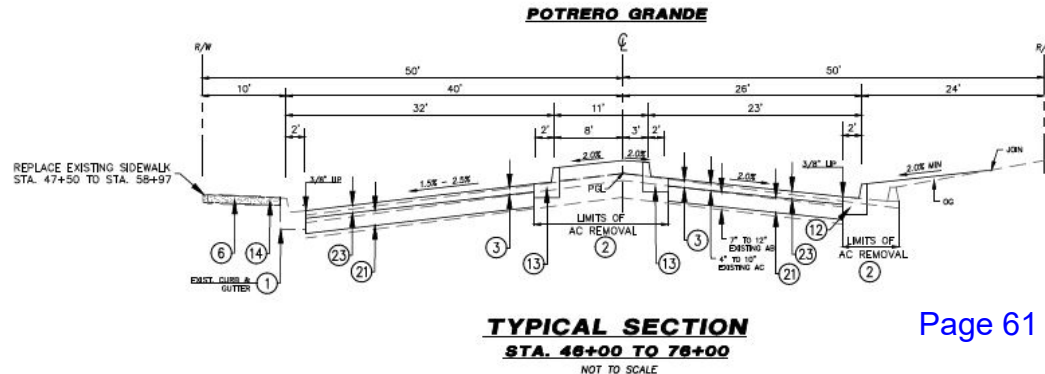
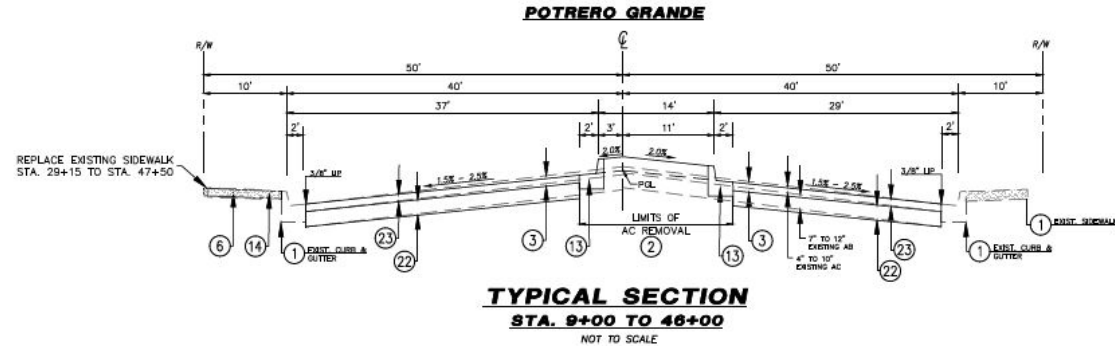


Roadway Cross-Sections (Conceptual)

3

Upper Cross-
Section:
Markland to
Market Place Dr

Lower Cross-
Section: Market
Place Dr to
Arroyo Dr



Metro - MAT Cycle I Grant

4

- Metro Active Transport (MAT) Program – Feb 2020
- Funded thru Measure M funds
- Program objective is to improve active transportation network, expand the reach of transit, develop regional active transportation network
- The program identified \$857M to be spent over 40 years
- MAT projects is to be implemented in 2-5 year cycles

MPK MAT Cycle 1 Application

5

- ❑ Monterey Park submitted joint application for the Rigin, Potrero Grande Corridor as the lead agency in April 2020
- ❑ Participating agencies are LA County DPW, City of Montebello, City of Rosemead
- ❑ Metro selected project for award in January 2021
- ❑ Total funds requested \$6.4m

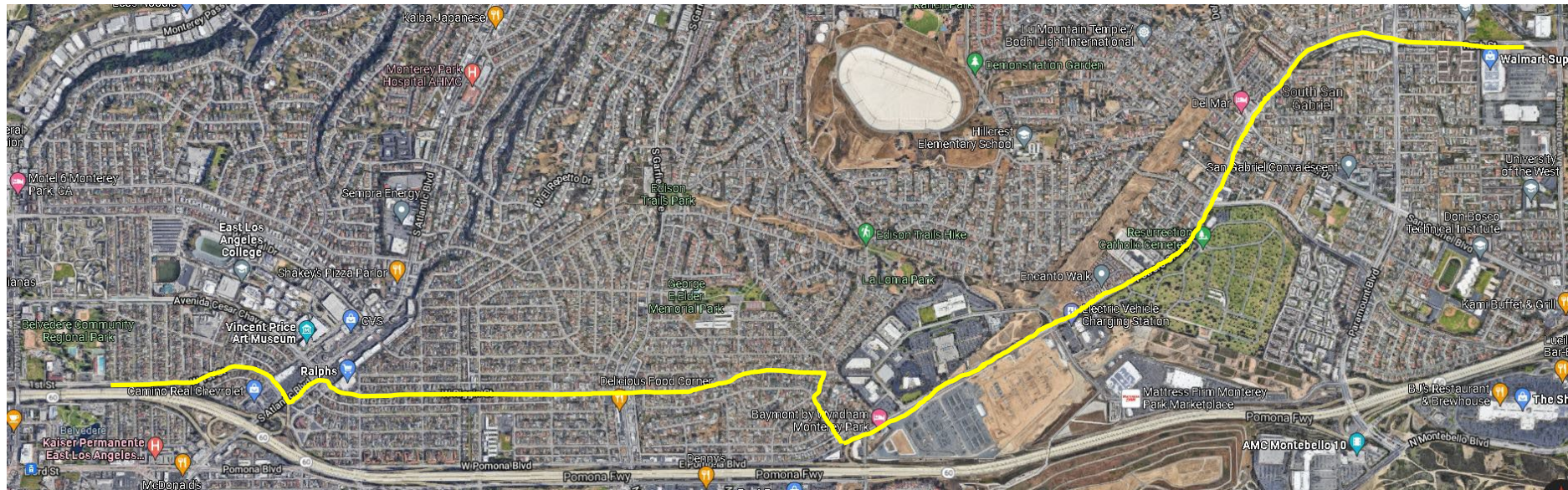
MAT Cycle 1 Application (con't)

6

- Funding agreement coordination is in progress
- New project limits: from westerly City limits on 1st Street through Riggins and Markland to Potrero Grande to easterly City limits and continue along Potrero Grande through unincorporated LA County and City of Rosemead jurisdiction along Rush St to Alhambra Wash.

New Project Limits

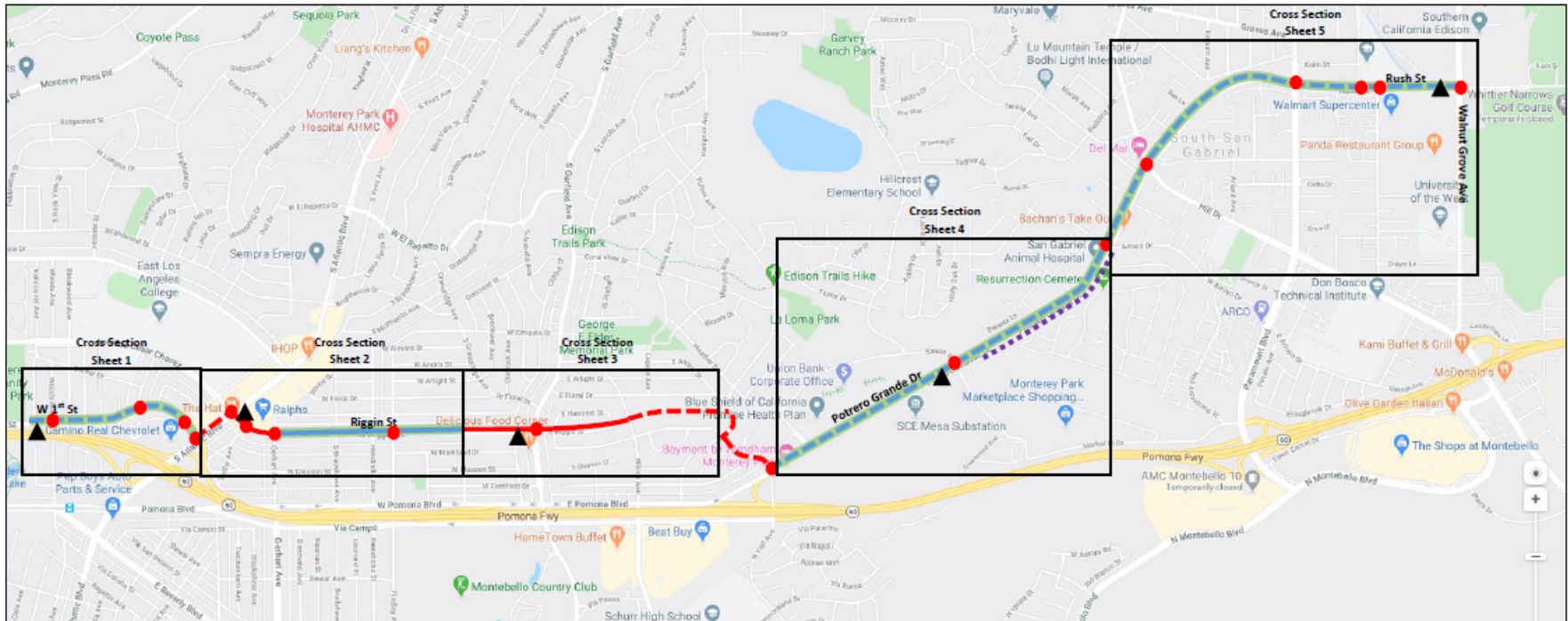
7



MAT Cycle I Improvements

8

- Proposed improvements include:
 - ▣ Continuous bicycle facilities (Class II-III bike lanes/route)
 - ▣ Continuous pedestrian facilities (concrete sidewalk)
 - ▣ Roadway rehabilitation
 - ▣ ADA compliant curb ramps at intersections
 - ▣ Traffic safety improvements (pedestrian push buttons, countdown head display)
 - ▣ Bus stop infrastructure (bus stop pole, bench, bike racks, trash can)
 - ▣ Street lighting
 - ▣ Signage and striping



LEGEND



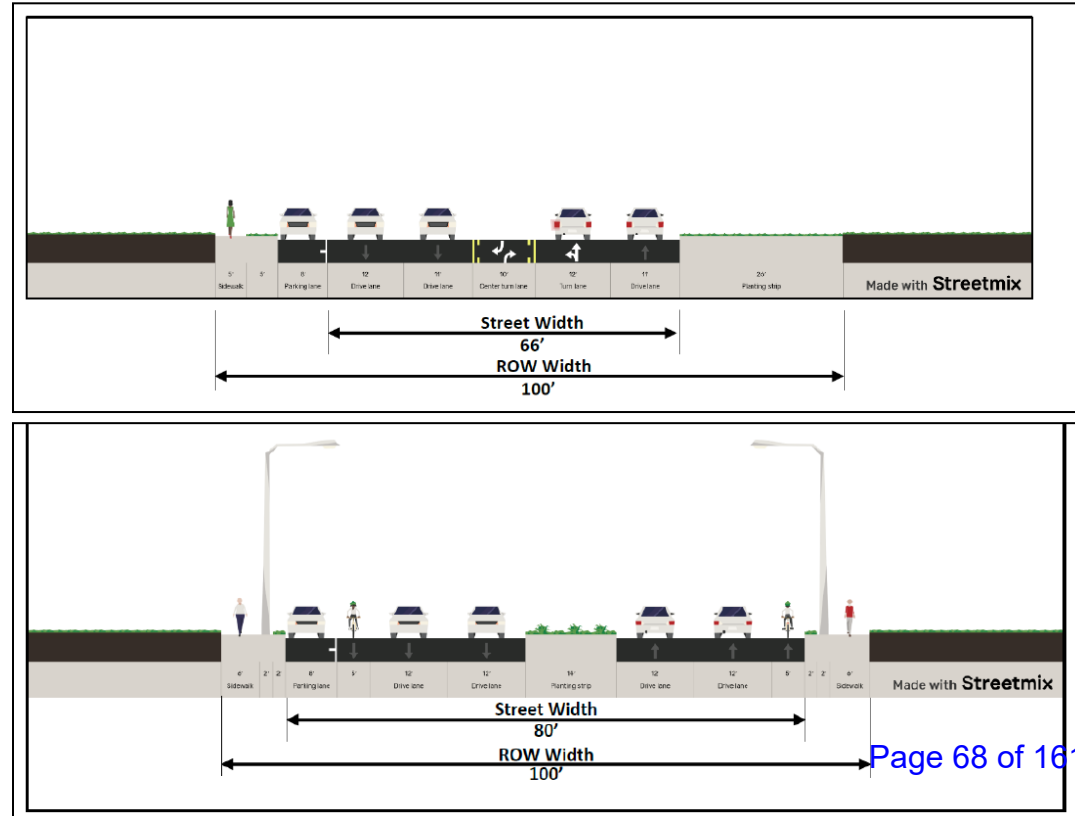
- Existing Class II Buffered Bike Lane
- Existing Class III Bike Lane
- Proposed Class II Bike Lane with Proper Signage
- Proposed Class III Bike Lane with Proper Signage
- Proposed Sidewalk
- Proposed Intersection Improvement Including Restriping of Crosswalks and Installation of ADA Compliant Ramp
- Proposed Bike Parking

Roadway Cross-Sections (Conceptual)

10

Upper Cross-
Section: Existing
Conditions at
Potrero Grande

Lower Cross-
Section: Proposed
Conditions at
Potrero Grande



11

Thank You!

Questions?



ATTACHMENT 2

Funding Agreement

**MEASURE M FUNDING AGREEMENT
METRO ACTIVE TRANSPORT (MAT) PROGRAMS**

This Funding Agreement ("FA") is made and entered into effect as of July 1, 2022 ("Effective Date"), and is by and between the Los Angeles County Metropolitan Transportation Authority ("LACMTA") and Monterey Park ("GRANTEE"), Montebello, Rosemead, and Los Angeles County of Public Works ("RESPONSIBLE AGENCIES") for 1st-Riggin-Potrero Grande Corridor, LACMTA Project ID# C1103 and FTIP# LAMATATC104, (the "Project"). This Project is eligible for funding under Line 47 of the Measure M Expenditure Plan.

RECITALS:

WHEREAS, LACMTA adopted Ordinance #16-01, the Los Angeles County Traffic Improvement Plan, on June 23, 2016 (the "Ordinance"), which was approved by the voters of Los Angeles County on November 8, 2016 as "Measure M" and became effective on July 1, 2017.

WHEREAS, the funding set forth herein is intended to fund Early Planning; Environmental/Planning; Plans, Specifications and Estimates (PS&E); Right-of-Way; and Construction of the Project.

WHEREAS, the LACMTA Board, at its January 28, 2021 meeting, programmed \$6,366,225 (the "Fund"), in Measure M funds to GRANTEE for Early Planning; Environmental/Planning; PS&E; Right-of-Way; and Construction of the Project, subject to the terms and conditions contained in this FA; and

WHEREAS, RESPONSIBLE AGENCIES have elected to designate GRANTEE and GRANTEE agrees to act as the implementing agency to carry out the Project; and

WHEREAS, this FA defines the specific terms, conditions, and responsibilities between LACMTA, GRANTEE, and RESPONSIBLE AGENCIES for the implementation of the Project; and

WHEREAS, the Funds are currently programmed as follows: \$405,480 in Measure M funds in Fiscal Years (FY) 2021-22; \$5,397,525 in FY 2022-23; and \$563,220 in FY 2023-24. The total designated for Early Planning; Environmental/Planning; PS&E; Right-of-Way; and Construction of the 1st-Riggin-Potrero Grande Corridor is \$6,366,225.

NOW, THEREFORE, LACMTA, GRANTEE, and RESPONSIBLE PARTIES (hereinafter referred to as "PARTIES") hereby agree as follows:

The terms and conditions of this FA consist of the following and each is incorporated by reference herein as if fully set forth herein:

1. Part I – Specific Terms of the FA

2. Part II – General Terms of the FA
3. Attachment A – Project Funding
4. Attachment B – Expenditure Plan - Cost & Cash Flow Budget
5. Attachment C – Scope of Work
6. Attachment D – Project Reporting and Expenditure Guidelines
7. Attachment D-1 – Intentionally omitted
8. Attachment D-2 – Quarterly Progress/Expenditure Report
9. Attachment E – Federal Transportation Improvement Program (FTIP) Sheet
10. Attachment F – Bond Requirements
11. Attachment G – Complete Streets Self Certification
12. Attachment H – Special Grant Conditions – Closeout Reporting Policy Form
13. Any other attachments or documents referenced in the above documents

In the event of a conflict, the Special Grant Conditions, if any, shall prevail over the Specific Terms of the FA and any attachments and the Specific Terms of the FA shall prevail over the General Terms of the FA.

IN WITNESS WHEREOF, the PARTIES have caused this FA to be executed by their duly authorized representatives as of the dates indicated below:

LACMTA:

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

By: _____ Date: _____

Stephanie N. Wiggins
Chief Executive Officer

APPROVED AS TO FORM:

DAWYN R. HARRISON
Acting County Counsel

By:  _____ Date: 9/22/2022

Deputy

GRANTEE:

CITY OF MONTEREY PARK

By: _____ Date: _____

Ron Bow
City Manager

APPROVED AS TO FORM:

By: _____ Date: _____

Karl Berger
City Attorney

RESPONSIBLE AGENCY 1:

CITY OF MONTEBELLO

By: _____ Date: _____

James Enriquez
Director of Public Works

APPROVED AS TO FORM:

By: _____ Date: _____

Arnold M. Alvarez-Glasman
City Attorney

FTIP#: LAMATATC104
Subregion ID: SG

Project ID#: C1103
FA#: 9200000000MATC1103

RESPONSIBLE AGENCY 2:

CITY OF ROSEMEAD

By: _____ Date: _____
Ben Kim
City Manager

APPROVED AS TO FORM:

By: _____ Date: _____
Rachael H. Richman
City Attorney

FTIP#: LAMATATC104
Subregion ID: SG

Project ID#: C1103
FA#: 9200000000MATC1103

RESPONSIBLE AGENCY 3:

LOS ANGELES COUNTY OF PUBLIC WORKS

By: _____ Date: _____
Steve Burger
Deputy Director

PART I
SPECIFIC TERMS OF THE FA

1. Title of the Project (the "Project"): 1st-Riggin-Potrero Grande Corridor – Early Planning; Environmental/Planning; Plans, Specifications and Estimates (PS&E); Right-of-Way; and Construction of the Project. LACMTA Project ID# C1103, FTIP# LAMATATC104.
2. Grant Funds:
 - 2.1. Programmed funds for this Project consist of Measure M funds.
 - 2.2. To the extent the Measure M funds are available; LACMTA shall make to GRANTEE a grant of the Measure M funds in the amount of \$6,366,225 (the "Fund") for the Project. LACMTA Board of Directors' action of January 28, 2021 granted the Measure M funds for the Project. The Funds are programmed over three (3) years for Fiscal Years (FY) 2021-22, 2022-23 and FY 2023-24.
3. This grant shall be paid on a reimbursement basis. GRANTEE must provide the appropriate supporting documentation with the Quarterly Progress/Expenditure Report. GRANTEE Funding Commitment, if applicable, must be spent in the appropriate proportion to the Funds with each quarter's expenditures. LACMTA will withhold five percent (5%) of eligible expenditures per invoice as retention pending an audit of expenditures and completion of Scope of Work.
4. **Attachment A** is the "Project Funding" that documents all sources of funds programmed for the Project as approved by LACMTA. The Project Funding includes the total programmed funds for the Project, including the Funds programmed by LACMTA and, if any, the GRANTEE Funding Commitment of other sources of funding. The Project Funding also includes the fiscal years in which all the funds for the Project are programmed. The Funds are subject to adjustment by subsequent LACMTA Board Action.
5. **Attachment B** is the Expenditure Plan - Cost & Cash Flow Budget (the "Expenditure Plan"). It is the entire proposed cash flow, the budget and financial plan for the Project, which includes the total sources of all funds programmed to the Project, including GRANTEE and other entity funding commitments, if any, for this Project as well as the fiscal year and quarters the Project funds are anticipated to be expended. GRANTEE shall update the Expenditure Plan annually, no later than December 31st, and such update shall be submitted to LACMTA's Senior Executive Officer managing the Measure M Metro Active Transport Program in writing. If the LACMTA's Senior Executive Officer managing the Measure M Metro Active Transport Program concurs with such updated Expenditure Plan in writing, Attachment B shall be replaced with the new Attachment B setting forth the latest approved Expenditure Plan. Payments under this FA shall be consistent with

Attachment B as revised from time to time. Any change to the final milestone date must be made by a fully executed amendment to this FA.

6. **Attachment C** is the "Scope of Work." The GRANTEE shall complete the Project as described in the Scope of Work. This Scope of Work shall include a detailed description of the Project and the work to be completed in each jurisdiction, including anticipated Project milestones and a schedule consistent with the lapsing policy in Part II, Section 14, and a description of the Project limits, if the Project is a capital project, and a more detailed description of the allocation of funds. No later than December 31st each year, GRANTEE shall notify LACMTA if there are any changes to the final milestone date set forth in the schedule or any changes to the Scope of Work. If LACMTA agrees to such changes, the PARTIES shall memorialize such changes in an amendment to this FA. Work shall be delivered in accordance with the schedule and scope identified in this FA unless otherwise agreed to by the PARTIES in writing in an amendment to this FA. If GRANTEE fails to meet milestones or fails to deliver the Project, LACMTA will have the option to suspend or terminate the FA for default as described in Part II, Sections 2, 13, 14, and 15 herein below. To the extent interim milestone dates are not met but GRANTEE believes and can show documentation acceptable to LACMTA supporting GRANTEE's ability to make up the time so as to not impact the final milestone date, GRANTEE shall notify LACMTA of such changes in its Quarterly Progress/Expenditure Report and such interim milestone dates will automatically be amended to the latest interim milestone dates provided in the Quarterly Progress/Expenditure Report (Attachment D-2). In no event can the final milestone date be amended by a Quarterly Progress/Expenditure Report.
7. No changes to this FA, including but not limited to the Funds, and any other source of funds from LACMTA in the Project Funding, Expenditure Plan, or the Scope of Work shall be allowed without an amendment to the original FA, approved and signed by the PARTIES.
8. **Attachment D** is the "Project Reporting & Expenditure Guidelines." GRANTEE shall complete the "Quarterly Progress/Expenditure Report." The Quarterly Progress/Expenditure Report is attached to this FA as **Attachment D-2** in accordance with Attachment D – Project Reporting and Expenditure Guidelines.
9. **Attachment E**, the "FTIP Project Sheet (PDF)," is required to ensure that the Project is programmed correctly in the most up-to-date FTIP document. The FTIP Project Sheet (PDF) can be found in the ProgramMetro FTIP database under the Reports section at <https://programmetro.ecointeractive.com/secure2/login>. All Projects that receive funding through Measure M shall be evaluated to determine if they should be programmed into the FTIP for information and air quality modeling purposes. GRANTEE shall review the Project in ProgramMetro each year and update or correct the Project information as necessary during a scheduled FTIP amendment or adoption. GRANTEE will be notified of amendments and adoptions to the FTIP via e-mail. Changes to the FTIP through ProgramMetro should be made as soon as possible after GRANTEE is aware of any changes

to the Project, but no later than October 1st of the year the change or update is effective. Should GRANTEE fail to meet this date, it may affect GRANTEE's ability to access funding, delay the Project, and may ultimately result in the Funds being lapsed.

10. LACMTA anticipates it may need to avail itself of lower cost bonds or other debt, the interest on which is tax exempt for federal tax purposes (collectively, the "Bonds") to provide at least a portion of its funding commitments under this Agreement to GRANTEE. GRANTEE shall ensure that the expenditure of the Funds disbursed to GRANTEE does not jeopardize the tax-exemption of the interest, as specified in the "Bond Requirements" attached as **Attachment F** to this Agreement. GRANTEE agrees to provide LACMTA with progress reports, expenditure documentation, and any other documentation as reasonably requested by LACMTA and necessary for LACMTA to fulfill its responsibilities as the grantee or administrator or bond issuer of the Funds. With regard to LACMTA debt financing to provide any portion of the Funds, GRANTEE shall take all reasonable actions as may be requested of it by LACMTA's Project Manager for the Project, to assist LACMTA in demonstrating and maintaining over time, compliance with the relevant sections of the Federal Tax Code to maintain such Bonds' tax status.
11. GRANTEE and RESPONSIBLE AGENCIES shall comply with the Metro Complete Streets Policy, adopted October 2014. GRANTEE and RESPONSIBLE AGENCIES must have an adopted Complete Streets Policy, an adopted City/County Resolution supporting Complete Streets, or an adopted General Plan consistent with the California Complete Streets Act of 2008. This shall be demonstrated through completion of the "Complete Streets Self-Certification" form attached as **Attachment G**.
12. No changes to the (i) Grant amount, (ii) Project Funding, (iii) Scope of Work (except as provided herein), (iv) Final milestone date, or (v) Special Grant Conditions, shall be allowed without a written amendment to this FA, approved and signed by the LACMTA Chief Executive Officer or his/her designee and GRANTEE. Modifications that do not materially affect the terms of this FA, such as redistributing Funds among existing budget line items or non-material schedule changes must be formally requested by GRANTEE and approved by LACMTA in writing. Non-material changes are those changes which do not affect the grant amount or its schedule, Project Funding, or the Scope of Work, including the Work schedule.
13. LACMTA's Address:

Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012
Attention: Kathy Park
LACMTA Project Manager
Mail Stop: 99-23-3
Phone: (213) 922-6167
Email: ParkK@metro.net

14. GRANTEE's Address:

City of Monterey Park
320 W. Newmark Ave.
Monterey Park, CA 91754
Attention: Ziad Mazboudi
CIP Engineering Manager
Phone: (626) 532-2018
Email: zmazboudi@montereypark.ca.gov

15. RESPONSIBLE AGENCY 1's Address:

City of Montebello
1600 W. Beverly Blvd.
Montebello, CA 90640
Attention: James Enriquez
Director of Public Works
Phone: (323) 887-1460
Email: JEnriquez@cityofmontebello.com

16. RESPONSIBLE AGENCY 2's Address:

City of Rosemead
8838 E. Valley Blvd.
Rosemead, CA 91770
Attention: Michael Chung
Director of Public Works
Phone: (626) 703-2470
Email: mchung@cityofrosemead.org

17. RESPONSIBLE AGENCY 3's Address:

Los Angeles County Department of Public Works
900 S. Fremont Ave.
Alhambra, CA 91803
Attention: Sarah Ahmed
Civil Engineer
Phone: (626) 320-9557
Email: sahmed@dpw.lacounty.gov

PART II
GENERAL TERMS OF THE FA

1. **TERM**

The term of this FA shall commence on the Effective Date of this FA and shall terminate upon the occurrence of all of the following, unless terminated earlier as provided herein: (i) the agreed upon Scope of Work has been completed; (ii) all LACMTA audit and reporting requirements have been satisfied; and (iii) the final disbursement of the Funds has been made to GRANTEE. All eligible Project expenses as defined in the Reporting and Expenditure Guidelines (Attachment D), incurred after the FA Effective Date shall be reimbursed in accordance with the terms and conditions of this FA unless otherwise agreed to by the PARTIES in writing.

2. **SUSPENSION OR TERMINATION**

Should LACMTA determine there are insufficient Measure M funds available for the Project, LACMTA may suspend or terminate this FA by giving written notice to GRANTEE at least thirty (30) days in advance of the effective date of such suspension or termination. If a Project is suspended or terminated pursuant to this Section, LACMTA will not reimburse GRANTEE any costs incurred after that suspension or termination date, except those costs necessary to: (i) return any facilities modified by the Project construction to a safe and operable state and (ii) suspend or terminate the construction contractor's control over the Project. LACMTA's share of these costs will be consistent with the established funding percentages outlined in this FA.

3. **SCOPE OF AGREEMENT**

This FA specifies the roles and responsibilities of the PARTIES as they pertain to the Project addressed herein. The PARTIES agree that each will cooperate and coordinate with the other in all activities covered by this FA.

4. **RESPONSIBILITIES OF LACMTA**

LACMTA agrees to the following responsibilities for funding and implementation of the Project:

- 4.1. LACMTA shall program Funds to the Project to fund the following Project phases: Early Planning; Environmental/Planning; Plans, Specifications and Estimates (PS&E); Right-of-Way; and Construction.
- 4.2. LACMTA shall provide administrative and management oversight to ensure FA compliance and grant management.

5. RESPONSIBILITIES OF GRANTEE

GRANTEE agrees to the following responsibilities for implementation of the Project:

- 5.1. GRANTEE shall manage and implement the Project pursuant to the approved Scope of Work in Attachment C.
- 5.2. GRANTEE shall procure all necessary contractors for the Project.
- 5.3. GRANTEE shall identify and commit a specific project liaison/coordinator responsible for coordinating among functional departments or groups within the jurisdiction and serves as a single point of contact for LACMTA.
- 5.4. GRANTEE's liaison/coordinator shall participate as a member of the Project team in regularly scheduled meetings, conference calls, workshops, and planning sessions as part of the team.
- 5.5. GRANTEE shall notify LACMTA in writing of any personnel changes.
- 5.6. GRANTEE shall waive all fees associated with local agency permits that may be required of consultants and/or service or equipment providers in the performance of the Project pursuant to the approved Scope of Work in Attachment C.

6. RESPONSIBILITIES OF RESPONSIBLE AGENCIES

- 6.1. RESPONSIBLE AGENCIES hereby authorize GRANTEE to be the lead for the Project, to procure and manage all necessary contractors, and implement the Project pursuant to the approved Scope of Work in Attachment C.
- 6.2. RESPONSIBLE AGENCIES shall each identify and commit a specific project liaison/coordinator responsible for coordinating among functional departments or groups within each jurisdiction and serve as a single point of contact for LACMTA.
- 6.3. RESPONSIBLE AGENCIES' liaisons/coordinators shall participate as members of the Project team in regularly scheduled meetings, conference calls, workshops, and planning sessions as part of the team.
- 6.4. RESPONSIBLE AGENCIES shall notify LACMTA in writing of any personnel changes.
- 6.5. RESPONSIBLE AGENCIES shall grant permission to GRANTEE and contractor to carry out the work in the respective jurisdiction and waive all fees associated

with local agency permits that may be required of the GRANTEE, contractors and/or service, or equipment providers in the performance of the Project pursuant to the approved Scope of Work in Attachment C.

- 6.6. RESPONSIBLE AGENCIES shall provide all local information pertinent to the Project in a timely manner to allow for efficient Project delivery.
- 6.7. RESPONSIBLE AGENCIES hereby agree that GRANTEE shall have ultimate authority to make decisions regarding deliverables under the contract.

7. JOINT RESPONSIBILITIES OF GRANTEE AND RESPONSIBLE AGENCIES

- 7.1. GRANTEE and RESPONSIBLE AGENCIES shall attend meetings on key deliverables and community engagement for the Project and related concurrent projects, as necessary.
- 7.2. GRANTEE and RESPONSIBLE AGENCIES shall agree upon a set of standards and/or best practices for engineering, design, and permit submittal format.
- 7.3. GRANTEE and RESPONSIBLE AGENCIES shall discuss, draft, and execute an agreement addressing the ownership, operations, and maintenance of the Project. Such an agreement shall include but not be limited to such elements as recitals, responsibilities, indemnity, funding, invoicing, audit provisions, and general conditions.

8. INVOICE BY GRANTEE

Unless otherwise stated in this FA, the Quarterly Progress/Expenditure Report must include supporting documentation of expenses, Project progress, and other documents as required, which has been pre-approved by LACMTA, all as described in Part II, Section 11.1 of this FA, shall satisfy LACMTA invoicing requirements. GRANTEE shall only submit for payment the LACMTA pre-approved Quarterly Progress/Expenditure Report (Attachment D-2) packet to the LACMTA Project Manager at the email address shown in Part I and to LACMTA Accounts Payable Department as shown below.

Submit invoice with supporting documentation to:

ACCOUNTSPAYABLE@METRO.NET (preferable)

or

mail to:

Los Angeles County Metropolitan Transportation Authority
Accounts Payable
P. O. Box 512296
Los Angeles, CA 90051-0296

All invoice material must contain the following information:

Re: LACMTA Project ID# C1103 and FA# 9200000000MATC1103
Kathy Park; Mail Stop 99-23-3

9. USE OF FUNDS

- 9.1. GRANTEE shall utilize the Funds to complete the Project as described in the Scope of Work (Attachment C) and in accordance with the Project Reporting and Expenditure Guidelines (Attachment D), the specifications for use for the transportation purposes described in the Ordinance, the Guidelines, and the Metro Active Transport Program Administrative Procedures.
- 9.2. Attachment C shall constitute the agreed upon Scope of Work between LACMTA and GRANTEE for the Project. The Funds, as granted under this FA, can only be used towards the completion of the Scope of Work detailed in Attachment C.
- 9.3. GRANTEE shall not use the Funds to substitute for any other funds or projects not specified in this FA. Further, GRANTEE shall not use the Funds for any expenses or activities above and beyond the approved Scope of Work (Attachment C) without an amendment to the FA approved and signed by the LACMTA Chief Executive Officer or his/her designee. To the extent LACMTA provides GRANTEE with bond or commercial paper proceeds, such funds may not be used to reimburse for any costs that jeopardize the tax-exempt nature of such financings as reasonably determined by LACMTA and its bond counsel.
- 9.4. GRANTEE must use the Funds in the most cost-effective manner. If GRANTEE intends to use a consultant or contractor to implement all or part of the Project, LACMTA requires that such activities be procured in accordance with GRANTEE's contracting procedures and consistent with State law as appropriate. GRANTEE will also use the Funds in the most cost-effective manner when the Funds are used to pay "in-house" staff time. In-house staff time for administrative work (defined as work towards project management, invoicing, progress reporting, and quality assurance/control) shall be limited to ten percent (10%) of the total Project costs (the "Funds") that are reimbursed. This effective use of funds provision will be verified by LACMTA through on-going Project monitoring and through any LACMTA interim and final audits.
- 9.5. GRANTEE'S and RESPONSIBLE AGENCIES' employees, officers, councilmembers, board members, agents, or consultants (a "SPONSOR Party") are prohibited from participating in the selection, award, or administration of a third-party contract or sub-agreement supported by the Funds if a real or apparent conflict of interest would be involved. A conflict of interest would include, without limitation, an organizational conflict of interest or when any of the following parties has a

financial or other interest in any entity selected for award: (a) a SPONSOR Party; (b) any member of a SPONSOR Party's immediate family; (c) a partner of a SPONSOR Party; or (d) any organization that employs or intends to employ any of the above. This conflict-of-interest provision will be verified by LACMTA through on-going Project monitoring and through any LACMTA interim and final audits.

- 9.6. If a facility, equipment (such as computer hardware or software), vehicle, or property purchased or leased using the Funds ceases to be used for the proper use, as originally stated in the Scope of Work, or the Project is discontinued, any Funds expended for that purpose must be returned to LACMTA as follows: GRANTEE shall be required to repay the Funds in proportion to the useful life remaining and in an equal proportion of the grant to GRANTEE Funding Commitment ratio.

10. REIMBURSEMENT OF FUNDS

Funds will be released on a reimbursement basis in accordance with invoices submitted in support of the Quarterly Progress/Expenditure Reports. LACMTA will make all disbursements electronically unless an exception is requested in writing. Reimbursements via Automated Clearing House (ACH) will be made at no cost to GRANTEE. GRANTEE must register in LACMTA's iSupplier portal and submit an application before grant payments can be made. The link to the portal can be found at <http://media.metro.net/uploads/EBB/Vendor%20Portal%Registration.pdf>. GRANTEE must provide detailed supporting documentation with its Quarterly Progress/Expenditure Reports. GRANTEE Funding Commitment, if any, must be spent in direct proportion to the Funds with each quarter's payment.

11. REPORTING AND AUDIT REQUIREMENTS/PAYMENT ADJUSTMENTS

- 11.1. GRANTEE shall submit a draft of the Quarterly Progress/Expenditure Report (Attachment D-2) within sixty (60) days after the close of each quarter on the last day of the months November, February, May, and August to the LACMTA Project Manager for review and pre-approval of the applicable report. LACMTA Project Manager shall review and respond in writing to the draft Quarterly Progress/Expenditure Report within thirty (30) calendar days from receipt. GRANTEE shall submit the LACMTA pre-approved Quarterly Progress/Expenditure Report no later than five (5) days after receipt of LACMTA's written approval. Should GRANTEE fail to submit either the draft or pre-approved reports within five (5) days of the due date and/or submit incomplete reports, LACMTA will not reimburse GRANTEE until the completed required reports are received, reviewed, and approved. The Quarterly Progress/Expenditure Report shall include all appropriate documentation (such as contractor invoices, timesheets, receipts, etc.), and any changes to interim milestone dates that do not impact the final milestone date. All supporting documents must include a clear justification and explanation of

their relevance to the Project. If no activity has occurred during a particular quarter, GRANTEE will still be required to submit the Quarterly Progress/Expenditure Report indicating no dollars were expended that quarter. If a request for reimbursement exceeds \$500,000 in a single month, then GRANTEE can submit such an invoice once per month with supporting documentation. Expenses that are not invoiced to LACMTA Accounts Payable within ninety (90) days after the lapsing date specified in Part II, Section 14.1 below are not eligible for reimbursement.

- 11.2. GRANTEE shall submit the Project expenditure estimates for the subsequent fiscal year by February of each year. LACMTA will use the estimates to determine the Project budget for the upcoming fiscal year.
- 11.3. LACMTA, and/or its designee, shall have the right to conduct audits of the Project as deemed appropriate, such as financial and compliance audits, interim audits, pre-award audits, performance audits, and final audits. LACMTA will commence a final audit within six (6) months of receipt of an acceptable final invoice, provided the Project is ready for final audit (meaning all costs and charges have been paid by GRANTEE and invoiced to LACMTA, and such costs, charges, and invoices are properly documented and summarized in the accounting records to enable an audit without further explanation or summarization including actual indirect rates for the period covered by the FA period under review). GRANTEE agrees to establish and maintain proper accounting procedures and cash management records and documents in accordance with Generally Accepted Accounting Principles (GAAP). GRANTEE shall reimburse LACMTA for any expenditure not in compliance with the Scope of Work and/or not in compliance with other terms and conditions of this FA. The allowability of costs for GRANTEE's own expenditures submitted to LACMTA for this Project shall be in compliance with Office of Management and Budget (OMB) Circular A-87. The allowability of costs for GRANTEE's contractors, consultants, and suppliers' expenditures submitted to LACMTA through GRANTEE's Quarterly Progress/Expenditure Report shall be in compliance with OMB Circular A-87 or Federal Acquisition Regulation (FAR) Subpart 31 and 2 CFR Subtitle A, Chapter II, Part 225 (whichever is applicable). Findings of the LACMTA audit are final. When LACMTA audit findings require GRANTEE to return monies to LACMTA, GRANTEE agrees to return the monies within thirty (30) days after the final audit is sent to GRANTEE.
- 11.4. GRANTEE's records shall include, without limitation, accounting records, written policies and procedures, contract files, original estimates, correspondence, change order files (including documentation covering negotiated settlements), invoices, and any other supporting evidence deemed necessary by LACMTA to substantiate charges related to the Project (all collectively referred to as "records"). Such records shall be open to inspection and subject to audit and reproduction by LACMTA auditors or authorized representatives to the extent

deemed necessary by LACMTA to adequately permit evaluation of expended costs. Such records subject to audit shall also include, without limitation, those records deemed necessary by LACMTA to evaluate and verify, direct and indirect costs, (including overhead allocations) as they may apply to costs associated with the Project. These records must be retained by GRANTEE for three (3) years following final payment under this Agreement. Payment of retention amounts shall not occur until after the LACMTA's final audit is completed.

- 11.5. GRANTEE shall cause all contractors to comply with the requirements of Part II, Section 11, paragraphs 11.3 and 11.4 above. GRANTEE shall cause all contractors to cooperate fully in furnishing or in making available to LACMTA all records deemed necessary by LACMTA auditors or authorized representatives related to the Project.
- 11.6. LACMTA or any of its duly authorized representatives, upon reasonable written notice, shall be afforded access to all GRANTEE's records and its contractors related to the Project, and shall be allowed to interview any employee of GRANTEE and its contractors through final payment to the extent reasonably practicable.
- 11.7. LACMTA or any of its duly authorized representatives, upon reasonable written notice, shall have access to the offices of GRANTEE and its contractors, shall have access to all necessary records (including reproduction) at no charge to LACMTA, and shall be provided adequate and appropriate workspace in order to conduct audits in compliance with the terms and conditions of this FA.
- 11.8. When business travel associated with the Project requires use of a vehicle, the mileage incurred shall be reimbursed at the mileage rates set by the Internal Revenue Service (IRS), as indicated in the United States General Services Administration Federal Travel Regulation, Privately Owned Vehicle Reimbursement Rates.
- 11.9. GRANTEE shall be responsible for ensuring all contractors/subcontractors for the Project comply with the terms of the Ordinance, the Guidelines, and the Metro Active Transport Program Administrative Procedures. GRANTEE shall cooperate with LACMTA Management Audit Services Department such that LACMTA can meet its obligations under the Ordinance, the Guidelines, and the Metro Active Transport Program Administrative Procedures.
- 11.10. GRANTEE shall certify each invoice by reviewing all subcontractor costs and maintaining internal control to ensure that all expenditures are allocable, allowable, reasonable, and in accordance with OMB A-87 or FAR subpart 31 and

2 CFR Subtitle A, Chapter II, part 225, (whichever is applicable) and the terms and conditions of this FA.

- 11.11. GRANTEE shall also certify final costs of the Project to ensure all costs are in compliance with OMB A-87 or FAR subpart 31 and 2 CFR Subtitle A, Chapter II, part 225, (whichever is applicable) and the terms and conditions of this FA.
- 11.12. In addition to LACMTA's other remedies as provided in this FA, LACMTA may withhold the Funds if the LACMTA audit has determined that GRANTEE failed to comply with the Scope of Work (such as misusing funds or failure to return funds owed to LACMTA in accordance with LACMTA audit findings) and/or is severely out of compliance with other terms and conditions as defined by this FA, including the access to records provisions of Part II, Section 11.

12. GRANT

This is a one-time only grant of the Measure M funds subject to the terms and conditions agreed to herein. This grant does not imply nor obligate any future funding commitment on the part of LACMTA.

13. SOURCES AND DISPOSITION OF FUNDS

- 13.1. The obligation for LACMTA to grant the Funds for the Project is subject to sufficient funds being made available for the Project by the LACMTA Board of Directors. If such funds are not made available as anticipated from Measure M Program revenues, LACMTA will have the right to adjust the cash flow accordingly until such funds become available. LACMTA shall have no obligation to provide any other funds for the Project, unless otherwise agreed to in writing by LACMTA.
- 13.2. GRANTEE shall fully fund and contribute the GRANTEE Funding Commitment, if any is identified in the Project Funding (Attachment A), towards the cost of the Project. If the Funds identified in Attachment A are insufficient to complete the Project, GRANTEE agrees to secure and provide such additional non-LACMTA programmed funds necessary to complete the Project.
- 13.3. GRANTEE shall be responsible for any and all cost overruns for the Project pursuant to Part II, Section 13.2.
- 13.4. GRANTEE shall be eligible for the Funds up to the grant amount specified in Part I, Section 2 of this FA subject to the terms and conditions contained herein. Any funds expended by GRANTEE prior to the Effective Date of this FA shall not be reimbursed nor shall they be credited toward the GRANTEE Funding Commitment

requirement, without the prior written consent of LACMTA. GRANTEE Funding Commitment dollars expended prior to the year the Funds are awarded shall be spent at GRANTEE's own risk, or as delineated in a Letter of No Prejudice executed by the prospective GRANTEE and LACMTA.

- 13.5. If GRANTEE receives outside funding for the Project in addition to the Funds identified in the Project Funding and the Expenditure Plan at the time this grant was awarded, this FA shall be amended to reflect such additional funding. If, at the time of final invoice or voucher, funding for the Project (including the Funds, GRANTEE Funding Commitment, and any additional funding) exceeds the actual Project costs, then the cost savings shall be applied in the same proportion as the sources of funds from each party to this FA as specified in the Project Funding and both the Funds and GRANTEE Funding Commitment required for the Project shall be reduced accordingly. LACMTA shall have the right to use any cost savings associated with the Funds at its sole discretion, including, without limitation, programming the unused Funds to another project or to another grantee within the subregion in accordance with the Ordinance, the Guidelines, and the Metro Active Transport Program Administrative Procedures. If, at the time of final voucher, it is determined that GRANTEE has received funds in excess of what GRANTEE should have received for the Project, GRANTEE shall return such overage to LACMTA within thirty (30) days from final voucher.

14. TIMELY USE OF FUNDS / REPROGRAMMING OF FUNDS

- 14.1. GRANTEE must demonstrate timely use of the Funds by:

- (i) Executing this FA within **sixty (60) days** of receiving formal transmittal of the FA from LACMTA, or by December 31st of the first Fiscal Year in which the Funds are programmed, whichever date is later; and
- (ii) Procuring contract/consultant to complete project phase Scope of Work within six (6) months of Agreement or FA execution with Metro.
- (iii) Expending at least a portion of MAT Funds within twelve (12) months of the date of Agreement or FA execution. Use of Funds includes issuance of an award of a consultant contract or encumbrance of staff labor charges by GRANTEE.
- (iv) Delivering Work in accordance with schedule, budget, and Scope of Work; changes to the aforementioned will require an Amendment to Attachment C to reflect updated milestone dates. Meeting the Project milestone due dates as agreed upon by the LACMTA and GRANTEE in Attachment C of this FA; and
- (v) Submitting the Quarterly Progress/Expenditure Reports as described in Part II, Section 11.1 of this FA; and

- (vi) Expending the Funds granted under this FA for allowable costs within **three (3) years or thirty-six (36) months** from July 1st of the Fiscal Year in which the Funds are programmed, unless otherwise stated in this FA. All Funds programmed for FY 2021-22 are subject to lapse by June 30, 2024. All Funds programmed for FY 2022-23 are subject to lapse by June 30, 2025. All Funds programmed for FY 2023-24 are subject to lapse by June 30, 2026.

- 14.2. In the event that the timely use of the Funds is not demonstrated as described in Part II, Section 14.1 of this FA, the Project will be reevaluated by LACMTA as part of its Annual Update process and the Funds may be reprogrammed to another project by the LACMTA Board of Directors in accordance with the Ordinance, the Guidelines, and the Metro Active Transport Program Administrative Procedures. In the event that all the Funds are reprogrammed, this FA shall automatically terminate.

15. DEFAULT

A Default under this FA is defined as any one or more of the following: (i) GRANTEE fails to comply with the terms and conditions contained herein and/or (ii) GRANTEE fails to perform satisfactorily or make material changes, as determined by LACMTA at its sole discretion, to the Expenditure Plan, the Scope of Work, or the Project Funding without LACMTA's prior written consent or approval as provided herein.

16. REMEDIES

- 16.1. In the event of a Default by GRANTEE, LACMTA shall provide written notice of such Default to GRANTEE with a 30-day period to cure the Default. In the event GRANTEE fails to cure the Default or commit to cure the Default and commence the same within such 30-day period to the satisfaction of LACMTA, LACMTA shall have the following remedies: (i) LACMTA may terminate this FA; (ii) LACMTA may make no further disbursements of Funds to GRANTEE; and/or (iii) LACMTA may recover from GRANTEE any Funds disbursed to GRANTEE as allowed by law or in equity.
- 16.2. Effective upon receipt of written notice of termination from LACMTA, GRANTEE shall not undertake any new work or obligation with respect to this FA unless so directed by LACMTA in writing. Any Funds expended after termination shall be the sole responsibility of GRANTEE.
- 16.3. The remedies described herein are non-exclusive. LACMTA shall have the right to enforce any and all rights and remedies herein or which may be now or hereafter available at law or in equity.

17. COMMUNICATIONS

- 17.1. For purposes of this Agreement, “Communications Materials” include, but are not limited to, press events, public and external newsletters, printed materials, advertising, websites radio and public service announcements, electronic media, and construction site signage. A more detailed definition of “Communications Materials” is found in the Funding Recipient Communications Guidelines, available online at <http://metro.net/partners-civic>.
- 17.2. GRANTEE shall ensure that all Communication Materials contain recognition of LACMTA’s contribution to the Project as more particularly set forth in “Funding Recipient Communications Guidelines.” The Funding Recipient Communications Guidelines may be changed from time to time during the course of this Agreement. GRANTEE shall be responsible for complying with the latest Funding Recipient Communications Guidelines during the term of this Agreement, unless otherwise specifically authorized in writing by the LACMTA Chief Communications Officer.
- 17.3. The Metro logo is a trademarked item that shall be reproduced and displayed in accordance with specific graphic guidelines. The preferred logo lock-up for Funding Recipients to use is included in the Funding Recipient Communications Guidelines.
- 17.4. GRANTEE shall ensure that any subcontractor, including, but not limited to, public relations, public affairs, and/or marketing firms hired to produce Project Communications Materials for public and external purposes will comply with the requirements contained in this Section.
- 17.5. The LACMTA Project Manager shall be responsible for monitoring GRANTEE’s compliance with the terms and conditions of this Section. GRANTEE’s failure to comply with the terms of this Section shall be deemed a default hereunder and LACMTA shall have all rights and remedies set forth herein.

18. PROJECT COMPLETION

Notwithstanding paragraphs 19.4 and 19.5 below, upon completion of the Project, the GRANTEE and each of the RESPONSIBLE AGENCIES shall be solely responsible for any future Project phases for portions of the Project that are within their respective jurisdictions, including Early Planning; Environmental/Planning; PS&E; Right-of-Way; Construction; Operations; and Maintenance.

LACMTA shall have no obligation to fund or implement future Project phases. Upon completion of the Project, GRANTEE and RESPONSIBLE AGENCIES hereby agree to indemnify and hold LACMTA harmless in perpetuity for any and all third-party claims for damages, including any claims arising during future Project phases (e.g. construction, operations, maintenance, and use of the facilities). Such claims include, but are not limited to, personal injury or property damage claims arising out of the acts or omissions of the GRANTEE and RESPONSIBLE AGENCIES, their respective consultants, contractors, subcontractors, or anyone acting on their behalf.

19. OTHER TERMS AND CONDITIONS

- 19.1. This FA, along with its Attachments, constitutes the entire understanding between the PARTIES, with respect to the subject matter herein. The FA shall not be amended, nor any provisions or breach hereof waived, except in writing signed by the PARTIES who agreed to the original FA or the same level of authority. Adoption of revisions or supplements to the Guidelines shall cause such revisions or supplements to become incorporated automatically into this Agreement as though fully set forth herein.
- 19.2. GRANTEE is obligated to continue using the Project dedicated to the public transportation purposes for which the Project was initially approved. The Project right-of-way, the Project facilities constructed or reconstructed on the Project site, and/or Project property purchased, excluding construction easements and excess property (whose proportionate proceeds shall be distributed in an equal proportion of the grant to GRANTEE Funding Commitment ratio), shall remain dedicated to public transportation use in the same proportion and scope and to the same extent as described in this FA. Equipment acquired as part of the Project, including office equipment and vehicles, shall be dedicated to that use for their full economic life cycle, including any extensions of that life cycle achieved by reconstruction, rehabilitation, or enhancements.
- 19.3. In the event that there is any legal court (e.g., Superior Court of the State of California, County of Los Angeles, or the U.S. District Court for the Central District of California) proceeding between the PARTIES to enforce or interpret this FA, to protect or establish any rights or remedies hereunder, the prevailing party shall be entitled to its costs and expenses, including reasonable attorney's fees.
- 19.4. Neither LACMTA nor any officer or employee thereof shall be responsible for any damage or liability occurring by reason of anything done or committed to be done by GRANTEE and/or the RESPONSIBLE AGENCIES under or in connection with any work performed by and/or service provided by GRANTEE and/or the RESPONSIBLE AGENCIES, their officers, agents, employees, contractors, and subcontractors under this FA. GRANTEE shall fully indemnify, defend, and hold LACMTA and its

subsidiaries and its officers, agents, and employees harmless from and against any liabilities and expenses, including without limitation, defense costs, any costs or liabilities on account of bodily injury, death, or personal injuries of any person or for damage to or loss of risks of property, any environmental obligations, any legal fees, and any claims for damages of any nature whatsoever arising out of the Project, including without limitation: (i) use of the Funds by GRANTEE and/or the RESPONSIBLE AGENCIES, or its officers, agents, employees, contractors, or subcontractors; (ii) breach of GRANTEE's and/or the RESPONSIBLE AGENCIES' obligations under this FA; or (iii) any act or omission of GRANTEE and/or the RESPONSIBLE AGENCIES, or their officers, agents, employees, contractors, or subcontractors in the performance of the work or the provision of the services, in connection with the Project including, without limitation, the Scope of Work, described in this FA.

- 19.5. As between GRANTEE and each RESPONSIBLE AGENCY, each shall indemnify, defend, protect, hold harmless, and release the other(s), its officers, agents, and employees, from and against any and all claims, loss, proceedings, damages, causes of action, liabilities, costs, or expenses (including attorneys' fees and witness costs) arising from or in connection with, or caused by any act, omission, or negligence of such indemnifying party or its agents, employees, contractors, subcontractors, or invitees.
- 19.6. Neither party hereto shall be considered in default in the performance of its obligation hereunder to the extent that the performance of any such obligation is prevented or delayed by unforeseen causes including acts of God, acts of a public enemy, and government acts beyond the control and without fault or negligence of the affected party. Each party hereto shall give notice promptly to the other of the nature and extent of any such circumstances claimed to delay, hinder, or prevent performance of any obligations under this FA.
- 19.7. GRANTEE shall comply with and ensure that work performed under this FA is done in compliance with Generally Accepted Accounting Principles (GAAP), all applicable provisions of federal, state, and local laws, statutes, ordinances, rules, regulations, and procedural requirements including Federal Acquisition Regulations (FAR), and the applicable requirements and regulations of LACMTA. GRANTEE acknowledges responsibility for obtaining copies of and complying with the terms of the most recent federal, state, or local laws and regulations, and LACMTA requirements including any amendments thereto.
- 19.8. GRANTEE agrees that the applicable requirements of this FA shall be included in every contract entered into by GRANTEE or its contractors relating to work performed under this FA and LACMTA shall have the right to review and audit such contracts.

- 19.9. GRANTEE shall not assign this FA, or any part thereof, without prior approval of the LACMTA Chief Executive Officer or his/her designee. Any assignment by GRANTEE without said prior consent by LACMTA shall be void and unenforceable.
- 19.10. This FA shall be governed by California law. If any provision of this FA is held by a court of competent jurisdiction to be invalid, void, or unenforceable, the remaining provisions shall nevertheless continue in full force without being impaired or invalidated in any way.
- 19.11. The covenants and agreements of this FA shall inure to the benefit of, and shall be binding upon, each of the PARTIES and their respective successors and assigns.
- 19.12. GRANTEE and RESPONSIBLE AGENCIES will advise LACMTA prior to any key Project staffing changes. Notice will be given to the PARTIES at the address specified in Part I, unless otherwise notified in writing of change of address or contact person.
- 19.13. GRANTEE, in the performance of the work described in this FA, is not a contractor nor an agent or employee of LACMTA. GRANTEE attests to no organizational or personal conflicts of interest and agrees to notify LACMTA immediately in the event that a conflict, or the appearance thereof, arises. GRANTEE shall not represent itself as an agent or employee of LACMTA and shall have no powers to bind LACMTA in contract or otherwise.

ATTACHMENT A -PROJECT FUNDING

Measure M MAT - Active Transportation Corridors Program - Funding Agreement Project - FA#: 9200000000MATC1103

Project Title: 1st-Riggin-Potrero Grande Corridor Project Project ID#: C1103

PROGRAMMED BUDGET - SOURCES OF FUNDS

SOURCES OF FUNDS	FY 2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	Total Budget	% of Budget
LACMTA PROGRAMMED FUNDING							
MEASURE M MAT FUNDS		\$ 405,480	\$ 5,397,525	\$ 563,220		\$ 6,366,225	
SUM PROG LACMTA FUNDS	\$ -	\$ 405,480	\$ 5,397,525	\$ 563,220	\$ -	\$ 6,366,225	100%
OTHER NON LACMTA FUNDING:							
LOCAL:						\$ -	0%
STATE:						\$ -	0%
FEDERAL:						\$ -	0%
PRIVATE OR OTHER:						\$ -	0%
SUM NON-LACMTA FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0
TOTAL PROJECT FUNDS	\$ -	\$ 405,480	\$ 5,397,525	\$ 563,220	\$ -	\$ 6,366,225	100%

ATTACHMENT B - EXPENDITURE PLAN COST & CASH FLOW BUDGET

Measure M MAT - Active Transportation Corridors Program - Funding Agreement Project - FA#: 9200000000MATC1103
Project Title: 1st-Riggin-Potrero Grande Corridor Project Project ID#: C1103

PROGRAMMED SOURCES OF FUNDS

SOURCES OF FUNDS	FY 2022-23 Qtr 1	FY 2022-23 Qtr 2	FY 2022-23 Qtr 3	FY 2022-23 Qtr 4	FY 2023-24 Qtr 1	FY 2023-24 Qtr 2	FY 2023-24 Qtr 3	FY 2023-24 Qtr 4	TOTAL BUDGET
LACMTA PROGRAMMED FUNDS:									
MEASURE M MAT FUNDS:									
Early Planning			\$10,000						\$10,000
Environmental/Planning				\$5,000	\$5,000				\$10,000
Design and PS&E				\$93,750	\$93,750	\$93,750	\$93,750		\$375,000
Right-of-Way Acquisition						\$5,000	\$5,000		\$10,000
Construction								\$1,349,862	\$1,349,862
Vehicle Purchase									\$0
Others									\$0
Total Measure M	\$0	\$0	\$10,000	\$98,750	\$98,750	\$98,750	\$98,750	\$1,349,862	\$1,754,862
SUM PROG LACMTA FUNDS:	\$0	\$0	\$10,000	\$98,750	\$98,750	\$98,750	\$98,750	\$1,349,862	\$1,754,862
OTHER NON LACMTA FUNDING:									
LOCAL: [INSERT SOURCE]									
Early Planning									\$0
Environmental/Planning									\$0
Design and PS&E									\$0
Right-of-Way Acquisition									\$0
Construction									\$0
Vehicle Purchase									\$0
Others									\$0
Total LOCAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STATE: [INSERT SOURCE]									
Early Planning									\$0
Environmental/Planning									\$0
Design and PS&E									\$0
Right-of-Way Acquisition									\$0
Construction									\$0
Vehicle Purchase									\$0
Others									\$0
Total STATE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FEDERAL: [INSERT SOURCE]									
Early Planning									\$0
Environmental/Planning									\$0
Design and PS&E									\$0
Right-of-Way Acquisition									\$0
Construction									\$0
Vehicle Purchase									\$0
Others									\$0
Total FEDERAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PRIVATE: [INSERT SOURCE]									
Early Planning									\$0
Environmental/Planning									\$0
Design and PS&E									\$0
Right-of-Way Acquisition									\$0
Construction									\$0
Vehicle Purchase									\$0
Others	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total PRIVATE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUM NON-LACMTA FUNDS :	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PROJECT FUNDING	\$0	\$0	\$10,000	\$98,750	\$98,750	\$98,750	\$98,750	\$1,349,862	\$1,754,862
FY2022-23 and FY2023-24	\$0	\$0	\$10,000	\$98,750	\$98,750	\$98,750	\$98,750	\$1,349,862	\$1,754,862

ATTACHMENT B - EXPENDITURE PLAN COST & CASH FLOW BUDGET

Measure M MAT - Active Transportation Corridors Program - Funding Agreement Project - FA#: 9200000000MATC1103
Project Title: 1st-Riggin-Potrero Grande Corridor Project Project ID#: C1103

PROGRAMMED SOURCES OF FUNDS

SOURCES OF FUNDS	FY 2024-25 Qtr 1	FY 2024-25 Qtr 2	FY 2024-25 Qtr 3	FY 2024-25 Qtr 4	FY 2025-26 Qtr 1	FY 2025-26 Qtr 2	FY 2025-26 Qtr 3	FY 2025-26 Qtr 4	TOTAL BUDGET
LACMTA PROGRAMMED FUNDS:									
MEASURE M MAT FUNDS:									
Early Planning									\$0
Environmental/Planning									\$0
Design and PS&E									\$0
Right-of-Way Acquisition									\$0
Construction	\$1,349,381	\$1,349,381	\$1,349,381	\$281,610	\$281,610				\$4,611,363
Vehicle Purchase									\$0
Others									\$0
Total MEASURE M	\$1,349,381	\$1,349,381	\$1,349,381	\$281,610	\$281,610	\$0	\$0	\$0	\$4,611,363
SUM PROG LACMTA FUNDS:	\$1,349,381	\$1,349,381	\$1,349,381	\$281,610	\$281,610	\$0	\$0	\$0	\$4,611,363
OTHER NON LACMTA FUNDING:									
LOCAL: [INSERT SOURCE]									
Early Planning									\$0
Environmental/Planning									\$0
Design and PS&E									\$0
Right-of-Way Acquisition									\$0
Construction									\$0
Vehicle Purchase									\$0
Others									\$0
Total LOCAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STATE: [INSERT SOURCE]									
Early Planning									\$0
Environmental/Planning									\$0
Design and PS&E									\$0
Right-of-Way Acquisition									\$0
Construction									\$0
Vehicle Purchase									\$0
Others									\$0
Total STATE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FEDERAL: [INSERT SOURCE]									
Early Planning									\$0
Environmental/Planning									\$0
Design and PS&E									\$0
Right-of-Way Acquisition									\$0
Construction									\$0
Vehicle Purchase									\$0
Others									\$0
Total FEDERAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PRIVATE: [INSERT SOURCE]									
Early Planning									\$0
Environmental/Planning									\$0
Design and PS&E									\$0
Right-of-Way Acquisition									\$0
Construction									\$0
Vehicle Purchase									\$0
Others									\$0
Total PRIVATE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUM NON-LACMTA FUNDS :	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PROJECT FUNDING FY2024-25 and FY2025-26	\$1,349,381	\$1,349,381	\$1,349,381	\$281,610	\$281,610	\$0	\$0	\$0	\$4,611,363
TOTAL LACMTA FUNDS	\$1,349,381	\$1,349,381	\$1,359,381	\$380,360	\$380,360	\$98,750	\$98,750	\$1,349,862	\$6,366,225
TOTAL NON-LACMTA FUNDS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL PROJECT FUNDING	\$1,349,381	\$1,349,381	\$1,359,381	\$380,360	\$380,360	\$98,750	\$98,750	\$1,349,862	\$6,366,225

**ATTACHMENT C
SCOPE OF WORK
CAPITAL PROJECT**

PROJECT NAME: 1st-Riggin-Potrero Grande Corridor Project

PROJECT LOCATION/LIMITS/AREA:

The project is located in the following jurisdictions: City of Monterey Park, City of Rosemead, City of Montebello and Unincorporated Area (Los Angeles County Public Works). The project limits are on:

- W 1st St from Vancouver Ave to Atlantic Blvd,
- Atlantic Blvd from W 1st St to W Riggin St,
- W Riggin St from Atlantic Blvd to Fulton Ave,
- Fulton Ave from E Riggin St to E Markland Dr,
- E Markland Dr from Fulton Ave to Potrero Grande Dr,
- Potrero Grande Dr from E Markland Dr to San Gabriel Blvd,
- Rush St from San Gabriel Blvd to Walnut Grove Ave

PROJECT DESCRIPTION INCLUDING METRO ACTIVE TRANSPORT PROGRAM AND PROJECT NEXUS:

The project brings active connectivity to major activity and transportation centers through construction of long segments of missing sidewalks, ADA compliant curb ramps, and crosswalk enhancements. There is also a lack of regional bicycle connectivity between San Gabriel Valley cities, with many bicycle facilities dropping at city boundaries. The proposed project proposes to expand alternative modes of travel by increasing existing bicycle transportation network and enhancing pedestrian facilities. These measures will increase connectivity between homes, jobs, public transit, schools, and recreational resources for a variety of road users in unincorporated South San Gabriel, Cities of Monterey Park, Montebello, and Rosemead.

Riggin St, in the City of Monterey Park, is the only street that has existing bicycle facilities, which includes Class III and Class II bike routes from Atlantic Blvd to Wilcox Ave. The proposed bike facilities will extend and provide continuity and a connection to the existing bicycle facilities along Riggin St and to the future bicycle lanes along 1st St in East Los Angeles, part of the Metro Gold Line Eastside Access Phase II project. Missing sidewalks along Potrero Grande Dr discourages Active Transportation by forcing pedestrians to walk in the street. This project will provide greater accessibility and mobility for pedestrians, cyclists, and transit users providing safe and productive alternative modes of travel.

Project Early Planning phase will include preparation of the Public Participation Plan (PPP). This plan will be implemented throughout the project. Project Planning phase will include

preparation and tracking of project closeout metrics, which include before/after counts, collision analysis, and user surveys.

PROJECT FUNDING:

The following table reflects the breakdown of funds by source for each project development phase. The Measure M Funds are specified for project scope that is attributed to work/deliverables serving each jurisdiction. This does not establish the jurisdictions as grantees/funding recipients. Total funds will be disbursed solely to the City of Monterey Park that has been authorized to deliver the project.

PHASE	LACMTA – MEASURE M FUNDS	LOCAL AGENCY (IF ANY)	TOTAL
<i>Early Planning</i>	\$10,000	\$0	\$10,000
<i>Environmental/Planning</i>	\$10,000	\$0	\$10,000
<i>ROW Acquisition (Caltrans review) (all work within public ROW)</i>	\$10,000	\$0	\$10,000
<i>Design</i>	\$375,000	\$0	\$375,000
<i>Construction</i>	\$5,961,225	\$0	\$5,961,225
TOTAL BUDGET COST	\$6,366,225	\$0	\$6,366,225

PHASE	LACMTA – MEASURE M FUNDS				LOCAL AGENCY (IF ANY)	TOTAL
	<i>Monterey Park</i>	<i>Rosemead</i>	<i>Montebello</i>	<i>LACPW</i>		
<i>Construction</i>	\$4,085,725	\$132,000	\$1,445,000	\$298,500	\$0	\$5,961,225
TOTAL BUDGET COST	\$4,490,725	\$132,000	\$1,445,000	\$298,500	\$0	\$6,366,225

ESTIMATED PROJECT COSTS:

JURISDICTION	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL COST
<i>Monterey Park</i>	Mobilization, Bonds, Insurance	1	LS	\$100,000	\$100,000
<i>Monterey Park</i>	Construction Safety, Traffic Control, Daily Cleanup.	1	LS	\$100,000	\$100,000
<i>Montebello</i>	Excavation/removal of existing improvements on Potrero Grande between 630' E of Saturn to Arroyo on NB direction to prepare the site for new curb & gutter alignment, grading for new sidewalk. Proposed work area is approx. 12 feet wide and 2,600 feet long. Work includes removal of existing curb and gutter, concrete driveway, existing parkway improvements, and grading.	1	LS	\$150,000	\$150,000

JURISDICTION	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL COST
<i>Montebello</i>	New PCC curb & gutter on Potrero Grande between 630' E of Saturn to Arroyo on NB direction. Proposed work area is approx. 2,600 feet long.	2,600	LF	\$60	\$156,000
<i>Montebello</i>	Retaining wall (approx. H=3') on Potrero Grande between 630' E of Saturn to approx. 350' W of Kenton on NB direction.	1,300	LF	\$150	\$195,000
<i>Montebello</i>	New PCC sidewalk (W=6') on Potrero Grande between 630' E of Saturn to Arroyo on NB direction.	15,600	SF	\$15	\$234,000
<i>Montebello</i>	Landscape/grass area (W=4') between curb & gutter and sidewalk (W=6') including irrigation on Potrero Grande between 630' E of Saturn to Arroyo on NB direction.	10,400	SF	\$25	\$260,000
<i>Montebello</i>	Any required grading on proposed sidewalk, landscape area on Potrero Grande between 630' E of Saturn to Arroyo on NB direction.	1	LS	\$200,000	\$200,000
<i>Monterey Park</i>	Class II Bike Lane (Striping and Legends) on Potrero Grande between Markland to Arroyo	13,500	LF	\$3	\$40,500
<i>LACPW</i>	Class II Bike Lane (Striping and Legends) on Potrero Grande between Arroyo to San Gabriel	9,500	LF	\$3	\$28,500
<i>Rosemead</i>	Class II Bike Lane (Striping and Legends) on Rush between San Gabriel to Walnut Grove	4,000	LF	\$3	\$12,000
<i>Monterey Park</i>	Striping, high visibility crosswalks, Class III Bike Legends	1	LS	\$200,000	\$200,000
<i>Monterey Park</i>	Full depth pavement construction (including AC and base) on Potrero Grande between 630' E of Saturn to Arroyo on NB direction. Roadway rehabilitation improvements on Potrero Grande between Markland to Arroyo will be completed by another project.	26,000	SF	\$10	\$260,000
<i>LACPW</i>	AC Rehab: AC Microsurfacing on Potrero Grande between Arroyo to San Gabriel, and Rush from San Gabriel to Walnut Grove prior to installation of proposed bike lane	270,000	SF	\$1	\$270,000
<i>Rosemead</i>	AC Rehab: AC Microsurfacing on Potrero Grande between Arroyo to San Gabriel, and Rush from San Gabriel to Walnut Grove prior to installation of proposed bike lane	120,000	SF	\$1	\$120,000
<i>Monterey Park</i>	AC Rehab: 2" AC coldmill and overlay on W 1st Street between west project limits to Atlantic Blvd prior to installation of proposed bike lane	165,000	SF	\$2.50	\$412,500

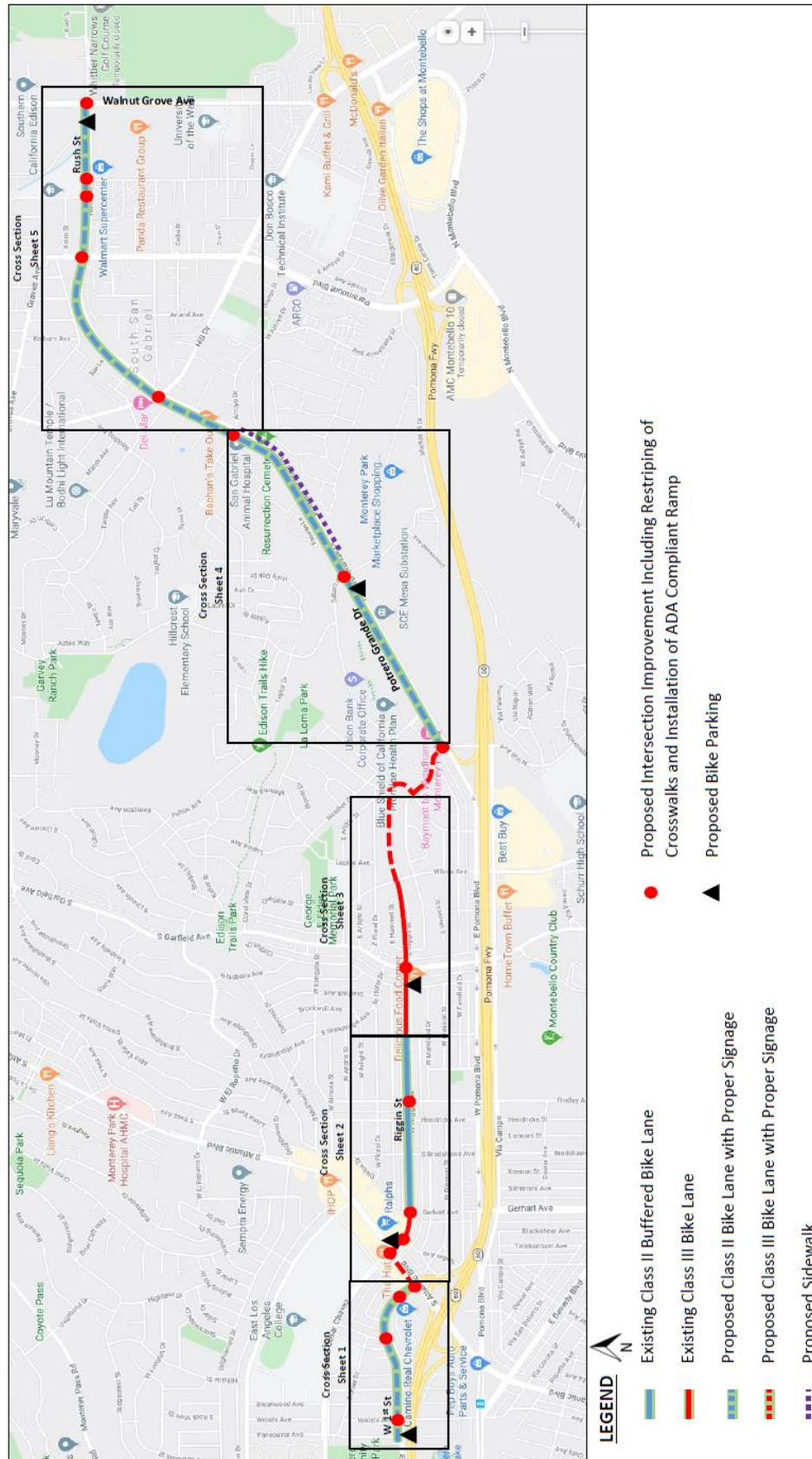
JURISDICTION	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL COST
<i>Monterey Park</i>	ADA Curb Ramp Replacement	120	EA	\$5,000	\$600,000
<i>Monterey Park</i>	PCD (Pedestrian Signal Countdown Head Box) with audible push buttons (APS)	78	EA	\$3,500	\$273,000
<i>Monterey Park</i>	Bike push button, loops budget allocation at signalized locations (12 signalized locations)	1	LS	\$100,000	\$100,000
<i>Monterey Park</i>	Bus Stop Infrastructure (Bus Stop Pole, Bench, Bike Racks, and Trash Can)	20	EA	\$10,000	\$200,000
<i>Monterey Park</i>	Misc. Sidewalk work and adjustments for obstruction removals and ADA compliance	15,000	SF	\$15	\$225,000
<i>Monterey Park</i>	Way-finding Signage	10	EA	\$1,500	\$15,000
<i>Monterey Park</i>	Pedestrian Crossing Signage	10	EA	\$200	\$2,000
<i>Monterey Park</i>	Street Lighting (Additional Street Lighting for biker and pedestrian safety)	20	EA	\$12,500	\$250,000
<i>Montebello</i>	Street Lighting (Additional Street Lighting for biker and pedestrian safety)	20	EA	\$12,500	\$250,000
<i>Monterey Park</i>	Storm Water Pollution Prevention during construction (SWPPP)	1	LS	\$40,000	\$40,000
<i>Monterey Park</i>	Construction Contingency (15%)	1	LS	\$704,025	\$704,025
<i>Monterey Park</i>	Construction Engineering	1	LS	\$563,700	\$563,700
...	GRAND TOTAL				\$5,961,225

PROJECT DETAILED SCHEDULE:

MILESTONES	BEGIN	END	DURATION (MONTHS)
<i>Funding Agreement Execution with Metro and all Participating Agencies</i>	Oct 2022	Dec 2022	3
<i>Early Planning</i>	Jan 2023	Mar 2023	3
<i>Environmental Studies/Planning</i>	Apr 2023	Sep 2023	6
<i>ROW Acquisition (Caltrans review) (all work within public ROW)</i>	Oct 2023	Mar 2024	6
<i>Design</i>	Apr 2023	Mar 2024	12
<i>Construction</i>	Apr 2024	Sep 2025	18
<i>Project closeout</i>	Oct 2025	Dec 2025	3

PROJECT MAP:

Please see next page.



FA ATTACHMENT D

PROJECT REPORTING & EXPENDITURE GUIDELINES

REPORTING PROCEDURES

- Quarterly Progress/Expenditure Report (**Attachment D-2**) are required for all projects. The GRANTEE shall be subject to and comply with all applicable requirements of the funding agency regarding project-reporting requirements. In addition, GRANTEE will submit the Quarterly Progress/Expenditure Report to the LACMTA, after receiving LACMTA Project Manager's acceptance of the draft report, at ACCOUNTSPAYABLE@METRO.NET or by mail to **Los Angeles Metropolitan Transportation Authority, Accounts Payable, P.O. Box 512296, Los Angeles, California 90051-0296**. Please note that letters or other forms of documentation may not be substituted for this form.
- The Quarterly Progress/Expenditure Report covers all activities related to the project and lists all costs incurred. It is essential that GRANTEE provides complete and adequate response to all the questions. The expenses listed must be supported by appropriate documentation with a clear explanation of the purpose and relevance of each expense to the project.
- In cases where there are no activities to report, or problems causing delays, clear explanation, including actions to remedy the situation, must be provided.
- GRANTEE is required to track and report on the project schedule. LACMTA will monitor the timely use of funds and delivery of projects. Project delay, if any, must be reported each quarter.
- The draft Quarterly Progress/Expenditure Report is due to the LACMTA as soon as possible after the close of each quarter, but no later than the following dates for each fiscal year:

<u>Quarter</u>	<u>Report Due Date</u>
July –September	November 30
October - December	February 28
January - March	May 31
April - June	August 31

LACMTA Project Manager shall review and respond in writing to the draft Quarterly Progress/Expenditure Report within thirty (30) calendar days from receipt.

Upon completion of the Project a final report that includes project's final evaluation must be submitted.

EXPENDITURE GUIDELINES

- Any activity or expense charged above and beyond the approved Scope of Work (FA Attachment C) **is considered ineligible** and will not be reimbursed by the LACMTA unless **prior written authorization** has been granted by the LACMTA Chief Executive Officer or his/her designee.
- Any expense charged to the grant must be clearly and directly related to the project.
- Administrative cost is the ongoing expense incurred by the GRANTEE for the duration of the project and for the direct benefit of the project as specified in the Scope of Work (Attachment C). Examples of administrative costs are personnel, office supplies, and equipment. As a condition for eligibility, all costs must be necessary for maintaining, monitoring, coordinating, reporting and budgeting of the project. Additionally, expenses must be reasonable and appropriate to the activities related to the project.
- LACMTA is not responsible for, and will not reimburse any costs incurred by the GRANTEE prior to the Effective Date of the FA, unless **written authorization** has been granted by the LACMTA Chief Executive Officer or his/her designee.

DEFINITIONS

- Allowable Cost: To be allowable, costs must be reasonable, recognized as ordinary and necessary, consistent with established practices of the organization, and consistent with industry standard of pay for work classification.
- Excessive Cost: Any expense deemed “excessive” by LACMTA staff would be adjusted to reflect a “reasonable and customary” level. For detail definition of “reasonable cost”, please refer to the Federal Register *OMB Circulars A-87 Cost Principals for State and Local Governments; and A-122 Cost Principals for Nonprofit Organizations*.
- Ineligible Expenditures: Any activity or expense charged above and beyond the approved Scope of Work is considered ineligible.

LACMTA FA MEASURE M ATTACHMENT D-2
QUARTERLY PROGRESS/EXPENDITURE REPORT

Grantee To Complete	
Invoice #	
Invoice Date	
FA#	9200000000MATC1103
Quarterly Report #	1

GRANTEES ARE REQUESTED TO EMAIL THIS REPORT TO
ACCOUNTSPAYABLE@METRO.NET

or submit by mail to:
Los Angeles County Metropolitan Transportation Authority
Accounts Payable
P. O. Box 512296
Los Angeles, California 90051-0296

Please note that letters or other forms
of documentation may not be substituted for this form. Refer to the
Reporting and Expenditure Guidelines (Attachment D) for further information.

SECTION 1: QUARTERLY EXPENSE REPORT

Please itemize grant-related charges for this Quarter on Page 5 of this report and include totals in this Section.

	LACMTA Measure M MAT Grant \$	
Project Quarter Expenditure		
This Quarter Expenditure		
Retention Amount		
Net Invoice Amount (Less Retention)	\$	-
Project-to-Date Expenditure		
Funds Expended to Date (Include this Quarter)		
Total Project Budget	\$	6,366,225.00
% of Project Budget Expended to Date		
Balance Remaining	\$	6,366,225.00

SECTION 2: GENERAL INFORMATION

PROJECT TITLE: 1st-Riggin-Potrero Grande Corridor Project

FA #: 9200000000MATC1103

QUARTERLY REPORT SUBMITTED FOR:

Fiscal Year :

☐ 2020-21

☐ 2021-22

☐ 2022-23

☐ 2023-24

☐ 2024-25

☐ 2025-26

Quarter :

☐ Q1: Jul - Sep

☐ Q2: Oct - Dec

☐ Q3: Jan - Mar

☐ Q4: Apr - Jun

DATE SUBMITTED:

Measure M Metro Active Transport Program Type: Active Transportation Corridors

LACMTA Project Manager	Name:	Kathy Park
	Phone Number:	(213) 922-6167
	E-mail:	ParkK@metro.net

Grantee Contact / Project Manager	Contact Name:	Ziad Mazboudi
	Job Title:	CIP Engineering Manager
	Department:	Department of Public Works/Engineering
	City / Agency:	City of Monterey Park
	Mailing Address:	320 W. Newmark Ave., Monterey Park, CA 91754
	Phone Number:	(626) 532-2018
	E-mail:	zmazboudi@MontereyPark.ca.gov

SECTION 3 : QUARTERLY PROGRESS REPORT

1. DELIVERABLES & MILESTONES

List all deliverables and milestones as stated in the FA, with start and end dates. Calculate the total project duration. **DO NOT CHANGE THE ORIGINAL FA MILESTONE START AND END DATES SHOWN IN THE 2ND AND 3RD COLUMNS BELOW.**

Grantees must make every effort to accurately portray milestone dates in the original FA Scope of Work, since this will provide the basis for calculating any project delay. If milestone start and/or end dates change from those stated in the Original FA Scope of Work, indicate the new dates under Actual Schedule below and re-calculate the project duration. However, this does not change the original milestones in your FA. PER YOUR FA AGREEMENT, ANY CHANGES TO THE PROJECT SCHEDULE MUST BE FORMALLY SUBMITTED UNDER SEPARATE COVER TO LACMTA FOR WRITTEN CONCURRENCE.

FA Milestones	Original FA Schedule in Scope of Work		Actual Schedule	
	Start Date	End Date	Start Date	End Date
Early Planning				
Environmental/Planning				
Design and PS&E				
Right-of-Way Acquisition				
Construction				
Vehicle Purchase				
Others				
Ground Breaking Event				
Ribbon Cutting Event				
Total Project Duration (Months)				

2. PROJECT COMPLETION

A. Based on the comparison of the original and actual project milestone schedules above, project is (select only one) :

- ☐ On schedule per original FA schedule
- ☐ Less than 12 months behind original schedule
- ☐ Between 12-24 months behind original schedule
- ☐ More than 24 months behind original schedule

B. Was the project design started within 6 months of the date originally stated in the FA?

- ☐ Yes
- ☐ No
- ☐ Not Applicable

C. Was a construction contract or capital purchase executed within 9 months after completion of design / specifications?

- ☐ Yes
- ☐ No
- ☐ Not Applicable

3. TASKS / MILESTONES ACCOMPLISHED

List tasks or milestones accomplished and progress made this quarter.

4. PROJECT DELAY

If project is delayed, describe reasons for delay (this quarter). Pay particular attention to schedule delays. If delay is for the same reason as mentioned in previous quarters, please indicate by writing "Same as Previous Quarter".

5. ACTION ITEMS TO RESOLVE DELAY

If the project is delayed (as described in #4), include action items that have been, or will be, undertaken to resolve the delay.

SECTION 4. ITEMIZED LISTING OF EXPENSES AND CHARGES THIS QUARTER

All expenses and charges must be itemized and listed below. Each item listed must be verifiable by an invoice and/or other proper documentation. The total amounts shown here must be equal to this quarter’s expenditures listed on page 1 of this report. All expenses and charges must be reflective of the approved budget and rates as shown in the FA Attachment B, Scope of Work. Use additional pages if needed.

ITEM		INVOICE #		TOTAL EXPENSES CHARGED TO LACMTA MEASURE M GRANT
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
TOTAL				

Note:
All receipts, invoices, and time sheets, attached and included with this Expense Report must be listed and shown under the Invoice Number column of the Itemized Listing (above).

Invoice Payment Information:
LACMTA will make all disbursements electronically unless an exception is requested in writing.
ACH Payments require registering in LACMTA's iSupplier portal and submitting an application.
The link to the portal can be found at <http://media.metro.net/uploads/EBB/Vendor%20Portal%20Registration.pdf>.
Written exception requests for Check Payments should be completed and emailed to Accounts Payable at ACCOUNTSPAYABLE@METRO.NET.

I certify that I am the responsible Project Manager or fiscal officer and representative of City of Monterey Park
and that to the best of my knowledge and belief the information stated in this report is true and correct.

Signature

Date

Name

Title

Attachment E - Federal Transportation Improvement Program

Los Angeles Metropolitan Transportation Authority

2021 Federal Transportation Improvement Program (\$000)

TIP ID LAMATATC104		Implementing Agency Monterey Park, City of									
Project Description: Expand existing bike network and enhance pedestrian facilities. Construct missing sidewalk segments (0.5 miles), ADA curb ramps, crosswalk enhancements, Class II (3.1 miles) and Class III (0.72 miles) bike lanes with signage - install bike parking facilities.										SCAG RTP Project #: 10M0702 Study: N/A Is Model: Model #: PM: Frank Lopez - (626)307-1320	
										LS: N LS GROUP#: Conformity Category: TCM	
System :Local Hwy		Route :	Postmile:	Distance:	Phase: No Project Activity					Completion Date 12/31/2026	
Lane # Extd:	Lane # Prop:	Imprv Desc:			Air Basin: SCAB		Envir Doc: INITIAL STUDY/NEGATIVE DECLARATION - CEQA - 07/31/2022				
Toll Rate: 0.00	Toll Colc Loc:	Toll Method:	Hov acs eg loc:		Uza: Los Angeles-Long Beach-Santa Ana		Sub-Area:	Sub-Region: San Gabriel Valley COG			
Program Code: NCN25 - BICYCLE & PEDESTRAIN FACILITIES-NEW Stop Loc:					CTIPS ID:		EA #:	PPNO:			
		PHASE	PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	BEYOND	PROG TOTAL
Measure M MYSP-MAT (Metro Active Transport)		PE			\$395	\$0	\$0				\$395
		RW			\$10	\$0	\$0				\$10
		CON			\$0	\$5,398	\$563				\$5,961
		SUBTOTAL			\$405	\$5,398	\$563				\$6,366
		TOTAL			\$405	\$5,398	\$563				\$6,366
		TOTAL PE: \$395		TOTAL RW: \$10		TOTAL CON: \$5,961		TOTAL PROGRAMMED: \$6,366			
- General Comment: City is working with Metro to prepare funding agreement - Modeling Comment: - TCM Comment: no significant change made - new project - Amendment Comment: - CMP Comment: - Narrative:											
Last Revised Amendment 21-09 - Submitted					Change reason:NEW PROJECT			Total Project Cost		\$6,366	

ATTACHMENT F BOND REQUIREMENTS

The provisions of this Attachment F apply only if and to the extent some or all of the Funds are derived from LACMTA issued Bonds or other debt, the interest on which is tax exempt for federal tax purposes (collectively, the "Bonds").

GRANTEE acknowledges that some or all of the Funds may be derived from Bonds, the interest on which is tax-exempt for federal tax purposes. GRANTEE further acknowledges its understanding that the proceeds of the Bonds are subject to certain ongoing limitations relating to the use of the assets financed or provided with such proceeds ("Project Costs" or "Project Components") in the trade or business of any person or entity other than a governmental organization (any such use by a person or entity other than a governmental organization is referred to as "Private Use"). Private Use will include any sale, lease or other arrangement pursuant to which a nongovernmental person or entity receives a legal entitlement of a Project Component and also includes certain agreements pursuant to which a nongovernmental person will operate or manage a Project Component. Each quarterly invoice submitted by GRANTEE to reimburse prior expenditures (or to be received as an advance) shall provide information regarding the specific Project Costs or Project Components to which the Funds which pay that invoice will be allocated and whether there is or might be any Private Use associated with such Project Costs or Project Components. GRANTEE will, for the entire time over which LACMTA's Bonds or other debt remains outstanding, (1) notify and receive LACMTA's approval prior to entering into any arrangement which will or might result in Private Use and (2) maintain records, including obtaining records from contractors and subcontractors as necessary, of all allocations of Funds to Project Costs or Project Components and any Private Use of such Project Costs or Project Components in sufficient detail to comply and establish compliance with Section 141 of the Internal Revenue Code of 1986, as amended (the "Code"), or similar code provision then in effect and applicable, as determined by LACMTA in consultation with its bond counsel.

GRANTEE will designate one or more persons that will be responsible for compliance with the obligations described in this Attachment F and notify LACMTA of such designations.

ATTACHMENT G
COMPLETE STREETS SELF CERTIFICATION FORM
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

The Los Angeles County Metropolitan Transportation Authority requires that by the execution of this Funding Agreement, applicants shall have an adopted local Complete Streets policy, an adopted City Council Resolution in support of Complete Streets, or an adopted General Plan consistent with the state's Complete Streets Act of 2008 in order to be eligible for the next cycle of Metro capital grant funding programs. This Los Angeles County Complete Streets policy self-certification form should be completed and executed for all Measure M Metro Active Transport (MAT) funded projects.

1. Name of Sponsoring Agency or Grantee (whichever is applicable): City of Monterey Park
2. Contact Name: Ron Bow
3. Contact Phone: 626-307-1255
4. Contact Email: Rbow@MontereyPark.ca.gov
5. Project Description:

The project is located in the following jurisdictions: City of Monterey Park, City of Rosemead, City of Montebello and Unincorporated Area (Los Angeles County Public Works). This project limits are on:

- W 1st Street from Vancouver Avenue to Atlantic Blvd,
- Atlantic Blvd from W 1st St to W Riggin St,
- W Riggin St from Atlantic Blvd to Fulton Ave,
- Fulton Ave from E Riggin St to E Markland Dr,
- E Markland Dr from Fulton Ave to Potrero Grande Dr,
- Potrero Grande Dr from E Markland Dr to San Gabriel Blvd,
- Rush St from San Gabriel Blvd to Walnut Grove Ave

The project brings active connectivity to major activity and transportation centers through construction of long segments of missing sidewalks, ADA compliant curb ramps, and crosswalk enhancements. There is also a lack of regional bicycle connectivity between San Gabriel Valley cities, with many bicycle facilities dropping at city boundaries. The proposed project proposes to expand alternative modes of travel by increasing existing bicycle transportation network and enhancing pedestrian facilities. These measures will increase connectivity between homes, jobs, public transit, schools and recreational resources for a variety of road users in unincorporated South San Gabriel, Cities of Monterey Park, Montebello, and Rosemead.

Riggin St, in the City of Monterey Park is the only street that has existing bicycle facilities which includes Class III and Class II bike routes from Atlantic Blvd to Wilcox Ave. The proposed bike facilities will extend and provide continuity and a connection to the existing bicycle facilities along Riggin St and to the future bicycle lanes along 1st St in East Los

Angeles part of the Metro Gold Line Eastside Access Phase II project. Missing sidewalks along Potrero Grande Dr discourages Active Transportation by forcing pedestrians to walk in the street. This project will provide greater accessibility and mobility for pedestrians, cyclists, and transit users providing safe, productive alternative modes of travel. Identify participating agencies roles and responsibilities.

6. Identify participating agencies roles and responsibilities.

City of Monterey Park - Project Lead

- City of Monterey Park will lead the Project Management, Administration & Reimbursements

Participating Agencies

- City of Montebello: Participate in process, including input, community participating, and the review/approval process at the team level as well as provide oversight at the construction level
- City of Rosemead: Participate in process, including input, community participating, and the review/approval process at the team level as well as provide oversight at the construction level
- Los Angeles County Public Works: Participate in process, including input, community participating, and the review/approval process at the team level as well as provide oversight at the construction level

7. Insert adopted local Complete Streets policy, adopted City Council Resolution in support of Complete Streets, or adopted General Plan consistent with the state's Complete Streets Act of 2008.

By signing and self-certifying this form, the agency commits to the Metro Complete Streets Policy and confirms the adoption of a local Complete Streets policy, a City Council Resolution in support of Complete Streets, or a General Plan consistent with the state's Complete Streets Act of 2008.

Signature:

Agency Representative

Date

RESOLUTION NO. 2022-R36

A RESOLUTION ADOPTING A COMPLETE STREETS POLICY IN ACCORDANCE WITH GOVERNMENT CODE §§ 65040.2 AND 65302.

The City Council of the City of Monterey Park does resolve as follows:

SECTION 1: The City Council finds and declares that:

- A. “Complete Streets” refers to a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, users and operators of public transit, bicyclists, persons with disabilities, seniors, children, motorists, users of green modes, and movers of commercial goods, and emergency first responders;
- B. Planning and coordinated development of Complete Streets infrastructure provides public benefits in the areas of infrastructure cost savings, public health, and environmental sustainability;
- C. It is in the public interest to reduce vehicle miles traveled and increasing transportation by walking, bicycling, and public transportation;
- D. The Legislative findings set forth in Section 2 of the California Complete Streets Act of 2008 (AB 1358, Leno) is incorporated by reference as if fully set forth. Additionally, the City Council notes that Deputy Directive 64, issued by the California Department of Transportation (“CalTrans”), explains that CalTrans “views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system”;
- E. The Los Angeles County Metropolitan Transportation Authority (“Metro”), through its Metro Complete Streets Policy, requires that all jurisdictions address complete streets policies at the local level through by adopting a complete streets policy resolution, which should include the “Elements of an Ideal Complete Streets Policy” developed by the National Complete Streets Coalition, a program of Smart Growth America, which is a non-profit, non-partisan alliance of public interest organizations and transportation professionals in existence since 2004 Alternatively, the City may amend its General Plan to with the California Complete Streets Act of 2008 to be eligible for Metro Capital Grant funds; and
- F. It is in the public interest for the City to adopt a Complete Streets Policy in accordance with California law to help protect public health and safety.

SECTION 2: The Complete Streets Policy attached as Exhibit “A,” and incorporated by reference, is adopted as City policy (the “Policy”). The City Manager, or designee, is authorized to implement the Policy as desirable or as required by applicable law.

SECTION 3: If any part of this Resolution or its application is deemed invalid by a court of competent jurisdiction, the City Council intends that such invalidity will not affect the effectiveness of the remaining provisions or applications and, to this end, the provisions of this Resolution are severable.

SECTION 4: The Mayor, or presiding officer, is authorized to sign this Resolution signifying its adoption by the City Council of the City of Monterey Park and the City Clerk, or his duly appointed deputy, may attest thereto.

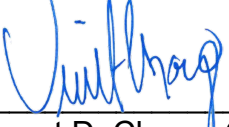
SECTION 5: This Resolution will become effective immediately upon adoption and remain effective unless superseded by a subsequent resolution.

SECTION 6: This Resolution may be executed with electronic signatures in accordance with Government Code §16.5. Such electronic signatures will be treated in all respects as having the same effect as an original signature.

PASSED AND ADOPTED this 18th day of May, 2022.


Henry Lo, Mayor

ATTEST:


Vincent D. Chang, City Clerk

APPROVED AS TO FORM:

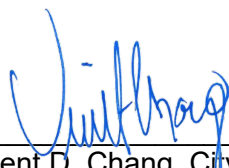

Karl H. Berger, City Attorney

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) §
CITY OF MONTEREY PARK)

I, Vincent D. Chang, City Clerk of the City of Monterey Park, California, do hereby certify that the foregoing Resolution No. 2022-R36 was duly adopted and passed at a regular meeting of the Monterey Park City Council on the 18th day of May, 2022 by the following vote:

Ayes:	Council Members: Yiu, Chan, Liang, Lo
Noes:	Council Members: None
Abstain:	Council Members: None
Absent:	Council Members: None

Dated this 18th day of May, 2022.



Vincent D. Chang, City Clerk
Monterey Park, California

Exhibit A

This Complete Streets Policy was adopted by Resolution No. 2022-R36 by the City of Monterey Park City Council on May 18, 2022.

COMPLETE STREETS POLICY OF CITY OF MONTEREY PARK

A. Complete Streets Principles

1. Complete Streets Serving All Users and Modes. The City of Monterey Park ("City") expresses its commitment to creating and maintaining Complete Streets that provide safe, comfortable, and convenient travel along and across streets (including streets, roads, highways, bridges, and other portions of the transportation system) through a comprehensive, integrated transportation network that serves all categories of users, including pedestrians, users and operators of public transit, bicyclists, persons with disabilities, seniors, children, motorists, users of green modes, and movers of commercial goods, and emergency first responders.

2. Context Sensitivity. In planning and implementing street projects, the City will maintain sensitivity to local conditions in both residential and business districts as well as urban, suburban, and rural areas, and will work with residents, merchants, and other stakeholders to ensure that a strong sense of place ensues. Improvements that will be considered include sidewalks, shared use paths, bikeways, paved shoulders, street trees and landscaping, planting strips, accessible curb ramps, crosswalks, refuge islands, pedestrian signals, signs, street furniture, bicycle parking facilities, public transportation stops and facilities, transit priority signalization, and other features assisting in the provision of safe travel for all users.

3. Complete Streets Routinely Addressed by All Departments. All relevant departments and agencies of the City will work towards making Complete Streets practices a routine part of everyday operations, approach every relevant project, program, and practice as an opportunity to improve streets and the transportation network for all categories of users, and work in coordination with other departments, agencies, and jurisdictions to maximize opportunities for Complete Streets, connectivity, and cooperation.

4. All Projects and Phases. Complete Streets infrastructure sufficient to enable reasonably safe travel along and across the right of way for each category of users will be incorporated into all planning, funding, design, approval, and implementation processes for any construction, reconstruction, retrofit, maintenance, operations, alteration, or repair of streets (including streets, roads, highways, bridges, and other portions of the transportation system), except that specific infrastructure for a given category of users may be excluded if an exception is approved via the process set forth in section C.1 of this policy.

B. Implementation

1. Design. The City will generally follow its own accepted or adopted design standards, including those promulgated by the County of Los Angeles and the State of California where appropriate, and will also evaluate using the latest design standards and innovative design options, with a goal of balancing user needs.

2. Network/Connectivity. The City will incorporate Complete Streets infrastructure into existing streets to improve the safety and convenience of all users, with the particular goal of creating a connected

network of facilities accommodating each category of users and increasing connectivity across jurisdictional boundaries and for anticipated future transportation investments.

3. Implementation Next Steps. The City may take the following specific next steps to implement this Complete Streets Policy:

A. Plan Consultation and Consistency: Maintenance, planning, and design of projects affecting the transportation system will be consistent with local bicycle, pedestrian, transit, multimodal, and other relevant guidelines.

B. Stakeholder Consultation: Develop and/or clearly define a process to allow for stakeholder involvement on projects and plans including, but not limited to, local bicycle and pedestrian advisory groups, transit riders and operators, accessibility advisory groups, movers of commercial goods, businesses, residents, emergency responders, and/or other stakeholders, as defined necessary to support implementation of this Complete Streets policy.

4. Performance Measures. The City will perform evaluations of how well the streets and transportation network are serving each category of users by collecting baseline data and collecting follow-up data on a regular basis.

C. Exceptions

1. Exception Approvals. Complete Streets principles and practices will be included in street construction, reconstruction, repaving and rehabilitation projects, as well as other plans and manuals, except under one or more of the following conditions:

A. A project involves only ordinary, or emergency maintenance activities designed to keep assets in serviceable condition, including but not limited to mowing, cleaning, sweeping, spot repair, concrete joint repair, pothole repair, or when interim measures are implemented on temporary detour or haul routes.

B. The City Manager or designee finds that the cost of establishing a bikeway, walkway or transit enhancement as part of a project is excessive and disproportionate.

C. The City Manager or designee determines that construction is not practically feasible or cost effective because of significant or adverse environmental impacts on neighboring land uses, including impact from right-of-way acquisitions.

D. Unless otherwise determined by the City Council, or by the Director of Public Works, that it is not practically feasible or cost-effective to implement the provisions of this policy.

Exceptions described above will be documented in a memorandum to be included in the project file.

ATTACHMENT G
COMPLETE STREETS SELF CERTIFICATION FORM
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

The Los Angeles County Metropolitan Transportation Authority requires that by the execution of this Funding Agreement, applicants shall have an adopted local Complete Streets policy, an adopted City Council Resolution in support of Complete Streets, or an adopted General Plan consistent with the state's Complete Streets Act of 2008 in order to be eligible for the next cycle of Metro capital grant funding programs. This Los Angeles County Complete Streets policy self-certification form should be completed and executed for all Measure M Metro Active Transport (MAT) funded projects.

1. Name of Sponsoring Agency or Grantee (whichever is applicable): City of Montebello
2. Contact Name: James Enriquez, Director of Public Works/City Engineer
3. Contact Phone: (323)887-1462
4. Contact Email: jenriquez@cityofmontebello.com
5. Project Description:

The project is located in the following jurisdictions: City of Monterey Park, City of Rosemead, City of Montebello and Unincorporated Area (Los Angeles County Public Works). This project limits are on:

- W 1st Street from Vancouver Avenue to Atlantic Blvd,
- Atlantic Blvd from W 1st St to W Riggin St,
- W Riggin St from Atlantic Blvd to Fulton Ave,
- Fulton Ave from E Riggin St to E Markland Dr,
- E Markland Dr from Fulton Ave to Potrero Grande Dr,
- Potrero Grande Dr from E Markland Dr to San Gabriel Blvd,
- Rush St from San Gabriel Blvd to Walnut Grove Ave

The project brings active connectivity to major activity and transportation centers through construction of long segments of missing sidewalks, ADA compliant curb ramps, and crosswalk enhancements. There is also a lack of regional bicycle connectivity between San Gabriel Valley cities, with many bicycle facilities dropping at city boundaries. The proposed project proposes to expand alternative modes of travel by increasing existing bicycle transportation network and enhancing pedestrian facilities. These measures will increase connectivity between homes, jobs, public transit, schools and recreational resources for a variety of road users in unincorporated South San Gabriel, Cities of Monterey Park, Montebello, and Rosemead.

Riggin St, in the City of Monterey Park is the only street that has existing bicycle facilities which includes Class III and Class II bike routes from Atlantic Blvd to Wilcox Ave. The proposed bike facilities will extend and provide continuity and a connection to the existing bicycle facilities along Riggin St and to the future bicycle lanes along 1st St in East Los

Angeles part of the Metro Gold Line Eastside Access Phase II project. Missing sidewalks along Potrero Grande Dr discourages Active Transportation by forcing pedestrians to walk in the street. This project will provide greater accessibility and mobility for pedestrians, cyclists, and transit users providing safe, productive alternative modes of travel. Identify participating agencies roles and responsibilities.

6. Identify participating agencies roles and responsibilities.

City of Monterey Park - Project Lead

- City of Monterey Park will lead the Project Management, Administration & Reimbursements

Participating Agencies

- City of Montebello: Participate in process, including input, community participating, and the review/approval process at the team level as well as provide oversight at the construction level
- City of Rosemead: Participate in process, including input, community participating, and the review/approval process at the team level as well as provide oversight at the construction level
- Los Angeles County Public Works: Participate in process, including input, community participating, and the review/approval process at the team level as well as provide oversight at the construction level

7. Insert adopted local Complete Streets policy, adopted City Council Resolution in support of Complete Streets, or adopted General Plan consistent with the state's Complete Streets Act of 2008.

By signing and self-certifying this form, the agency commits to the Metro Complete Streets Policy and confirms the adoption of a local Complete Streets policy, a City Council Resolution in support of Complete Streets, or a General Plan consistent with the state's Complete Streets Act of 2008.

Signature:

Agency Representative

Date

RESOLUTION NO. 17-104

**A RESOLUTION OF THE CITY COUNCIL FOR THE CITY OF MONTEBELLO,
CALIFORNIA, ADOPTING
A COMPLETE STREETS POLICY**

WHEREAS, the term "Complete Streets" describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, users and operators of public transit, bicyclists, persons with disabilities, seniors, children, motorists, users of green modes, and movers of commercial goods;

WHEREAS, the City of Montebello ("City") recognizes that the planning and coordinated development of Complete Streets infrastructure provides benefits for local governments in the areas of infrastructure cost savings, public health, and environmental sustainability;

WHEREAS, the City acknowledges the benefits and value for the public health and welfare of reducing vehicle miles traveled and increasing transportation by walking, bicycling, and public transportation;

WHEREAS, the State of California has emphasized the importance of Complete Streets by enacting the California Complete Streets Act of 2008 (also known as AB 1358), which requires that when cities or counties make substantive revisions to the circulation elements of their general plans, they identify how they will provide for the mobility needs of all users of the roadways, as well as through Deputy Directive 64 in which the California Department of Transportation explained that it "views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system";

WHEREAS, the California Global Warming Solutions Act of 2006 (known as AB 32) sets a mandate for the reduction of greenhouse gas emissions in California, and the Sustainable Communities and Climate Protection Act of 2008 (known as SB 375) requires emissions reductions through coordinated regional planning that integrates transportation, housing, and land-use policy, and achieving the goals of these laws will require significant increases in travel by public transit, bicycling, and walking;

WHEREAS, numerous California counties, cities, and agencies have adopted Complete Streets policies and legislation in order to further the health, safety, welfare, economic vitality, and environmental well-being of their communities;

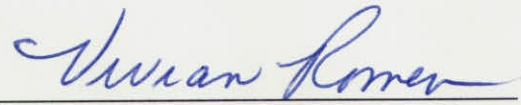
WHEREAS, the Los Angeles County Metropolitan Transportation Authority (Metro), through its Metro Complete Streets Policy, requires that all jurisdictions address complete streets policies at the local level through the adoption of a complete streets policy resolution, which should include the "Elements of an Ideal Complete Streets Policy" developed by the National Complete Streets Coalition, or through a general plan that complies with the California Complete Streets Act of 2008 to be eligible for Metro Capital Grant funds;

SECTION 1. That the City of Montebello adopts the Complete Streets Policy attached hereto as Exhibit A, and made part of this Resolution by this reference.

SECTION 2. That the next substantial revision of the City of Montebello General Plan circulation will incorporate Complete Streets policies and principles consistent with the California Complete Streets Act of 2008 (AB 1358) and with the Complete Streets Policy adopted by this resolution, as such may be amended from time to time by the City Council.

SECTION 3. That the City Clerk shall certify to the adoption of the Resolution and shall forward a copy of this Resolution to the Los Angeles County Metropolitan Transportation Authority.

APPROVED AND ADOPTED this 25th day of October, 2017.


Vivian Romero, Mayor

ATTEST:


Irma Barajas, City Clerk



STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss.
CITY OF MONTEBELLO)

I, Irma Barajas, City Clerk of the City of Montebello, do hereby certify that the foregoing City Council Resolution No. 17-104 was duly and regularly approved and adopted by the City Council of the City of Montebello at their meeting held on the 25th day of October, 2017, as approved by law by the following vote:

AYES: Hadjinian, Delgado, Molinari, Romero
NOES: None
ABSENT: Barajas

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of said City on the 27 day of November, 2017.


IRMA BARAJAS, City Clerk

Exhibit A

This Complete Streets Policy was adopted by Resolution No. 17-104 by the City Council of the City of Montebello on _____.

CITY OF MONTEBELLO COMPLETE STREETS POLICY

1. Complete Streets Principles.

- 1.1. Complete Streets Serving All Users. The City of Montebello expresses its commitment to creating and maintaining Complete Streets that provide safe, comfortable, and convenient travel along and across streets (including streets, roads, highways, bridges, and other portions of the transportation system to the extent they are controlled by the City) through a comprehensive, integrated transportation network that serves all categories of users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, emergency vehicles, seniors, children, youth, and families.
- 1.2. Context Sensitivity. In planning and implementing street projects, all departments of the City of Montebello shall maintain sensitivity to local conditions in both residential and business districts and shall work with residents, merchants, and other stakeholders to ensure that a strong sense of place ensues. Improvements that will be considered shall include sidewalks, shared use paths, bicycle lanes, bicycle routes, bicycle boulevards, paved shoulders, street trees, landscaping planting strips, accessible curb ramps, crosswalks, pedestrian refuge islands, pedestrian signals, signs, street furniture, bicycle parking facilities, public transit stops and facilities, transit priority signalization, and other features assisting in the provision of safe travel for all users, such as traffic calming circles and other traffic calming devices, transit bulb outs, and road diet.
- 1.3. Complete Streets Routinely Addressed by All Departments. All relevant Departments of the City of Montebello shall work towards making Complete Streets practices a routine part of everyday operations; approach every relevant project, program, and practices as an opportunity to improve streets and the transportation network for all categories of users; and work in coordination with other departments, agencies, and jurisdictions to maximize opportunities for Complete Streets, connectivity, and cooperation. The following example project types provide opportunities: pavement resurfacing, restriping, accessing above and underground utilities, signalization operations or modifications, and maintenance of landscaping/related features. In order to ensure coordination and compliance with this Complete Streets Policy across all Departments and Divisions, the City shall develop internal practices that guide routine staff actions and decisions. These practices shall be developed and updated by the Public Works Department in partnership with other relevant City Departments and Divisions. The Director of Public Works shall identify one or more Complete Streets policy coordinator(s) within each Division or at

may be excluded if an exemption is approved via the process set forth in Section 3.1 of this Policy.

2. Implementation.

- 2.1. Plan consultation and Consistency. Maintenance, planning, and design of projects affecting the transportation system shall be consistent with applicable local bicycle, pedestrian, transit, multimodal, and/or other relevant plans, except where such consistency cannot be achieved without negative consequences, and if the head of the relevant department provides written approval explaining the basis of such exemption. Such exemption shall be presented to the Streets and Safety Commission to ensure that the Commission has the opportunity to provide comments and recommendations.
- 2.2. Design. City of Montebello will generally follow its own adopted design standards, including Greenbook and Caltrans Highway Design Manual and California Manual of Uniform Traffic Control Devices, and will also evaluate using the latest design standards and innovative design options with a goal of balancing user needs. The City shall continue to develop and regularly update and adhere to a set of roadway design guidelines that complies guidance from adopted plans, design manuals and local and national best practices, covering but not limited to the following topics: bikeway design; pedestrian design; traffic calming; roadway geometry signal operations; and other topics as deemed appropriate by the Director of Public Works. Wherever possible, specific dimensioned design details, cross-sections and plan views shall be provided for each of these elements.
- 2.3. Street network/Connectivity. As feasible, the City of Montebello shall incorporate Complete Streets infrastructure into existing streets to improve the safety and convenience of users and to create employment, with the particular goal of creating a connected network of facilities accommodating each category of users, and increasing connectivity across jurisdictional boundaries and for existing and anticipated future areas of travel origination or destination.
- 2.4. Traffic and Safety Commission Consultation. Transportation projects shall be reviewed by the Traffic and Safety Commission early in the planning and design stage to provide the Commission an opportunity to comment and recommend on Complete Street features to be incorporated into the project.
- 2.5. Evaluation. All relevant Departments and Divisions shall perform annual programmatic evaluations of how well the streets and transportation network of the City of Montebello are serving each category of users by collecting baseline data and collecting follow-up data on a regular basis. The Public Works Department shall develop appropriate performance metrics and annually assess the need to update them. These performance metrics shall be developed and updated in partnership with other relevant City Departments and Divisions as well as outside agencies.

Based on the Federal Highway Administration exemption policy, exemptions to the Montebello Complete Streets Policy may be granted if one of the following criteria is met:

- a. Bicyclists and pedestrians are prohibited by law from using the roadway.
- b. The cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. In unusual circumstances, such as where natural features (e.g., steep hillsides, shorelines) make it very costly or impossible to accommodate all modes, "excessively disproportionate" is defined as exceeding twenty percent of the cost of the larger transportation project.
- c. Where sparsely of population or other factors suggest an absence of need. For example, all construction or reconstruction of public streets must include sidewalk improvements on both sides, unless the street is a cul-de-sac with few dwellings or the street has severe topographic or natural resource constraints.
- d. Transit accommodations are not required where there is no existing or planned transit service.
- e. Routine maintenance of the transportation network that does not change the roadway geometry or operations, such as mowing, sweeping, and spot repair.
- f. Where a reasonable and equivalent project along the same corridor is already programmed to provide facilities exempted from the project at hand.

ATTACHMENT G
COMPLETE STREETS SELF CERTIFICATION FORM
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

The Los Angeles County Metropolitan Transportation Authority requires that by the execution of this Funding Agreement, applicants shall have an adopted local Complete Streets policy, an adopted City Council Resolution in support of Complete Streets, or an adopted General Plan consistent with the state's Complete Streets Act of 2008 in order to be eligible for the next cycle of Metro capital grant funding programs. This Los Angeles County Complete Streets policy self-certification form should be completed and executed for all Measure M Metro Active Transport (MAT) funded projects.

1. Name of Sponsoring Agency or Grantee (whichever is applicable): City of Rosemead
2. Contact Name: Ben Kim
3. Contact Phone: 626-569-2106
4. Contact Email: bkim@cityofrosemead.org
5. Project Description:

The project is located in the following jurisdictions: City of Monterey Park, City of Rosemead, City of Montebello and Unincorporated Area (Los Angeles County Public Works). This project limits are on:

- W 1st Street from Vancouver Avenue to Atlantic Blvd,
- Atlantic Blvd from W 1st St to W Riggin St,
- W Riggin St from Atlantic Blvd to Fulton Ave,
- Fulton Ave from E Riggin St to E Markland Dr,
- E Markland Dr from Fulton Ave to Potrero Grande Dr,
- Potrero Grande Dr from E Markland Dr to San Gabriel Blvd,
- Rush St from San Gabriel Blvd to Walnut Grove Ave

The project brings active connectivity to major activity and transportation centers through construction of long segments of missing sidewalks, ADA compliant curb ramps, and crosswalk enhancements. There is also a lack of regional bicycle connectivity between San Gabriel Valley cities, with many bicycle facilities dropping at city boundaries. The proposed project proposes to expand alternative modes of travel by increasing existing bicycle transportation network and enhancing pedestrian facilities. These measures will increase connectivity between homes, jobs, public transit, schools and recreational resources for a variety of road users in unincorporated South San Gabriel, Cities of Monterey Park, Montebello, and Rosemead.

Riggin St, in the City of Monterey Park is the only street that has existing bicycle facilities which includes Class III and Class II bike routes from Atlantic Blvd to Wilcox Ave. The proposed bike facilities will extend and provide continuity and a connection to the existing bicycle facilities along Riggin St and to the future bicycle lanes along 1st St in East Los

Angeles part of the Metro Gold Line Eastside Access Phase II project. Missing sidewalks along Potrero Grande Dr discourages Active Transportation by forcing pedestrians to walk in the street. This project will provide greater accessibility and mobility for pedestrians, cyclists, and transit users providing safe, productive alternative modes of travel. Identify participating agencies roles and responsibilities.

6. Identify participating agencies roles and responsibilities.

City of Monterey Park - Project Lead

- City of Monterey Park will lead the Project Management, Administration & Reimbursements

Participating Agencies

- City of Montebello: Participate in process, including input, community participating, and the review/approval process at the team level as well as provide oversight at the construction level
- City of Rosemead: Participate in process, including input, community participating, and the review/approval process at the team level as well as provide oversight at the construction level
- Los Angeles County Public Works: Participate in process, including input, community participating, and the review/approval process at the team level as well as provide oversight at the construction level

7. Insert adopted local Complete Streets policy, adopted City Council Resolution in support of Complete Streets, or adopted General Plan consistent with the state's Complete Streets Act of 2008.

By signing and self-certifying this form, the agency commits to the Metro Complete Streets Policy and confirms the adoption of a local Complete Streets policy, a City Council Resolution in support of Complete Streets, or a General Plan consistent with the state's Complete Streets Act of 2008.

Signature:

Agency Representative

Date

RESOLUTION NO. 2019-01

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ROSEMEAD, CALIFORNIA, ADOPTING A COMPLETE STREETS POLICY

WHEREAS, the term “Complete Streets” describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, users and operators of public transit, bicyclists, persons with disabilities, seniors, children, motorists, users of green modes, and movers of commercial goods; and

WHEREAS, the City of Rosemead recognizes that the planning and coordinated development of Complete Streets infrastructure provides benefits for local governments in the areas of infrastructure cost savings, public health, and environmental sustainability; and

WHEREAS, the City acknowledges the benefits and value for the public health and welfare of reducing vehicle miles traveled and increasing transportation by walking, bicycling, and public transportation;

WHEREAS, the State of California has emphasized the importance of Complete Streets by enacting the California Complete Streets Act of 2008 (also known as AB 1358), which requires that when cities or counties make substantive revisions to the circulation elements of their general plans, they identify how they will provide for the mobility needs of all users of the roadways, as well as through Deputy Directive 64 in which the California Department of Transportation explained that it “views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system”;

WHEREAS, the California Global Warming Solutions Act of 2006 (known as AB 32) sets a mandate for the reduction of greenhouse gas emissions in California, and the Sustainable Communities and Climate Protection Act of 2008 (known as SB 375) requires emissions reductions through coordinated regional planning that integrates transportation, housing, and land-use policy, and achieving the goals of these laws will require significant increases in travel by public transit, bicycling, and walking;

WHEREAS, numerous California counties, cities, and agencies have adopted Complete Streets policies and legislation in order to further the health, safety, welfare, economic vitality, and environmental well-being of their communities;

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (Metro), through its Metro Complete Streets Policy, requires that all jurisdictions address complete streets policies at the local level through the adoption of a complete streets policy resolution, which should include the “Elements of an Ideal Complete Streets Policy” developed by the National Complete Streets Coalition, or through a general plan that complies with the California Complete Streets Act of 2008 to be eligible for Metro Capital Grant funds;

WHEREAS, the City therefore, in light of the foregoing benefits and considerations, wishes to improve its commitment to Complete Streets and desires that its streets form a comprehensive and integrated transportation network promoting safe and convenient travel for all users while preserving flexibility, recognizing community context, and using design guidelines and standards that support best practices;

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

SECTION 1. That the City of Rosemead adopts the Complete Streets Policy attached hereto as Exhibit A, and made part of this Resolution by this reference.

SECTION 2. That the next substantial revision of the City of Rosemead General Plan circulation will incorporate Complete Streets policies and principles consistent with the California Complete Streets Act of 2008 (AB 1358) and with the Complete Streets Policy adopted by this resolution, as such may be amended from time to time by the City Council.

SECTION 3. That the City Clerk shall certify to the adoption of the Resolution and shall forward a copy of this Resolution to the Los Angeles County Metropolitan Transportation Authority.

PASSED, APPROVED AND ADOPTED ON THE 15TH DAY OF JANUARY, 2019.



Steven Ly, Mayor

ATTEST:



Ericka Hernandez, City Clerk

APPROVED AS TO FORM:



Rachel H. Richman, City Attorney

STATE OF CALIFORNIA)

COUNTY OF LOS ANGELES) §

CITY OF ROSEMEAD)

I, Ericka Hernandez, City Clerk of the City Council of the City of Rosemead, California, do hereby certify that the foregoing City Council Resolution No. 2019-01, was duly adopted by the City Council of the City of Rosemead, California, at a regular meeting thereof held on the 15th day of January, 2019, by the following vote, to wit:

AYES: ARMENTA, CLARK, DANG, LOW, LY

NOES: NONE

ABSENT: NONE

ABSTAIN: NONE



Ericka Hernandez, City Clerk

Exhibit A

This Complete Streets Policy was adopted by Resolution No. 2019-01 by the City Council of the City of Rosemead, California, on the 15th day of January, 2019.

CITY OF ROSEMEAD COMPLETE STREETS POLICY

1. Complete Streets Principles.

- 1.1. Complete Streets Serving All Users. The City of Rosemead expresses its commitment to creating and maintaining Complete Streets that provide safe, comfortable, and convenient travel along and across streets (including streets, roads, highways, bridges, and other portions of the transportation system to the extent they are controlled by the City) through a comprehensive, integrated transportation network that serves all categories of users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, emergency vehicles, seniors, children, youth, and families.
- 1.2. Context Sensitivity. In planning and implementing street projects, all departments of the City of Rosemead shall maintain sensitivity to local conditions in both residential and business districts and shall work with residents, merchants, and other stakeholders to ensure that a strong sense of place ensues. Improvements that will be considered shall include sidewalks, shared use paths, bicycle lanes, bicycle routes, bicycle boulevards, paved shoulders, street trees, landscaping planting strips, accessible curb ramps, crosswalks, pedestrian refuge islands, pedestrian signals, signs, street furniture, bicycle parking facilities, public transit stops and facilities, transit priority signalization, and other features assisting in the provision of safe travel for all users, such as traffic calming circles and other traffic calming devices, transit bulb outs, and road diet.
- 1.3. Complete Streets Routinely Addressed by All Departments. All relevant Departments of the City of Rosemead shall work towards making Complete Streets practices a routine part of everyday operations; approach every relevant project, program, and practices as an opportunity to improve streets and the transportation network for all categories of users; and work in coordination with other departments, agencies, and jurisdictions to maximize opportunities for Complete Streets, connectivity, and cooperation. The following example project types provide opportunities: pavement resurfacing, restriping, accessing above and underground utilities, signalization operations or modifications, and maintenance of landscaping/related features. In order to ensure coordination and compliance with this Complete Streets Policy across all Departments and Divisions, the City shall develop internal practices that guide routine staff actions and decisions. These

practices shall be developed and updated by the Public Works Department in partnership with other relevant City Departments and Divisions. The Director of Public Works shall identify one or more Complete Streets policy coordinator(s) within each Division or at the Department level to oversee implementation of and future updates to this Policy.

- 1.4. All Projects and Phases. Complete Streets infrastructure sufficient to enable reasonably safe travel along and across the right of way for each category of users shall be incorporated into all planning, funding, design, approval, and implementation processes for any construction, reconstruction, retrofit, maintenance, operations, alteration, or repair of streets (including streets, roads, highways, bridges, and other portions of the transportation system), except that specific infrastructure for a given category of users may be excluded if an exemption is approved via the process set forth in Section 3.1 of this Policy.

2. Implementation.

- 2.1. Plan consultation and Consistency. Maintenance, planning, and design of projects affecting the transportation system shall be consistent with applicable local bicycle, pedestrian, transit, multimodal, and/or other relevant plans, except where such consistency cannot be achieved without negative consequences, and if the head of the relevant department provides written approval explaining the basis of such exemption. Such exemption shall be presented to Traffic Commission to ensure that the Commission has the opportunity to provide comments and recommendations.
- 2.2. Design. City of Rosemead will generally follow its own adopted design standards, including Greenbook and Caltrans Highway Design Manual and California Manual of Uniform Traffic Control Devices, and will also evaluate using the latest design standards and innovative design options with a goal of balancing user needs. The City shall continue to develop and regularly update and adhere to a set of roadway design guidelines that complies guidance from adopted plans, design manuals and local and national best practices, covering but not limited to the following topics: bikeway design; pedestrian design; traffic calming; roadway geometry signal operations; and other topics as deemed appropriate by the Director of Public Works. Wherever possible, specific dimensioned design details, cross-sections and plan views shall be provided for each of these elements.
- 2.3. Street network/Connectivity. As feasible, the City of Rosemead shall incorporate Complete Streets infrastructure into existing streets to improve the safety and convenience of users and to create employment, with the particular goal of creating a connected network of facilities accommodating each category of users, and increasing

connectivity across jurisdictional boundaries and for existing and anticipated future areas of travel origination or destination.

2.4. Traffic Commission Consultation. Transportation projects shall be reviewed by the Traffic Commission early in the planning and design stage to provide the Commission an opportunity to comment and recommend on Complete Street features to be incorporated into the project.

2.5. Evaluation. All relevant Departments and Divisions shall perform annual programmatic evaluations of how well the streets and transportation network of the City of Rosemead are serving each category of users by collecting baseline data and collecting follow-up data on a regular basis. The Public Works Department shall develop appropriate performance metrics and annually assess the need to update them. These performance metrics shall be developed and updated in partnership with other relevant City Departments and Divisions as well as outside agencies.

3. Exemptions.

3.1. Leadership Approval for Exemptions. Projects that seek exemption from the Complete Streets Policy must provide written finding of why accommodations for all modes were not included in the project, and must receive written approval by the Public Works Director or their designated representative.

Based on the Federal Highway Administration exemption policy, exemptions to the Rosemead Complete Streets Policy may be granted if one of the following criteria is met:

- a. Bicyclists and pedestrians are prohibited by law from using the roadway.
- b. The cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. In unusual circumstances, such as where natural features (e.g., steep hillsides, shorelines) make it very costly or impossible to accommodate all modes, "excessively disproportionate" is defined as exceeding twenty percent of the cost of the larger transportation project.
- c. Where sparse population or other factors suggest an absence of need. For example, all construction or reconstruction of public streets must include sidewalk improvements on both sides, unless the street is a cul-de-sac with few dwellings or the street has severe topographic or natural resource constraints.

- d. Transit accommodations are not required where there is no existing or planned transit service.
- e. Routine maintenance of the transportation network that does not change the roadway geometry or operations, such as mowing, sweeping, and spot repair.
- f. Where a reasonable and equivalent project along the same corridor is already programmed to provide facilities exempted from the project at hand.

ATTACHMENT G
COMPLETE STREETS SELF CERTIFICATION FORM
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

The Los Angeles County Metropolitan Transportation Authority requires that by the execution of this Funding Agreement, applicants shall have an adopted local Complete Streets policy, an adopted City Council Resolution in support of Complete Streets, or an adopted General Plan consistent with the state's Complete Streets Act of 2008 in order to be eligible for the next cycle of Metro capital grant funding programs. This Los Angeles County Complete Streets policy self-certification form should be completed and executed for all Measure M Metro Active Transport (MAT) funded projects.

1. Name of Sponsoring Agency or Grantee (whichever is applicable): Los Angeles County Public Works (Co-Sponsor)
2. Contact Name: Sarah Ahmed
3. Contact Phone: (626) 320-9557
4. Contact Email: sahmed@pw.lacounty.gov
5. Project Description:

The project is located in the following jurisdictions: City of Monterey Park, City of Rosemead, City of Montebello and Unincorporated Area (Los Angeles County Public Works). The City of Monterey Park will act as the sponsor agency, with Los Angeles County Public Works and the Cities of Rosemead and Montebello as the co-sponsor agencies. The project limits are:

- W 1st Street from Vancouver Avenue to Atlantic Blvd
- Atlantic Blvd from W 1st St to W Riggin St
- W Riggin St from Atlantic Blvd to Fulton Ave
- Fulton Ave from E Riggin St to E Markland Dr
- E Markland Dr from Fulton Ave to Potrero Grande Dr
- Potrero Grande Dr from E Markland Dr to San Gabriel Blvd
- Rush St from San Gabriel Blvd to Walnut Grove Ave

The project brings active connectivity to major activity and transportation centers through construction of long segments of missing sidewalks, ADA compliant curb ramps, and crosswalk enhancements. There is also a lack of regional bicycle connectivity between San Gabriel Valley cities, with many bicycle facilities dropping at city boundaries. The project proposes to expand alternative modes of travel by increasing the existing bicycle transportation network and enhancing pedestrian facilities. These measures will increase connectivity between homes, jobs, public transit, schools and recreational resources for a variety of road users in unincorporated South San Gabriel, Cities of Monterey Park, Montebello, and Rosemead.

Riggin St, in the City of Monterey Park is the only street that has existing bicycle facilities which includes Class III and Class II bike routes from Atlantic Blvd to Wilcox Ave. The

proposed bike facilities will extend and provide continuity and a connection to the existing bicycle facilities along Riggin St and to the future bicycle lanes along 1st St in East Los Angeles part of the Metro Gold Line Eastside Access Phase II project. Missing sidewalks along Potrero Grande Dr discourages Active Transportation by forcing pedestrians to walk in the street. This project will provide greater accessibility and mobility for pedestrians, cyclists, and transit users providing safe, productive alternative modes of travel. Identify participating agencies roles and responsibilities.

6. Identify participating agencies roles and responsibilities.

City of Monterey Park - Project Lead

- City of Monterey Park will lead the Project Management, Administration & Reimbursements

Participating Agencies

- City of Montebello: Participate in process, including input, community participating, and the review/approval process at the team level as well as provide oversight at the construction level
- City of Rosemead: Participate in process, including input, community participating, and the review/approval process at the team level as well as provide oversight at the construction level
- Los Angeles County Public Works: Participate in process, including input, community participating, and the review/approval process at the team level as well as provide oversight at the construction level

7. Insert adopted local Complete Streets policy, adopted City Council Resolution in support of Complete Streets, or adopted General Plan consistent with the state's Complete Streets Act of 2008.

This project supports the Bicycle Master Plan and Pedestrian Plan as part of the Los Angeles County General Plan 2035 (<https://planning.lacounty.gov/generalplan>).

By signing and self-certifying this form, the agency commits to the Metro Complete Streets Policy and confirms the adoption of a local Complete Streets policy, a City Council Resolution in support of Complete Streets, or a General Plan consistent with the state's Complete Streets Act of 2008.

Signature:

Agency Representative

Date

04.20.2021

2

Measure M MAT Attachment G - Complete
Streets Self Cert

Chapter 7: Mobility Element

I. Introduction

The California Complete Streets Act of 2008 requires the General Plan to demonstrate how the County will provide for the routine accommodation of all users of a road or street, including pedestrians, bicyclists, users of public transit, motorists, children, seniors, and the disabled. The Mobility Element addresses this requirement with policies and programs that consider all modes of travel, with the goal of making streets safer, accessible and more convenient to walk, ride a bicycle, or take transit.

The Mobility Element provides an overview of the transportation infrastructure and strategies for developing an efficient and multimodal transportation network. The Element assesses the challenges and constraints of the Los Angeles County transportation system, and offers policy guidance to reach the County's long-term mobility goals. Two sub-elements—the Highway Plan and Bicycle Master Plan—supplement the Mobility Element. These plans establish policies for the roadway and bikeway systems in the unincorporated areas, which are coordinated with the networks in the 88 cities in Los Angeles County. The General Plan also establishes a program to prepare community pedestrian plans, with guidelines and standards to promote walkability and connectivity throughout the unincorporated areas.

II. Background

Los Angeles County has one of the largest transportation systems in the world. Despite continuing efforts to increase transportation services and build transportation infrastructure, transportation systems are heavily burdened by the demands of a growing population and a diversity of activities. Transportation is also one of the biggest contributors of noise, and greenhouse gases and other air pollutants.

Regulatory Framework

Local agencies responsible for transportation services in Los Angeles County coordinate their activities to comply with the goals and policies of Southern California Association of Governments (SCAG) and Los Angeles County Metropolitan Transportation Authority (Metro). SCAG is the federally designated regional transportation planning agency responsible for preparing the Regional Transportation Plan (RTP) and the Sustainable Communities Strategy (SCS). Metro is the county-level transportation planning agency responsible for the preparation of the Long Range Transportation Plan (LRTP). The County, the 88 cities in Los Angeles County, and other transportation agencies engage in transportation planning activities by participating in the development and implementation of the RTP and LRTP.

The County participates in establishing policies, promoting specific projects, and funding the strategies in the RTP and the LRTP. Each Los Angeles County Supervisor is a member of the Metro Board of Directors, and two members of the Board of Supervisors serve on SCAG's Regional Council, and on the Southern California Regional Rail Authority (Metrolink) Board of Directors.

Metro is also the Congestion Management Agency for Los Angeles County and is responsible for implementing the Congestion Management Program (CMP). Metro is currently exploring the development of a countywide congestion mitigation fee program to improve transportation roadways including state facilities. This program, adopted locally by individual jurisdictions, would impose a fee

on new development that would be collected and spent locally on transportation projects that would help to ease regional congestion. For more information, please visit Metro's web site at http://www.metro.net/projects/congestion_mgmt_pgm/.

Transportation Systems in Los Angeles County

Public Transit

Los Angeles County is served by a large public transit system that includes rail systems and various bus service options, such as transitways and bus rapid transit systems. Figure 7.1 depicts the major public transit systems in Los Angeles County.

Figure 7.1: Major Public Transit Systems Map

Rail

Metro operates the Metro rail system, which is exclusively within Los Angeles County. The Metro rail system consists of the following lines: Red, Purple, Blue, Green, Gold and Expo. The hub of the system is in Downtown Los Angeles at Union Station. The Metro lines that primarily serve the unincorporated areas include the Metro Blue, Green and Gold Lines. The Metro Blue Line stations that serve the unincorporated areas include: Slauson, Florence, Firestone, Willowbrook and Del Amo. The Aviation/LAX, Vermont, Hawthorne, and Rosa Parks stations along the Metro Green Line also serve the unincorporated areas. The Gold Line has five stations that serve the unincorporated areas: Indiana, Maravilla, East LA Civic Center, Atlantic and Sierra Madre Villa.

Two additional rail service operators that provide services in Los Angeles County are Metrolink and Amtrak. The Southern California Regional Rail Authority (SCRRA) operates the 416-mile Metrolink commuter rail system, which has its hub in Downtown Los Angeles at Union Station and extends to Ventura, San Bernardino, Riverside, Orange, and San Diego counties, and serves some of the unincorporated areas. There is one Metrolink station located in the unincorporated community of Acton, on the Antelope Valley Line. Amtrak provides interstate service from points around the country to Union Station, as well as regional service between major cities throughout California.

Bus

With many regional and municipal operators providing bus services, buses provide the majority of public transit service in Los Angeles County. Examples of these operators include Torrance Transit, Foothill Transit, Santa Clarita Transit, and the Antelope Valley Transit Authority. According to Metro's 2009 Long Range Transportation Plan, the transit providers in Los Angeles County collectively operate 4,000 buses and serve 1.6 million bus riders daily.

The Metro bus system is the largest in Los Angeles County. Metro operates the Metro Rapid Bus service, which runs on select surface street corridors with fewer stops and electronic signal switching devices to expedite traffic flow, and the Metro Express Bus service, which are express bus routes for a portion of the route and then local or limited routes in other areas. Metro also operates two bus rapid transitways: the Orange Line and Silver Line. The Metro Orange Line operates on a dedicated bus lane in the San Fernando Valley and also includes a separated bike path that runs along part of the route. The Metro Silver Line operates between Downtown Los Angeles and the Artesia Transit Center.

Furthermore, the Los Angeles County Department of Public Works (DPW) operates fixed route shuttle services in the following unincorporated areas: Willowbrook and King Medical Center Shuttle

services in Willowbrook; Athens Shuttle service in West Athens-Westmont; Lennox Shuttle service in Lennox; Florence-Firestone/Walnut Park Shuttle service in Florence-Firestone and Walnut Park; El Sol Shuttle service in East Los Angeles; Sunshine Shuttle service in South Whittier; Avocado Heights/Bassett/West Valinda Shuttle service in Avocado Heights, Bassett and West Valinda; East Valinda Shuttle service in East Valinda; Edmund D. Edelman's Children's Court Shuttle service in East Los Angeles; Los Nietos Shuttle service in Los Nietos; and Acton/Agua Dulce Shuttle service in Acton and Agua Dulce. For detailed information on these shuttle services, please visit <http://www.lagobus.info>. For data on monthly average boardings for the County shuttles, please refer to Appendix D.

Paratransit

Paratransit is an alternative mode of flexible transportation that does not follow fixed routes or schedules. Demand-responsive paratransit contractors are used to meet the needs of seniors and mobility-impaired individuals living in the unincorporated areas.

The Whittier paratransit service operating in the unincorporated communities of North Whittier, West Whittier-Los Nietos and South Whittier-Sunshine Acres has, on average, the highest number of monthly boardings at 3,207. Unincorporated East Los Angeles has the second highest demand with 2,049 boardings on average per month. For detailed information on the County's paratransit services, please visit <http://www.lagobus.info>. For additional data on average monthly boardings, please refer to Appendix D.

Bikeways

The State Vehicle Code allows roadways to be used by bicyclists. Therefore, the entirety of surfaced roadways, excluding freeways, may be used by the bicycling public even though they are not all identified as bikeways. However, the lack of public awareness and the safety concerns associated with road sharing create a need for bikeways with a grade separation, lane delineation, or designated trail/path construction for bicycle users.

Bicycle Master Plan

The Los Angeles County Bicycle Master Plan, adopted in March 2012, provides policy guidance for building a comprehensive bicycle network throughout the unincorporated areas. The Bicycle Master Plan identifies bikeways and transportation systems that are available for use by bicyclists, such as roadways with bike lanes or designated bike routes, and dedicated off-road bike paths, such as bike paths along the flood protection channels. The purpose of the Bicycle Master Plan is to: 1) guide the development of infrastructure, policies and programs that improve the bicycling environment; 2) depict the general location of planned bikeway routes; and 3) provide for a system of bikeways that is consistent with the General Plan.

The Bicycle Master Plan maps depict bikeways along roadways in the unincorporated areas and along rivers, creeks, and flood protection facilities countywide. These bikeways may be used for both recreational use and commuter travel.

The Bicycle Master Plan also includes data on collisions involving bicyclists and motor vehicles in the unincorporated areas between the years 2004 and 2009. In total, there were 1,369 collisions, including 25 fatalities. One of the goals of the Bicycle Master Plan is to reduce the number of collisions by making bicycling more safe through the implementation of education programs and network improvements. For more detailed data on collisions in the unincorporated areas, please refer to Appendix D. To view the Bicycle Master Plan, including policies, programs, and the mapped

bicycle network, please visit DPW's Bicycle Master Plan web site at <http://dpw.lacounty.gov/go/bikeplan>.

Pedestrian Networks

The diversity of communities in Los Angeles County creates distinct conditions, opportunities and challenges for pedestrians. There are a number of trails and paths that are available for use by pedestrians, such as sidewalks, hiking trails, over and under passes, and skywalks. Together, these systems constitute a network for accommodating pedestrian travel.

Community Pedestrian Plans

The County is committed to improving the environment to allow for increased alternative transportation uses. The General Plan includes a program to prepare community pedestrian plans for the unincorporated areas that will set standards for sidewalks, street crossings, sidewalk continuity, street connectivity, and topography. The community pedestrian plans will emphasize the connectivity of pedestrian paths to and from public transportation, major employment centers, shopping centers, and government buildings.

For more information on community pedestrian plans, please refer to Program M-2, Community Pedestrian Plans in Chapter 16: General Plan Implementation Programs.

Freeway, Highway, and Local Road Networks

The highway network is comprised of the State Highway System, which consists of 915 freeway and highway miles, and includes U.S. Interstate freeways and state-maintained freeways and highways, High Occupancy Vehicle (HOV) lanes, and county and city highways. The California Department of Transportation (Caltrans) is the state agency responsible for the maintenance of freeways and highways. Caltrans estimates that on average there are more than 100 million vehicle miles traveled per day in Los Angeles County via the State Highway System. Figure 7.2 is a map of State Highways and Freeways System that serves Los Angeles County.

Figure 7.2: Highways and Freeways Map

The County is responsible for the design, construction, operation, maintenance, and repair of roads in the unincorporated areas, as well as in a number of local jurisdictions that contract with the County for these services. DPW maintains over 3,100 miles of major roads and local streets in the unincorporated areas and over 1,700 miles in 22 cities.

Highway Plan

The Los Angeles County Highway Plan provides policy guidance for building a comprehensive highway network throughout the unincorporated areas. The Highway Plan provides a highway system that is consistent with and supportive of the goals and policies outlined in the Land Use Element. More specifically, the Highway Plan maintains right-of-way corridors to ensure space for future facility improvements to accommodate alternative modes. This is important in urbanized areas, which often have limited room for expansion, but are in need of additional facilities and improvements, such as bike lanes, sidewalks, and bus service. This is also important in rural areas to accommodate trails and landscaping, which encourage active transportation, provide shade, and reduce runoff from pollutants.

The purpose of the Highway Plan is to: 1) depict the general location of planned highway routes; 2) provide a means for protecting highway rights-of-way within the unincorporated areas; 3) establish a

plan and process for coordinating highway policies with neighboring cities and counties; and 4) provide for a system of highways that is consistent with the General Plan.

The Los Angeles County Interdepartmental Engineering Committee (IEC), which is comprised of the Director of Planning, the Road Commissioner, and the County Engineer, is charged with maintaining the Highway Plan.

Figure 7.3 shows the Highway Plan, which includes locations of existing and proposed major arterial highways. Although the County has no jurisdiction over roads in the 88 cities, or the freeways and other state routes maintained by Caltrans, these roadways are included in the map for reference and visual continuity. The Highway Plan roadway classifications and descriptions are provided in Table 7.1.

Figure 7.3: Highway Plan Policy Map

Table 7.1: Highway Plan Roadway Classifications

Classification	Description
Major Highway	This classification includes urban and rural highways that are of countywide significance and are, or are projected to be, the most highly traveled routes. These roads generally require four or more lanes of moving traffic, channelized medians and, to the extent possible, access control and limits on intersecting streets. In urban areas, the typical right-of-way width for these highways is 100 feet. Alternative major highway sections may be established by the County to accommodate features such as raised medians, bicycle facilities, and wider parkways with varying right-of-way widths. In rural areas, major highways are intended to maintain a rural appearance (without curb, gutter, and/or sidewalk) to reflect the rural character of various communities throughout Los Angeles County. The typical right-of-way width of a rural major highway is 108 feet. Additional right-of-way may be required to accommodate other transportation uses. In addition, beyond the ultimate road right-of-way, there may be a need for additional dedications for trail purposes, to accommodate equestrian and other non-vehicular uses.
Secondary Highway	This classification includes urban and rural routes that serve or are planned to serve an areawide or countywide function, but are less heavily traveled than major highways. Secondary highways also frequently act as oversized collector roads that feed the countywide system. In this capacity, the routes serve to remove heavy traffic from local streets, especially in residential areas. Access control, especially to residential property and minor streets, is desirable along these roads. In urban areas, secondary highways generally have four lanes of vehicular traffic on 80 feet of right-of-way. However, configuration and width may vary with traffic demand and existing conditions. In a few cases, routes that carry major highway levels of traffic are classified as secondary highways because it is impractical to widen them to major highway standards. Alternative secondary highway sections may be established by the County to accommodate features such as raised medians, bicycle facilities, and wider parkways with varying right-of-way widths. In rural areas, certain connector highways to and between rural communities are also classified as secondary highways. These highways are intended to maintain a rural appearance (without curb, gutter, and/or sidewalk) to reflect the rural character of various communities throughout Los Angeles County. The typical right-of-way

	width of rural secondary highways is 86 feet. Additional right-of-way may be required to accommodate other transportation uses. In addition, beyond the ultimate road right-of-way, there may be a need for additional dedications for trail purposes, to accommodate equestrian and other non-vehicular uses.
Limited Secondary Highway	This classification includes urban and rural routes that provide access to low-density areas. In urban areas, limited secondary highways generally feature lower traffic volumes and multimodal transportation facilities. The typical right-of-way width of these highways generally ranges between 64-80 feet. Alternative secondary highway sections may be established by the County to accommodate features such as raised medians, bicycle facilities, and wider parkways with varying right-of-way widths. In rural areas, limited secondary highways are generally located in rural communities and remote foothill, mountain and canyon areas. These highways are intended to maintain a rural appearance (without curb, gutter, and/or sidewalk) to reflect the rural character of various communities throughout Los Angeles County. The typical right-of-way width of rural limited secondary highways is 64 feet. Additional right-of-way width may be required to accommodate left-turn pockets and passing lanes may be provided when required for traffic safety. The right-of-way may be increased for additional improvements where traffic or drainage conditions warrant. In addition, beyond the ultimate road right-of-way, there may be a need for additional dedications for trail purposes, to accommodate equestrian and other non-vehicular uses.
Parkway	This classification includes urban and rural routes that have park-like features either within or adjacent to the roadway. The right-of-way width required varies as necessary to incorporate these features, typically with a minimum of 80 feet. Roadway improvements vary depending on the composition and volume of traffic carried.
Expressway	This classification includes urban and rural controlled-access highways connecting communities. Expressways can generally accommodate six to ten traffic lanes and are intended for thru-traffic, featuring full or partial control of access. The right-of-way required varies as necessary to incorporate these features, but is typically 180 feet in width. Roadway improvements vary depending upon the composition and volume of traffic carried.

Level of Service

DPW uses level of service (LOS) to assess the congestion of roadways in the transportation system. Based on a roadway's volume-to-capacity ratio (the number of vehicles currently using the roadway compared to the ideal maximum number of vehicles that can efficiently use the roadway), a letter designation is assigned that represents the traffic flow conditions, or LOS. Letter designations "A" through "F" represent progressively declining traffic flow conditions. LOS designations indicate whether the roadways are operating in excess of their intended capacity. Acceptable LOS is determined on a case by case basis, but generally, Level D is the desired minimum LOS. In some instances, LOS below D will be deemed acceptable in order to further other General Plan goals and policies, such as those that protect environmentally sensitive areas, promote active transportation, and encourage infill development, particularly within the Transit Oriented Districts. For the freeway system, DPW will work closely with Caltrans to identify potential significant traffic impacts and traffic mitigations to alleviate traffic congestion within the unincorporated areas.

Table 7.2 provides the definitions for LOS A-F, which are based on the definitions in the Transportation Research Board's Highway Capacity Manual.

Table 7.2: Level of Service Definitions

LOS	Type of Flow	Description
A	Free flow	Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delay at intersections is minimal. The travel speed exceeds 85% of the base free-flow speed.
B	Stable flow	The ability to maneuver within the traffic stream is only slightly restricted and control delay at intersections is no significant. The travel speed is between 67% and 85% of the base free-flow speed.
C	Stable flow	The ability to maneuver and change lanes at midsegment locations may be more restricted than at LOS B. Longer queues at intersections may contribute to lower travel speeds. The travel speed is between 50% and 67% of the base free-flow speed.
D	Approaching unstable flow	Small increases in flow may cause substantial increases in delay and decreases in travel speed. The travel speed is between 40% and 50% of the base free-flow speed.
E	Unstable flow	Significant delay is commonly experienced. The travel speed is between 30% and 40% of the base free-flow speed.
F	Forced flow	Congestion is likely occurring at intersections, as indicated by high delay and extensive queuing. The travel speed is 30% or less of the base free-flow speed.

Although DPW utilizes the above described LOS criteria for assessing the performance of, and determining impacts to, roadways, DPW is currently working on the development of a multimodal transportation planning function. This effort will ensure that transportation facilities are planned, designed, and maintained to provide safe and efficient mobility for all users. Please refer to Program M-4, Multimodal Transportation Planning Function in Chapter 16: General Plan Implementation Program, for more details.

Aviation Network

There are 15 public-use airports located in Los Angeles County and one military airport located on San Clemente Island, as shown in Figure 7.4. The majority of passenger air transportation is serviced through Los Angeles International Airport (LAX), Burbank Airport, and the Long Beach Airport. Table 7.3 is a list of the airports and owners.

Figure 7.4: Airports/Airfields Map**Table 7.3: Los Angeles County Airports/Airfields**

Airport/Airfield	Location	Owner
Agua Dulce Airport	Agua Dulce	Private

Burbank (Bob Hope) Airport	City of Burbank	Airport Authority
Brackett Field Airport	City of La Verne	Los Angeles County
Catalina Island Airport	Santa Catalina Island	Private
Compton/Woodley Airport	City of Compton	Los Angeles County
El Monte Airport	City of El Monte	Los Angeles County
Frederick Sherman Field	San Clemente Island	U.S. Navy
General William J. Fox Airfield	City of Lancaster	Los Angeles County
Jack Northrop Field Airport (Hawthorne Municipal Airport)	City of Hawthorne	City of Hawthorne
Long Beach Municipal Airport (Daugherty Field Airport)	City of Long Beach	City of Long Beach
Los Angeles International Airport (LAX)	City of Los Angeles	City of Los Angeles (LAWA)
Santa Monica Municipal Airport	City of Santa Monica	City of Santa Monica
Palmdale Regional Airport	City of Palmdale	City of Los Angeles (LAWA)
Van Nuys Airport	City of Los Angeles, Van Nuys	City of Los Angeles (LAWA)
Whiteman Airport	City of Los Angeles, Pacoima	Los Angeles County
Torrance Municipal Airport-Zamperini Field	City of Torrance	City of Torrance

Freight Rail Network

Los Angeles County has an extensive rail network that is focused on the efficient and safe movement of goods throughout the region. An effective goods movement system requires the elimination of at-grade crossings, and the creation and operation of rail networks, such as the Alameda Corridor.

The Alameda Corridor is a 20-mile rail cargo corridor, with a 10-mile below-grade trench between the ports of Los Angeles and Long Beach and the central Los Angeles freight yard transfer stations. The Alameda Corridor has been instrumental in efficiently transporting goods from the ports to inland transfer stations. The Alameda Corridor East Project, which is an extension of the Alameda Corridor Project, covers the area from central Los Angeles eastward 35 miles through the San Gabriel Valley, past Pomona and onward to the transcontinental rail network. The \$910 million endeavor of mobility and safety improvements includes signalization upgrades, roadway widening, and 20 grade separations.

Figure 7.5 shows the freight and passenger rail lines that run throughout Los Angeles County.

Figure 7.5: Freight and Passenger Rail Lines Map

Interstate, Highways, and Local Roads

The six-county SCAG region has about 53,400 road miles traversing incorporated and unincorporated areas, 1,630 miles of which are interstate and freeway type. Sections of Interstate-710, Interstate-605, State Route-60, and State Route-91 carry the highest volumes of truck traffic in the region, averaging over 25,000 trucks per day in 2008. Other major components of the regional highway network also serve significant numbers of trucks, including Interstate-5, Interstate-10, Interstate-15, and Interstate-210, with some sections carrying over 20,000 trucks per day. These roads carry a mix of local, domestic trade, and international cargoes. The arterial roadway system also plays a critical role, providing “last mile” connections to the ports, manufacturing facilities, intermodal terminals, warehouses, and distribution centers.

Supportive Facilities

Harbors

The ports of Los Angeles and Long Beach are key links in the global economy and can handle a variety of cargo, including containers, bulk products, and automobiles. Combined, they are one of the largest and most efficient international shipping ports in the country, and the fifth busiest container port in the world. According to SCAG, the ports handled just under 120 million metric tons of cargo imports and exports, valued at \$336 billion in 2010. The ports also serve as a significant tourism driver, as the largest cruise ship terminal on the West Coast, serving over a million passengers per year.

Parking

A limited number of public parking lots are maintained in the unincorporated areas by a variety of agencies, including Caltrans, Metro, the Los Angeles County Departments of Beaches and Harbors, and DPW. Metrolink and Caltrans maintain park-and-ride lots adjacent to commuter rail stops. The County owns and operates the following four park-and-ride lots: Studio City (Ventura Boulevard); Pomona (Fairplex); San Dimas (Via Verde); and Acton (Acton/Vincent Grade Metrolink Station).

The County regulates on-street parking in certain high-traffic areas through restricted parking zones enforced by the Sheriff's Department and California Highway Patrol. In addition, the Los Angeles County Department of Regional Planning regulates parking for new developments by requiring an adequate number of spaces to meet anticipated demand.

Terminals

Terminal facilities provide multiple uses, from park-and-ride lots for daily commuter vehicles to the heavily used freight terminals that serve the ports. Fierce competition among West Coast cities for international trade business has led to the planning and construction of an efficient terminal network. The most notable terminal facilities are the intermodal terminal networks located in and around the ports of Los Angeles and Long Beach, the goods transfer stations located near Downtown Los Angeles, and several freight and trucking facilities in the City of Industry.

III. Issues

1. Providing Streets That Accommodate All Users

Historically, transportation planning and street design have focused on the efficient movement of automobiles and not on the travel needs of pedestrians, equestrians, and bicyclists. In order to

create more welcoming places to walk, ride and bicycle, as well as to take transit, more emphasis needs to be placed on these other viable modes of transportation. Furthermore, transportation corridor designs should accommodate all users, including children, seniors, and the disabled.

Aesthetics and function are also important considerations when creating comfortable places to walk, bicycle, and take transit. This can include landscaping, street furniture, and amenities, such as benches and shelters at transit stops.

In a jurisdiction as diverse as the unincorporated areas, the approach to complete streets must be flexible and street designs must be context-sensitive. For example, complete streets in rural areas, such as the Antelope Valley, could look and feel very different from complete streets in urban communities, such as Willowbrook and Florence-Firestone.

2. Creating a Multimodal Transportation System

Single occupant vehicle use is associated with the highest level of land consumption among all transportation modes, and generates the highest level of environmental impacts. Estimates from the American Community Survey suggest that 74 percent of residents in the unincorporated areas drive alone to work, compared with 13 percent that carpool and 6 percent that use public transportation. The percentages for walking and bicycling are even lower, at less than 2 percent each. To encourage alternative modes and discourage single occupant vehicle use, the County can facilitate an interconnected, multimodal network of streets, equestrian trails, alleys, paths, greenways, and waterways where people can choose to walk, bicycle, ride, take transit or drive. The key to achieving a functional and sustainable multimodal transportation system is to provide efficient connections between different modes. For example, bicyclists can conveniently travel to farther destinations if they have the option to board the transit system with their bicycles. Multimodal options, such as bicycling and walking are cost-effective, energy efficient and healthy alternatives to driving. Additionally, creating bike-friendly and walkable communities is a critical component in meeting the County's greenhouse gas emission and energy reduction goals, while enhancing vibrant, livable communities.

Mobility management is an important component of a multimodal transportation system. Highway congestion results in major social costs, and long travel times and congestion increase energy and oil usage, exacerbate automobile emissions, and diminish the region's quality of life. In addition, long delays and congestion negatively impact the region's economy. According to SCAG, by failing to address congestion in the region, jobs have been lost—every 10 percent decrease in congestion can bring an employment increase of about 132,000 jobs.

Mobility management is an important strategy for improving congestion and reducing VMTs. Mobility management strategies are designed to be used alone, or in concert with other policies to have a cumulative effect on the efficiency of the transportation system. Such strategies include the use of technologies in the development of transportation facilities and infrastructure, such as liquid and compressed natural gas, and hydrogen gas stations, Intelligent Transportation Systems (ITS), and electric car plug-in ports. Mobility management also refers to transportation demand management (TDM), which includes strategies that change travel behavior and discourage the single occupant driver, such as offering employer-based transit passes or increasing transit availability; regional carpooling programs; and parking management. One of the most effective TDM strategies is arguably congestion pricing.

Achieving a multimodal transportation system will require a greater investment in transit, pedestrian, and bicycle infrastructure. New proposals, such as tolling major freeways, double-decking highways, and/or raising the gas tax, all have varying levels of political and popular support. However, paying for transportation infrastructure will remain a critical planning issue. To plan efficient, functional and

cost-effective transportation networks, including public transit, roadways, and alternative transportation, the County should leverage investment with the planning, financing and management of other jurisdictions' transportation efforts. The County must work with transportation planning agencies on infrastructure, capital improvements and programming in areas where the General Plan focuses growth.

3. Connecting Transportation and Land Use Planning

For any transportation system to be effective, healthy and sustainable, all aspects—streets, freeways, public transit, highways, sidewalks, bicycle facilities, and freight movement—must be coordinated with land use planning. Land use and mobility are inherently linked. For example, sprawling single use development encourages driving. In another example, denser, communities with a mix of land uses that encourage transit use, walking, and bicycling are healthier and sustainable.

Land use planning and urban design are important factors in developing transit use and multimodal transportation options. Historically, streets have been designed to move the maximum amount of automobile traffic. Congested roadways and high on-street parking demand create insufficient space to accommodate bike lanes. In addition, a frequent complaint of bicyclists is the absence of adequate facilities to secure bicycles at public and private buildings or facilities. Many of the commercial corridors in mature urbanized areas are underutilized and in need of redevelopment. Strengthening mixed land uses and promoting compact development in these areas, in concert with design standards for rights-of-way, can help encourage walking and bicycling for shorter trips, as well as make transit more accessible. This is certainly true in the first-last mile connection to transit, which is the portion of a transit trip between a transit stop and one's final destination. At its April 2014 meeting, the Metro Board approved the First Last Mile Strategic Plan and Planning Guidelines, which aims to "better coordinate infrastructure investments in station areas to extend the reach of transit, with the ultimate goal of increasing ridership." The First Last Mile Strategic Plan details an extensive toolbox of pedestrian and cycling facilities that would make it safer and more convenient for riders to walk and bike to and from a transit stop. The strategies and tools identified in this Strategic Plan should be considered and utilized by the County, when feasible, during future planning efforts within the Transit Oriented Districts. The First Last Mile Strategic Plan is available online at: http://media.metro.net/docs/sustainability_path_design_guidelines.pdf. Finally, an important consideration in rural areas is to ensure that land uses account for equestrian uses, including the development of feeder trails and regional trails, to address equestrian mobility issues.

Because of the nature and financing of regional transportation networks, transportation planning is fragmented among many jurisdictions, agencies and County departments. Effective inter-jurisdictional collaboration, and public-private partnerships are essential to creating an efficient and multimodal transportation network.

4.Safe and Efficient Movement of Goods

The safe and efficient movement of goods is an important mobility issue that significantly impacts the economy. Goods movement has been negatively impacted by inefficient transportation networks. The ports, airports, rail lines and intermodal transit terminals have existing capacity constraints that undermine the efficiency and productivity of the goods movement system. In addition, the existing roadway and rail networks are reaching capacity. As a result, the system is susceptible to disruptions, which causes delays that reduce the quality of services and increase costs to consumers. Furthermore, the roadways and rail networks that accommodate the movement of goods are shared by motorists and passengers, which raises additional concerns over efficiency and safety.

The ports of Long Beach and Los Angeles are heavily investing in infrastructure to handle a projected doubling of container volumes. However, the ports have also been identified as one of the largest sources of air pollution in the region. In addition, terminal operations and supporting infrastructure are consumptive land uses, and are often characterized as having heavily polluting activities. The ports have created a Clean Air Action Plan in conjunction with the U.S. Environmental Protection Agency, the California Air Resources Board, and the South Coast Air Quality Management District to reduce emissions related to port operations.

The 2012–2035 RTP/SCS describes a goods movement system with initiatives and projects totaling nearly \$50 billion through 2035 for SCAG’s six-county region, including Los Angeles County. Key regional initiatives include a comprehensive system of zero- and/or near-zero-emission freight corridors, alleviation of major bottlenecks, a rail package totaling approximately \$12 billion, and an environmental strategy to address emissions through both near term initiatives and a long term action plan for technology advancement. The comprehensive system of zero- and/or near-zero-emission freight corridors includes Interstate-710. The rail package includes main line capacity enhancements, on-dock and near-dock rail facility improvements, and 71 grade separations. In addition, critical projects to facilitate access to the ports (e.g., improvements to the Gerald Desmond Bridge), and to alleviate congestion at critical border crossings, are underway.

Regional Clean Freight Corridor System

In past RTPs, SCAG has envisioned a system of truck-only lanes extending from the ports to Downtown Los Angeles along Interstate-710, connecting to an east-west segment, and finally reaching Interstate-15 in San Bernardino County. Such a system would address the growing truck traffic on core highways throughout the region and serve key goods movement industries in a manner that mitigates impacts on communities and the environment.

East-West Freight Corridor

The 2012–2035 RTP/SCS identifies a corridor concept that connects to the north end of the I-710 freight corridor and roughly parallel the Union Pacific Railroad Los Angeles Subdivision before finally following a route adjacent to SR-60 just east of SR-57. The potential use of two non-roadway routes provides an opportunity to move the facility away from neighborhoods and closer to the industrial activities that it would serve. Utilizing a right-of-way of approximately 100 feet, the bi-directional corridor would be restricted to truck traffic and have limited ingress/egress points. The East-West Freight Corridor would be a catalyst for the use of zero-and/or near-emission truck technologies, improving air quality for communities near the corridor and throughout the region.

Bottleneck Relief

The 2012 RTP/SCS allocates an estimated \$5 billion toward goods movement bottleneck relief strategies. Examples of bottleneck relief strategies include ramp metering, extension of merging lanes, ramp and interchange improvements, capacity improvements, and auxiliary lane additions. Additional project concepts will continue to be refined through SCAG’s Comprehensive Regional Goods Movement Plan and Implementation Strategy.

Truck Corridors and Localized Arterials

While SCAG’s effort is regional in scope, Metro is working to identify a County-Wide Strategic Truck Arterial Network (CSTAN) for Los Angeles County. The CSTAN will be informed by collection of data including truck counts on arterials, existing truck routes, connectivity to goods movement facilities, the location of bottlenecks, identification of land uses along truck routes and where they overlap with active transportation areas. The information is expected to guide funding priorities for projects such

as roadway widening, road repair and intersection improvements while minimizing potential conflicts between trucks and active transportation facilities.

While truck route studies have been performed at the council of government level, Metro is coordinating a countywide effort in recognition that truck routes frequently traverse subregions. As a key stakeholder and steward of public rights-of-way in the unincorporated areas, DPW serves as a technical advisor to the CSTAN program.

Air Travel and Cargo

SCAG expects air travel in the region to continue to grow. LAX, for instance, is the sixth busiest airport in the world and third busiest in the United States, offering more than 565 daily flights to 81 domestic cities and more than 1,000 weekly nonstop flights to 66 international destinations on more than 75 air carriers. It ranks 13th in the world in the amount of air cargo tonnage handled. In 2010, LAX served more than 59 million passengers, processed more than 1.9 million tons of air cargo valued at nearly \$84 billion, and handled 575,835 aircraft operations (landings and takeoffs).

A \$4.11 billion capital improvement program is underway at LAX, generating nearly 40,000 local jobs. The program's centerpiece is the \$1.5-billion Bradley West Project with new gates for the latest-generation aircraft; new concourses and seating areas; new retail and food and beverage offerings; and expanded areas for more efficient security screening, immigration and customs processing. There also are several major airfield and facility projects, including a new Central Utility Plant, new taxiways and taxi lanes, and multi-million-dollar renovations--undertaken by both Los Angeles World Airports (LAWA) and the airlines--to other terminals.

5. Impacts of Transportation on Natural and Community Resources

Transportation systems, goods movement activities, and automobile use directly affect quality of life. This includes traffic congestion, truck intrusion into neighborhoods, safety, land use incompatibility, poor air quality and related health impacts, restricted mobility and delay at rail crossings, noise and vibration impacts, and visual impacts. Significant short- and long-term air quality impacts directly result from goods movement activities, such as emissions from ocean ships, diesel trucks, as well as increased auto-emissions, which in turn contributes to climate change.

The expansion and operation of transportation systems, which invariably affect biological resources and water quality, can be mitigated to lessen the negative impacts on resources. One key ecological issue is the effect of increased runoff from paved surfaces, which increases sediment movement, destroys aquatic habitat, and redistributes road-source pollutants. A second crucial ecological issue is potential negative impacts of human transportation systems on biological resources. Human transit is often responsible for transporting non-native species to ecosystems that do not have any natural defenses against the new threats. At the same time, transit infrastructure creates physical barriers across wildlife habitats and corridors that can reduce the mobility of local species, contribute toward mortality, and threaten genetic diversity. As discussed in the Public Services and Facilities Element, the majority of stormwater runoff is discharged directly into the Pacific Ocean. The General Plan provides policies that support transportation systems that treat and infiltrate stormwater runoff to mitigate the environmental impacts of the runoff.

IV. Goals and Policies

Goal M 1: Street designs that incorporate the needs of all users.	
Topic	Policy
Complete Streets	Policy M 1.1: Provide for the accommodation of all users, including pedestrians, motorists, bicyclists, equestrians, users of public transit, seniors, children, and persons with disabilities when requiring or planning for new, or retrofitting existing, transportation corridors/networks whenever appropriate and feasible.
	Policy M 1.2: Ensure that streets are safe for sensitive users, such as seniors and children.
	Policy M 1.3: Utilize industry standard rating systems to assess sustainability and effectiveness of street systems for all users.
Goal M 2: Interconnected and safe bicycle- and pedestrian-friendly streets, sidewalks, paths and trails that promote active transportation and transit use.	
Topic	Policy
Active Transportation Design	Policy M 2.1: Provide transportation corridors/networks that accommodate pedestrians, equestrians and bicyclists, and reduce motor vehicle accidents through a context-sensitive process that addresses the unique characteristics of urban, suburban, and rural communities whenever appropriate and feasible.
	Policy M 2.2: Accommodate pedestrians and bicyclists, and reduce motor vehicle accidents by implementing the following street designs, whenever appropriate and feasible: • Lane width reductions to 10 or 11 feet in low speed environments with a low volume of heavy vehicles. • Wider lanes may still be required for lanes adjacent to the curb, and where buses and trucks are expected. • Low-speed designs. • Access management practices developed through a community-driven process. • Back in angle parking at locations that have available roadway width and bike lanes, where appropriate.

	Policy M 2.3: Accommodate pedestrians and bicyclists, and reduce motor vehicle accidents by implementing the following intersection designs, whenever appropriate and feasible: • Right angle intersections that reduce intersection skew. • Smaller corner radii to reduce crossing distances and slow turning vehicles. • Traffic calming measures, such as bulb-outs, sharrows, medians, roundabouts, and narrowing or reducing the number of lanes (road diets) on streets. • Crossings at all legs of an intersection. • Shorter crossing distances for pedestrians. • Right-turn channelization islands. Sharper angles of slip lanes may also be utilized. • Signal progression at speeds that support the target speed of the corridor. • Pedestrian push buttons when pedestrian signals are not automatically recalled. • Walk interval on recall for short crossings. • Left-turn phasing. • Prohibit right turn on red. • Signs to remind drivers to yield to pedestrians.
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	Policy M 2.4: Ensure a comfortable walking environment for pedestrians by implementing the following, whenever appropriate and feasible: • Designs that limit dead-end streets and dead-end sidewalks. • Adequate lighting on pedestrian paths, particularly around building entrances and exits, and transit stops. • Designs for curb ramps, which are pedestrian friendly and compliant with the American Disability Act (ADA). • Perpendicular curb ramps at locations where it is feasible. • Pedestrian walking speed based on the latest standard for signal timing. Slower speeds should be used when appropriate (i.e., near senior housing, rehabilitation centers, etc.) • Approved devices to extend the pedestrian clearance times at signalized intersections. • Accessible Pedestrian Signals (APS) at signalized intersections. • Pedestrian crossings at signalized intersections without double or triple left or right turn lanes. • Pedestrian signal heads, countdown pedestrian heads, pedestrian phasing and leading pedestrian intervals at signalized intersections. • Exclusive pedestrian phases (pedestrian scrambles) where turning volume conflicts with very high pedestrian volumes. • Advance stop lines at signalized intersections. • Pedestrian Hybrid Beacons. • Medians or crossing islands to divide long crossings. • High visibility crosswalks. • Pedestrian signage. • Advanced yield lines for uncontrolled crosswalks. • Rectangular Rapid Flashing Beacon or other similar approved technology at locations of high pedestrian traffic. • Safe and convenient crossing locations at transit stations and transit stops located at safe intersections.
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	Policy M 2.5: Ensure a comfortable bicycling environment by implementing the following, whenever appropriate and feasible: • Bicycle signal heads at intersections. • Bicycle signal detection at all signalized intersections. • Wayfinding signage. • Road diet techniques, such as lane narrowing, lane removal, and parking removal/restriction. • Appropriate lighting on all bikeways, including those in rural areas. • Designs, or other similar features, such as: shoulder bikeways, cycle tracks, contra flow bike lanes, shared use paths, buffered bike lanes, raised bike lanes, and bicycle boulevards.
	Policy M 2.6: Encourage the implementation of future designs concepts that promote active transportation, whenever available and feasible.
	Policy M 2.7: Require sidewalks, trails and bikeways to accommodate the existing and projected volume of pedestrian, equestrian and bicycle activity, considering both the paved width and the unobstructed width available for walking.
	Policy M 2.8: Connect trails and pedestrian and bicycle paths to schools, public transportation, major employment centers, shopping centers, government buildings, residential neighborhoods, and other destinations.
	Policy M 2.9: Encourage the planting of trees along streets and other forms of landscaping to enliven streetscapes by blending natural features with built features.
	Policy M 2.10: Encourage the provision of amenities, such as benches, shelters, secure bicycle storage, and street furniture, and comfortable, safe waiting areas near transit stops.
	Policy M 2.11: In urban and suburban areas, promote the continuity of streets and sidewalks through design features, such as limiting mid-block curb cuts, encouraging access through side streets or alleys, and promoting shorter block lengths.
Goal M 3: Streets that incorporate innovative designs.	
Topic	Policy
Innovative Street Design	Policy M 3.1: Facilitate safe roadway designs that protect users, preserve state and federal funding, and provide reasonable protection from liability.
	Policy M 3.2: Consider innovative designs when part of an accepted standard, or when properly vetted through an appropriate engineering/design review, in compliance with all state and federal laws.

	Policy M 3.3: Complete the following studies prior to the implementation of innovative design concepts: • An analysis of the current and future context of the community and neighborhood in which they are proposed; • A balanced assessment of the needs of all users and travel modes (i.e., pedestrian, bicycle, transit, vehicular, and equestrian, where appropriate); • A technical assessment of the operational and safety characteristics for each mode; and • A consistency check with transportation network plans, including the Highway Plan, Bicycle Master Plan, and Community Pedestrian Plans.
	Policy M 3.4: Support legislation that minimizes or eliminates liability associated with the implementation of innovative street designs that accommodate all users.
Goal M 4: An efficient multimodal transportation system that serves the needs of all residents.	
Topic	Policy
Transit Efficiency, Multimodal Transportation	Policy M 4.1: Expand transportation options that reduce automobile dependence.
	Policy M 4.2: Expand shuttle services to connect major transit centers to community points of interest.
	Policy M 4.3: Maintain transit services within the unincorporated areas that are affordable, timely, cost-effective, and responsive to growth patterns and community input.
	Policy M 4.4: Ensure expanded mobility and increase transit access for underserved transit users, such as seniors, students, low income households, and persons with disabilities.
	Policy M 4.5: Encourage continuous, direct routes through a connected system of streets, with small blocks and minimal dead ends (cul-de-sacs), as feasible.
	Policy M 4.6: Support alternatives to LOS standards that account for a multimodal transportation system.
	Policy M 4.7: Maintain a minimum LOS D, where feasible; however, allow LOS below D on a case by case basis in order to further other General Plan goals and policies, such as those related to environmental protection, infill development, and active transportation.
	Policy M 4.8: Provide and maintain appropriate signage for streets, roads and transit.
	Policy M 4.9: Ensure the participation of all potentially affected communities in the transportation planning and decision-making process.
	Policy M 4.10: Support the linkage of regional and community-level transportation systems, including multimodal networks.
	Policy M 4.11: Improve the efficiency of the public transportation system with bus lanes, signal prioritization, and connections to the larger regional transportation network.

	Policy M 4.12: Work with adjacent jurisdictions to ensure connectivity and the creation of an integrated regional network.
	Policy M 4.13: Coordinate with adjacent jurisdictions in the review of land development projects near jurisdictional borders to ensure appropriate roadway transitions and multimodal connectivity.
	Policy M 4.14: Coordinate with Caltrans on mobility and land use decisions that may affect state transportation facilities.
Travel Demand Management	Policy M 4.15: Reduce vehicle trips through the use of mobility management practices, such as the reduction of parking requirements, employer/institution based transit passes, regional carpooling programs, and telecommuting.
	Policy M 4.16: Promote mobility management practices, including incentives to change transit behavior and using technologies, to reduce VMTs.
Goal M 5: Land use planning and transportation management that facilitates the use of transit.	
Topic	Policy
Land Use and Transportation	Policy M 5.1: Facilitate transit-oriented land uses and pedestrian-oriented design, particularly in the first-last mile connections to transit, to encourage transit ridership.
	Policy M 5.2: Implement parking strategies that facilitate transit use and reduce automobile dependence.
	Policy M 5.3: Maintain transportation right-of-way corridors for future transportation uses, including bikeways, or new passenger rail or bus services.
Transportation Funding	Policy M 5.4: Support and pursue funding for the construction, maintenance and improvement of roadway, public transit, and equestrian, pedestrian and bicycle transportation systems.
	Policy M 5.5: Encourage financing programs, such as congestion pricing, bonding, increasing parking costs, fair share programs for each community, to implement local and state transportation systems and facilities.
Goal M 6: The safe and efficient movement of goods.	
Topic	Policy
Goods Movement	Policy M 6.1: Maximize aviation and port system efficiencies for the movement of people, goods and services.
	Policy M 6.2: Support the modernization of aviation systems, including LAX.
	Policy M 6.3: Designate official truck routes to minimize the impacts of truck traffic on residential neighborhoods and other sensitive land uses.
	Policy M 6.4: Minimize noise and other impacts of goods movement, truck traffic, deliveries, and staging in residential and mixed-use neighborhoods.

	Policy M 6.5: Support infrastructure improvements and the use of emerging technologies that facilitate the clearance, timely movement, and security of trade.
	Policy M 6.6: Preserve property for planned roadway and railroad rights-of-way, marine and air terminals, and other needed transportation facilities.
Goal M 7: Transportation networks that minimizes negative impacts to the environment and communities.	
Topic	Policy
Environmentally Sensitive Transportation Design	Policy M 7.1: Minimize roadway runoff through the use of permeable surface materials, and other low impact designs, wherever feasible.
	Policy M 7.2: Encourage the creation of wildlife underpasses and overpasses, fencing, signage, and other measures to minimize impacts to wildlife at junctures where transit infrastructure passes through or across sensitive habitats.
	Policy M 7.3: Encourage the use of sustainable transportation facilities and infrastructure technologies, such as liquid and compressed natural gas, and hydrogen gas stations, ITS, and electric car plug-in ports.
	Policy M 7.4: Where the creation of new or the retrofit of roadways or other transportation systems is necessary in areas with sensitive habitats, particularly SEAs, use best practice design to encourage species passage and minimize genetic diversity losses.
Rural Streets	Policy M 7.5: In rural areas, require rural highway and street standards that minimize the width of paving and the placement of curbs, gutters, sidewalks, street lighting, and traffic signals, except where necessary for public safety.

V. Mobility Element Implementation Programs

- Parking Ordinance
- Community Pedestrian Plans
- Safe Routes to School Program
- Multimodal Transportation Planning Function

For descriptions of these programs, please refer to Chapter 16: General Plan Implementation Programs.

[Text Boxes]

Model Design Manual for Living Streets

The Model Design Manual for Living Streets is a valuable resource for local jurisdictions looking to create streets that are safe and comfortable for all users and all modes. It outlines various design features that not only accommodate

cars, but also pedestrians, bicyclists, and transit riders. Street design features that help to create vibrant and attractive streets are also outlined in the manual.

The manual was funded by the Department of Health and Human Services through the Los Angeles County Department of Public Health and the UCLA Luskin Center for Innovation.

For more information please visit: <http://www.modelstreetdesignmanual.com/>

Green Streets

Green streets is a sustainable stormwater management and landscaping strategy that utilizes a combination of increased permeable surfaces and planted areas, soil filtration, vegetative bio-retention and underground stormwater retention basins to maximize groundwater recharge. Green streets not only improve water quality and drainage, but also improve mobility and promote complete streets through traffic calming. They also enhance the pedestrian experience through sustainable landscaping, such as bio-swales, street trees, rain gardens, and planters.

ATTACHMENT H
SPECIAL GRANT CONDITIONS
CLOSEOUT REPORTING POLICY FORM

Grantees are required to establish project goals and to identify basic performance indicators to be collected in order to measure the effectiveness of the projects. Grantees will be asked to collect and submit data and a Closeout Report to LACMTA upon completion of the project. Evaluations will need to be completed before and after projects are constructed. The costs for project evaluation shall be included in the project budget. At minimum, projects will be evaluated for their effectiveness in improving pedestrian and bicyclist safety and enhancing connectivity and mobility. Additionally, projects will be evaluated against the specific goals and objectives established in this program, including those related to innovative partnership and project delivery. Examples of the methods of evaluation are detailed below.

- **Safety:** Projects will aim to reduce the occurrence and severity of vehicle-pedestrian and vehicle-bicyclist crashes. Progress towards this goal can be measured by evaluating collisions and the details surrounding them, including where they occurred, when they occurred, who was involved, and what precipitating actions took place. Progress towards this goal also can be evaluated qualitatively through user interface surveys (e.g., assessing perceived safety of walking and bicycling).
Resources: [Transportation Injury Mapping System](#) and [Statewide Integrated Traffic Records System](#) (SWITRS).
- **Connectivity/Mobility:** Projects will aim to increase the number and percent of people walking or bicycling, and/or accessing transit on foot or bike. Progress towards this goal can be measured by counting the number of pedestrians and bicyclists using the constructed facilities. Bicycle and pedestrian counts should be taken on a mid-weekday and weekend, excluding winter months. The "after" counts should not be taken until six (6) months after the completion of the project. Bicycle and pedestrian count data should be uploaded to the SCAG/Metro Bike Count Data Clearinghouse. Progress towards this goal also can be measured by counting the number of households within a quarter-mile of a low-stress bicycle facility, the number of jobs within a quarter-mile of a low-stress bicycle facility, and the number of destinations (e.g., schools, medical centers, parks, etc.) within a quarter-mile of a low-stress bicycle facility. Progress towards this goal also can be evaluated qualitatively through user interface surveys.
- **Project Partnerships and Delivery Approaches:** Cycle 1 places a strong emphasis on innovative/experimental project partnerships and delivery. This priority can be evaluated through the assessment of project delivery timelines, as well as compiling and analyzing qualitative input from project sponsors and participants.

1. Name of Sponsoring Agency or Grantee (whichever is applicable): City of Monterey Park
2. Contact Name: Ron Bow
3. Contact Phone: 626-307-1255
4. Contact Email: Rbow@MontereyPark.ca.gov
5. Project Description:

The project is located in the following jurisdictions: City of Monterey Park, City of Rosemead, City of Montebello and Unincorporated Area (Los Angeles County Public Works). This project limits are on:

- W 1st Street from Vancouver Avenue to Atlantic Blvd,
- Atlantic Blvd from W 1st St to W Riggin St,
- W Riggin St from Atlantic Blvd to Fulton Ave,
- Fulton Ave from E Riggin St to E Markland Dr,
- E Markland Dr from Fulton Ave to Potrero Grande Dr,
- Potrero Grande Dr from E Markland Dr to San Gabriel Blvd,
- Rush St from San Gabriel Blvd to Walnut Grove Ave

The project brings active connectivity to major activity and transportation centers through construction of long segments of missing sidewalks, ADA compliant curb ramps, and crosswalk enhancements. There is also a lack of regional bicycle connectivity between San Gabriel Valley cities, with many bicycle facilities dropping at city boundaries. The proposed project proposes to expand alternative modes of travel by increasing existing bicycle transportation network and enhancing pedestrian facilities. These measures will increase connectivity between homes, jobs, public transit, schools and recreational resources for a variety of road users in unincorporated South San Gabriel, Cities of Monterey Park, Montebello, and Rosemead.

Riggin St, in the City of Monterey Park is the only street that has existing bicycle facilities which includes Class III and Class II bike routes from Atlantic Blvd to Wilcox Ave. The proposed bike facilities will extend and provide continuity and a connection to the existing bicycle facilities along Riggin St and to the future bicycle lanes along 1st St in East Los Angeles part of the Metro Gold Line Eastside Access Phase II project. Missing sidewalks along Potrero Grande Dr discourages Active Transportation by forcing pedestrians to walk in the street. This project will provide greater accessibility and mobility for pedestrians, cyclists, and transit users providing safe, productive alternative modes of travel. Identify participating agencies roles and responsibilities.

By signing this form, the agency commits itself to the following:

- Establishing project goals and to identify basic performance indicators to measure the effectiveness of the project, and
- Collecting data and submitting a completed Closeout Report to LACMTA upon completion of the project.

Signature:

Agency Representative

Date



City Council Staff Report

DATE: October 19, 2022

AGENDA ITEM NO: Public Hearing - 4A

TO: The Honorable Mayor and City Council
FROM: Martha Garcia, Director of Management Services
SUBJECT: Continuation of Public Hearing regarding consideration of a resolution of the City Council of the City of Monterey Park, California for Submittal and Receipt of Grant Funds for the Permanent Local Housing Allocation Program through the State Department of Housing and Community Development

RECOMMENDATION:

It is recommended that the City Council consider:

1. Continuing the public hearing originally scheduled for October 19, 2022 to November 2, 2022; and
2. Taking such additional, related, action that may be desirable.

EXECUTIVE SUMMARY:

A public notice was published on October 6, 2022, in the Monterey Park Progress newspaper to inform the public of the 10-day public review period Public Hearing for discussions on the 2019-2023 PLHA Plan. The draft PLHA Plan has been placed for public review on the City's website under the Management Services Department - Housing. City staff has not received any written comments concerning the PLHA Plan. At this time, additional time is needed to revise the Housing Element Annual Performance Report for each corresponding application funding years and is requesting that the item be continued to November 2, 2022.

Respectfully submitted by:

A handwritten signature in blue ink, appearing to read "Martha Garcia", is positioned above a horizontal line.

Martha Garcia
Director of Management Services

Approved by:

A handwritten signature in blue ink, appearing to read "Ron Bow", is positioned above a horizontal line.

Ron Bow
City Manager

Reviewed by:

A handwritten signature in blue ink, appearing to read "Karl H. Berger", is positioned above a horizontal line.

Karl H. Berger
City Attorney