



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 Meeting
Monterey Park City Hall Council Chambers
320 West Newmark Avenue, Monterey Park, CA 91754

Wednesday, October 15, 2025
6:30 PM

Mission Statement

The mission of the City of Monterey Park is to provide excellent service, foster growth and opportunity, and create a joyous and collaborative environment.

Land Acknowledgment

We would like to acknowledge that the land we inhabit today was once known as Tovangaar, the home of the Gabrieleño-Tongva people. We show our respect to the Gabrieleño-Tongva people, as well as all Indigenous people, past, present, and future, and honor their labor as original caretakers of this land. We commit to uplifting the Gabrieleño-Tongva people, invite you to acknowledge the history, and join us in caring for this land.

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 at www.montereypark.ca.gov/agendas.

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>. 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.

Public Participation

You may speak up to 5 minutes on an/each Agenda item and 5 minutes total for Consent Calendar. 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 by completing an online form at www.montereypark.ca.gov/writtencomm.

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.

Live Translation:

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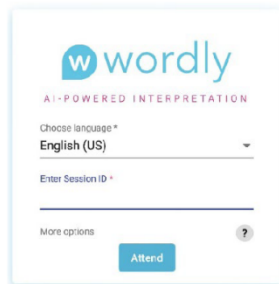
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1. Call to Order

Mayor

2. Flag Salute

The Monterey Park Police Explorers

3. Roll Call

Henry Lo, Vinh Ngo, Jose Sanchez, Thomas Wong, Elizabeth Yang

4. Agenda Revisions and Additions

5. Public Communications

6. Staff Communications

6.A. City Clerk's Office

6.B. City Manager's Office

6.C. Recreation & Community Services

6.D. Police Department

6.E. Public Works

7. Presentation

7.A. Economic Development Projects Update

8. Old Business

9. Consent Calendar

All items under the Consent Calendar are considered by the City Council to be routine and will be enacted by one motion. Specific items may be removed from the Consent Calendar at the request of any member of the City Council for separate consideration.

9.A. Minutes

It is recommended that the City Council consider:

1. Approving the minutes from the special meetings of September 16, 2025, and September 17, 2025 and the regular meeting of September 17, 2025; and
2. Taking such additional, related, action that may be desirable.

9.B. Approval of agreement with CivicPlus, LLC

It is recommended that the City Council consider:

1. Authorizing the City Manager to execute an agreement with CivicPlus, LLC for city website services, public records request platform, archiving of social media content, and agenda management platform, in a form approved by the City Attorney for an amount not to exceed \$60,000 plus an annual cost adjustment not to exceed 5% year over year;
2. Taking such additional, related, action that may be desirable.

9.C. Acceptance of Real Property located at 1688 W. Garvey Ave., CA, as partial satisfaction of debt owed to City, and payment of related fees

It is recommended that the City Council consider:

1. Authorizing the City Manager to accept, on behalf of the City, fee simple title to real property commonly known as 1688 West Garvey Avenue (APN 5254-002-031), as partial satisfaction of debt owed by Center Int'l Investments, LLC ("CII"), related to

- the City's abatement of CII's property located at 1688 West Garvey Avenue;
2. Authorizing payment of \$73,545.31 in trustee sales agent fees to take title of that real property; and
 3. Taking such additional, related, action that may be desirable.

CEQA (California Environmental Quality Act):

The City reviewed the environmental impacts of the proposed Ordinance pursuant to the California Environmental Quality Act (Public Resources Code §§ 21000, et seq. "CEQA") and the regulations promulgated thereunder (14 Cal. Code of Regs. §§ 15000, et seq., the "CEQA Guidelines"). This activity is exempt from the CEQA pursuant to CEQA Guidelines § 15601(b)(3) as it contemplates only administrative actions related to the acquisition of real property and it can be seen with certainty that there is no possibility that it may have a significant effect on the environment.

9.D. Vision Zero Action Plan

It is recommended that the City Council consider:

1. Authorizing the City Manager to execute a Professional Services agreement with Kimley-Horn and Associates, Inc., in a form approved by the City Attorney, for the preparation of Vision Zero Action Plan in an amount not to exceed \$957,140; and
2. Authorizing the Director of Public Works to approve Change orders and contingency up to \$95,714 (10%) of the contract amount, for a total project cost of \$1,052,854; and
3. Taking such additional, related, action that may be desirable.

9.E. Emergency Resolution Termination

It is recommended that the City Council consider:

1. Receiving and filing this staff report summarizing the status of the windstorm and firestorm local emergency;
2. Appropriating \$129,000 from Development Impact Fund 231 for CIP 95064;
3. Adopting a resolution terminating the local emergency; and
4. Taking such additional, related, action that may be desirable.

CEQA (California Environmental Quality Act):

The City reviewed the environmental impacts of the extension under the California Environmental Quality Act (Public Resources Code §§ 21000, et seq. "CEQA") and the regulations promulgated thereunder (14 Cal. Code of Regs. §§ 15000, et seq., the "CEQA Guidelines"). CEQA Guidelines §§ 15060(c)(2), 15061(b)(3), and 15378 exempt activities that will not result in a direct or reasonably foreseeable indirect physical change in the environment, activities where there is possibility that it may have a significant effect on the environment, and activities that do not constitute a "project" as defined, respectively. This activity reflects administrative changes and policy making. Accordingly, this activity is exempt from further review.

10. Public Hearing

11. New Business

11.A. Downtown Business Improvement District (BID) No. 1 2025 Annual Report and 2026 Proposed Budget

It is recommended that the City Council consider:

1. Receiving and filing the 2025 Annual Report with the City Clerk;
2. Approving the proposed Business Improvement District assessment and budget for the 2026 program year; and
3. Taking such additional related action that may be desirable.

11.B. Consideration to reappoint Joseph Leon to the San Gabriel Valley Mosquito and Vector Control District as the City of Monterey Park's representative

It is recommended that the City Council consider:

1. Reappointing Joseph Leon as the City Representative on the San Gabriel Valley Mosquito and Vector Control District Board of Trustee for a specified term of either two or four years; and
2. Taking such additional, related, action that may be desirable.

CEQA (California Environmental Quality Act):

Pursuant to Section 15061(b)(3) of the California Environmental Quality Act ("CEQA") Guidelines (the "common sense" exemption), this action is not a project for purposes of CEQA review because it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment

12. City Communications (City Council) / Future Agenda Items

13. Closed Session (if Required; City Attorney to Announce)

14. Adjournment



City Council Staff Report

Date: October 15, 2025
Agenda Item Number: 9.A.

To: The Honorable Mayor and City Council
From: Maychelle Yee , City Clerk
Subject: Minutes

Recommendation:

It is recommended that the City Council consider:

1. Approving the minutes from the special meetings of September 16, 2025, and September 17, 2025 and the regular meeting of September 17, 2025; and
2. Taking such additional, related, action that may be desirable.

Executive Summary:

The minutes are a record of the official actions taken at the City Council meeting.

Background:

It is recommended that the City Council consider approving the minutes from the special meetings of September 16, 2025, and September 17, 2025 and the regular meeting of September 17, 2025.

Strategic Plan Goal:

N/A

Fiscal Impact:

N/A

Attachments:

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 16, 2025**

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 the Council Chamber, located at 320 West Newmark Avenue in the City of Monterey Park, Tuesday, September 16, 2025, at 6:00 p.m.

1. Call to Order

Mayor Ngo called the meeting to order at 6:16 p.m.

2. Pledge of Allegiance

The Monterey Park Police Color Guard led the flag salute. Pledge of Allegiance presented by Civic Superstars Liliana Kazachka, Alexander Kazachki, Mayah Kazachka and Milenah Kazachka.

3. Roll Call

City Clerk Maychelle Yee called the roll:

Council Members Present: Henry Lo, Vinh Ngo, Jose Sanchez, Thomas Wong, Elizabeth Yang

Council Members Absent: None.

Also Present:

City Treasurer Amy Lee

City Manager Inez Alvarez

City Attorney Karl Berger

Assistant City Manager Diana Garcia

Director of Finance Martha Garcia

Director of Human Resources and Risk Management Christine Tomikawa

Director of Community Development Timothy Hou

Director of Recreation and Community Services Robert Aguirre

Acting City Librarian LV Frazier

Director of Public Works Shawn Igoe

Police Chief Scott Weise

Fire Chief Jason Hing

Deputy City Clerk Cindy Trang

Virtually present:

None.

4. Agenda Revisions and Additions

None.

5. Public Communications

Outgoing Mayor Ngo recognized special guests in attendance, which include Jeffrey Prang from the Los Angeles County Tax Assessors Office; State Senator Sasha Renée Pérez; Council Member Danny Hang from the City of West Hollywood; Jennifer Tang representing the office of Assembly Member Mike Fong's office; Gigi Lee representing the Office of Congresswoman Judy Chu; Edith Gonzalez from the Los Angeles County Office of Supervisors Hilda D. Solis; Mayor Kathleen Lee from the City of Alhambra; Council Member Noya Wang from the City of Alhambra; Council Member Samuel Kang from the City of Duarte; Honorable Mike Eng from the San Gabriel Valley Water District; former Mayors of the City of Monterey Park David Lau, Anthony Wong, Stephen Lam, Peter Chan and Yvonne Yiu; former Monterey Park City Clerk Theresa Amador; City Council Member William Go from the City of Irvine; Board Member Andrew Yam from the Garvey School District; former volunteers that have served the City of Monterey Park's Boards and Commissions and former Board Member Sophie Wong from the Alhambra Unified School District.

6. New Business

6.A. Outgoing Address by Mayor Vinh Ngo

Outgoing Mayor Ngo delivered his outgoing City Council address, conveying the accomplishments achieved during his term as Mayor. He elaborated on his appreciation to his fellow City Council members and City staff for their collaborative efforts in maintaining the City.

The City Council presented outgoing Mayor Ngo with a plaque honoring his role as Mayor for the City of Monterey Park.

6.B. Reorganization of Monterey Park City Council

It is recommended that the City Council consider:

1. Appointing the Mayor and Mayor Pro Tem in accordance with City Council policy established by Resolution No. 11507; and
2. Taking such additional, related action that may be desirable.

Action Taken: The City Council approved the recommendation.

Motion: Moved by Council Member Sanchez and seconded by Council Member Wong, motion by the following vote:

Ayes: Council Members: Henry Lo , Vinh Ngo, Jose Sanchez, Thomas Wong, Elizabeth Yang

Noes: Council Members: None

Absent: Council Members: None

Abstain: Council Members: None

Recusal: Council Members: None

6.C. Mayor Pro Tem Installation of Henry Lo

Andrew Yam, Board Member of the Garvey Unified School District, administered the Oath of Affirmation to Mayor Pro Tem Lo and presented him with his badge and business cards.

Mayor Pro Tem Lo provided words of appreciation about his new role as Mayor Pro Tem and spoke about his dedication to the Monterey Park community.

6.D. Mayoral Installation of Elizabeth Yang

Mike Eng, Treasurer and Board Member of the San Gabriel Valley Municipal Water District administered the Oath of Affirmation to Mayor Yang

Mayor Yang's husband Philip Cheng; mother Kelly Yang; daughter Liliana Kazachka and son Alexander Kazachki presented Mayor Yang with her badge and business cards.

6.E. Presentations

Presentations were heard after Agenda Item No. 6.F., Mayors Address.

Gigi Lee from the Office of Congresswoman Judy Chu, presented certificates to City Council Member Ngo, Mayor Pro Tem Lo and Mayor Yang.

California State Senator Sasha Renée Pérez expressed her gratitude towards the City Council and awarded certificates to City Council Member Ngo, Mayor Pro Tem Lo and Mayor Yang.

Jennifer Tang from the Office of Assemblymember Mike Fong shared her appreciation to the City Council and bestowed certificates to Mayor Pro Tem Lo and Mayor Yang.

Council Member Danny Hang of the City of West Hollywood and on behalf of the Los Angeles County Assessors Office of Jeffrey Prang granted certificates to Council Member Ngo, Mayor Pro Tem Lo and Mayor Yang.

Edith Gonzalez from the Office of Supervisors dedicated certificates to City Council Member Ngo, Mayor Pro Tem Lo and Mayor Yang.

Mayor Kathleen Lee and Council Member Noya Wang from the City of Alhambra presented certificates in appreciation to City Council Member Ngo, Mayor Pro Tem Lo and Mayor Yang.

Mike Eng from the San Gabriel Valley Municipal Water District expressed words of recognition to the City Council and granted certificates to Council Member Ngo, Mayor Pro Tem Lo and Mayor Yang.

Scott Kwong and Shirley Hwong of the Chinese American Citizens Alliance, San Gabriel Lodge awarded a plaque to Mayor Yang.

Rick Eng and William Tham from the Organization of Chinese Americans (OCA), Greater Los Angeles bestowed certificates to Council Member Ngo, Mayor Pro Tem Lo and Mayor Yang.

Stephen Lam, former Mayor of Monterey Park, shared words of gratitude and delivered certificates to the City Council.

6.F. Mayor's Address

Mayor Yang presented her Mayor's Address after Agenda Item No. 6.D.

Mayor Yang spoke about her dedication to the City of Monterey and her goals as a public servant.

7. Adjournment

There being no further business for consideration, the meeting was adjourned at 7:37 p.m.

Maychelle Yee
City Clerk

Approved on MM DD, 2025, at the Regular City Council Meeting

**Minutes
Monterey Park City Council
Financing Authority (MPFA)
Housing Authority (MPHA)
Geologic Hazard Abatement District (GHAD)
Successor Agency (SA)
Special Meeting
September 17, 2025**

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, Wednesday, September 17, 2025, at 6:00 p.m.

1. Call to Order

Mayor Yang called the meeting to order at 6:01 p.m.

2. Roll Call

City Manager Inez Alvarez called the roll:

Council Members Present: Henry Lo , Vinh Ngo, Jose Sanchez, Thomas Wong, Elizabeth Yang

Council Members Absent: None

Also Present:

City Attorney Karl Berger

Assistant City Manager Diana Garcia

Virtually Present: Human Resources and Risk Management Director Christine Tomikawa

3. Public Communications

None.

4. Closed Session

The City Council adjourned to Closed Session at 6:01 p.m.

4.A. Conference with Legal Counsel – Existing Litigation - Government Code § 54956.9(d). Number of Cases: 1

**Shane Reilly. Case No. WCAB Nos.: ADJ17145878 (filed 7/18/2022);
ADJ17145880 (filed 12/2/2022)**

5. Adjournment

The City Council reconvened and adjourned from Closed Session with all Council Members present at 6:17 p.m.

There being no further business for consideration, the meeting was adjourned at 6:17 p.m.

Action Taken: No reportable action taken in Closed Session.

Maychelle Yee
City Clerk

Approved on MM DD, 2025, at the Regular City Council Meeting

**Minutes
Monterey Park City Council
Financing Authority (MPFA)
Housing Authority (MPHA)
Geologic Hazard Abatement District (GHAD)
Successor Agency (SA)
Regular Meeting
September 17, 2025**

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 17, 2025, at 6:30 p.m..

1. Call to Order

Mayor Yang called the meeting to order at 6:36 p.m.

2. Flag Salute

The Monterey Park Police Explorers led the flag salute.

3. Roll Call

City Clerk Maychelle Yee called the roll:

Council Members Present: Henry Lo, Vinh Ngo, Jose Sanchez, Thomas Wong, Elizabeth Yang

Council Members Absent: None.

Also Present:

City Treasurer Amy Lee

City Manager Inez Alvarez

City Attorney Karl Berger

Assistant City Attorney Timothy Campen

Deputy City Attorney Joaquin Vazquez

Director of Finance Martha Garcia

Director of Community Development Timothy Hou

Acting City Librarian LV Frazier

Director of Public Works Shawn Igoe

Police Chief Scott Wiese

Fire Chief Jason Hing

Finance Services Manager Laura Borjon

Public Works Manager Xochitl Tipan

Planning Manager Beth Chow

IT Manager Martin Dinh

Engineering Manager/Transtech Consultant Ziad Mazboudi

Senior Planner Eliana Muñoz

Principal Management Analyst Rebecca Bojorquez

Deputy City Clerk Cindy Trang

Code Enforcement Supervisor Rey Lozano

Virtually Present:

Director of Human Resources and Risk Management Christine Tomikawa
Director of Recreation and Community Services Robert Aguirre

4. Agenda Revisions and Additions

City Manager Alvarez requested the addition of Public Works and the Fire Department in Staff Communications and requested Agenda Item No. 7.B. to be heard after Public Communications.

5. Public Communications

- Andy Louie spoke about Assembly Bill 413 and requested to have the curbs on sidewalks painted red to mitigate accidents and to enforce the law on residents who may not be informed of its implementation.
- Dawn Rock congratulated Mayor Yang on her Mayoral Installation and spoke about her attendance to the Celebration of Life of Jake Ohara. She commented about his life and the impact he had on the Monterey Park community. She recommended Jake's life be honored through a ceremony or through a tree memorial and encouraged the City Council to attend the San Gabriel Valley Power Up Beacon's fundraiser to help save the Barnes Park pool.
- Maychelle Yee, speaking as a resident, conveyed her opinion about the rules of public participation during the City Council meeting.

6. Staff Communications

This Agenda Item was heard after Agenda Item No. 7.B.

6.A. Public Works

Director of Public Works Igoe shared a flyer about the recent Garvey Avenue Improvement Projects Community Meeting and encouraged the public to attend the department's future meetings and provide feedback.

6.B. Fire Department

Fire Battalion Chief Gin presented a PowerPoint presentation about National Preparedness Month and spoke about what the Fire Department does in celebration, such as the Community Preparedness Clinic, the Community Emergency Response Team certification, and internal staff training. Fire Battalion Chief Gin spoke about the benefits of the Everbridge Emergency Alert system and briefly spoke about a video teaching the residents how to prepare a "Go Kit" for their vehicles in case of an emergency.

7. Presentation

7.A. Ware Disposal - Update on First Year of Service

Agenda Item No. 7.A. was heard after Staff Communications.

Ware Zero Waste Specialist, Martin Figuerora, alongside Ware Legislative Director, Jason Rush, presented a PowerPoint presentation providing an overview of the services WARE provided in their first year with the City of Monterey Park and advertised bulky item pick-up and their Monthly Compost Giveaway event. They elaborated on Ware's outreach and education materials for the public and presented the challenges and improvements they have seen during the year alongside their plans for next year.

7.B. Introduction of Jason Hing, Fire Chief

This item was heard after Public Communications.

City Manager Alvarez introduced Jason Hing as the new Fire Chief for the City and shared an overview of his past endeavors as the Deputy Fire Chief for the City of Los Angeles. The City Council welcomed Fire Chief Hing to the City of Monterey Park.

8. Old Business

None.

9. Consent Calendar

Consent Calendar was heard after Agenda Item No. 7.A.

All items under the Consent Calendar are considered by the City Council to be routine and will be enacted by one motion. Specific items may be removed from the Consent Calendar at the request of any member of the City Council for separate consideration.

Action Taken: The City Council approved and adopted Agenda Item Nos. 9.A., 9.B., 9.C., 9.D., 9.E., 9.F., 9.H., 9.I., and 9.K. except for Agenda Item No. 9.G. and 9.J. which were pulled for discussion, separate motion, reading resolutions and ordinances by the title only and waiving further reading thereof.

Motion: Moved by Mayor Pro Tem Lo and seconded by Council Member Wong, motion carried by the following vote:

Ayes: Council Members: Henry Lo, Vinh Ngo, Jose Sanchez, Thomas Wong, Elizabeth Yang

Noes: Council Members: None

Absent: Council Members: None

Abstain: Council Members: None

Recusal: Council Members: None

9.A. Approval of Minutes

The minutes are a record of the official actions taken at the City Council meeting.

Recommendation:

It is recommended that the City Council consider:

1. Approving the minutes from the special meetings of August 20, 2025, and August 26, 2025 and the regular meeting of August 20, 2025; and
2. Taking such additional, related, action that may be desirable.

Action Taken: The City Council approved the recommendation, on Consent Calendar.

9.B. Waive further reading and adopt Zoning Code Amendment (ZCA 25-04), an Ordinance implementing Measure JJ by amending the Monterey Park Municipal Code ("MPMC") governing permissible land uses and site development plans in the Saturn Park Innovation/ Technology Zone.

Type of Action: Legislative

Decision-Making Body: Pursuant to MPMC § 2.56.020(c), the City Council is the City's Planning Agency for this matter. In considering the recommended actions, the City Council acts in its discretionary legislative capacity (formulating rules that apply to all future cases). For the proposed ZCA, the City Council must make findings pursuant to MPMC § 21.38.050:

- That the proposed amendment is consistent with the goals, policies, and objectives of the General Plan;
- That the proposed amendment will not adversely affect surrounding properties; and
- That the proposed amendment promotes public health, safety, and general welfare and serves the goals and purposes of the zoning regulations within the MPMC.

These findings are included in the attached Ordinance (Attachment 1 to the September 3, 2025 staff report). Accordingly, a Notice of Determination has been prepared for the proposed Ordinance (Attachment 2 to the September 3, 2025 staff report).

On October 2, 2024, the City Council considered the Saturn Park Advisory Review Committee's ("SPARC") recommendations regarding potential future land uses within the Saturn Park Innovation/Technology Zone ("SPITZ") ^[1] and directed the City Manager and City Attorney to draft zoning regulations to expand allowable uses in the area. Updating the MPMC to include these additional land uses serves the public interest and implements Measure JJ (which ratified the General Plan's Land Use and Urban Design Element), SPARC's recommendations, and City Council direction. This Ordinance would implement the SPITZ.

^[1] The SPITZ is codified in MPMC Chapter 21.14

The Ordinance was introduced and received first reading at the September 3, 2025 City Council meeting. Second reading and adoption of this Ordinance is recommended. If adopted, the ordinance will take effect in 30 days.

Recommendation:

It is recommended that the City Council consider:

1. Waiving the second reading and adopting the proposed Ordinance; and
2. Taking such additional, related, action that may be desirable.

Action Taken: The City Council waived the second reading and adopted Ordinance No. 2270, on Consent Calendar.

Ordinance No. 2270

An Ordinance implementing Measure JJ by amending the Monterey Park Municipal Code ("MPMC") governing Permissible land uses in the Saturn Park Innovation/Technology Zone

9.C. Professional Services Agreement with Fairbank, Maslin, Maullin, Metz and Associates to Conduct Public Opinion Surveys

The Director of Finance ("Director") is requesting to enter into an agreement with FM3 to provide two public opinion surveys. FM3's relevant experience conducting public opinion research and surveys has been instrumental in identifying the priorities of the City's residents. The City is requesting the agreement to allow for two public opinion surveys. The term of the agreement is through September 30, 2026, for an amount not to exceed \$74,000.

Recommendation:

It is recommended that the City Council consider:

1. Authorizing the City Manager to execute an Agreement with Fairbank, Maslin, Maullin, Metz and Associates (FM3) in a form approved by the City Attorney; to conduct two public opinion surveys for an amount not to exceed \$74,000; and
2. Taking such additional, related, action that may be desirable.

Action Taken: The City Council approved the recommendation, on Consent Calendar.

9.D. Amendments to Agreements No. 2048-A and No. 1704.AA with Hinderliter De Llamas and Associates/Hinderliter Software, LLC for Sales Tax and Business License Tax and Transient Occupancy Tax Consulting Services

The City has an existing contract with Hinderliter De Llamas and Associates/Hinderliter Software, LLC ("HdL") for sales tax, business license tax, transient occupancy tax ("TOT"), and auditing services. The proposed amendment for sales tax consulting services would extend the term of the Agreement to September 26, 2030 with a total not to exceed amount of \$75,000 for a 5-year term. The proposed amendment for business license tax and TOT consulting services would extend the term of the Agreement to September 26, 2030, with a total not to exceed amount of \$56,425 for a 5-year term.

Recommendation:

It is recommended that the City Council consider:

1. Authorizing the City Manager to execute an amendment with Hinderliter De Llamas and Associates/Hinderliter Software, LLC ("HdL"), in a form approved by the City Attorney; for sales tax and transaction tax consulting services in an amount not to exceed \$75,000;

2. Authorizing the City Manager to execute an amendment with Hinderliter De Llamas and Associates/Hinderliter Software, LLC ("HdL"), in a form approved by the City Attorney; for business license tax operations and compliance and for transient occupancy tax consulting services in an amount not to exceed \$56,425; and
3. Taking such additional, related, action that may be desirable.

Action Taken: The City Council approved the recommendations, on Consent Calendar.

9.E. Resolution approving successor Memorandum of Understanding between the City of Monterey Park and the Monterey Park Police Captains' Association ("MPPCA") for the term of July 1, 2025 to June 30, 2028

The City of Monterey Park's ("City") representatives met with MPPCA representatives to meet and confer in good faith to negotiate the terms and conditions of a successor MOU. The parties reached agreement to be approved by the City Council for a term effective July 1, 2025 to June 30, 2028.

Recommendation:

It is recommended that the City Council consider:

1. Adopting a Resolution approving successor Memorandum of Understanding ("MOU") between the City of Monterey Park and the Monterey Park Police Captains' Association ("MPPCA"); and
2. Taking such additional, related, action that may be desirable.

Action Taken: The City Council adopted Resolution No. 2025-R79, on Consent Calendar.

Resolution No. 2025-R79

A resolution approving the Memorandum of Understanding for Contract Years 2025-2028 between the City of Monterey Park and the Monterey Park Police Captains' Association

9.F. Resolution approving successor Memorandum of Understanding between the City and the Monterey Park Firefighters' Association ("MPFFA") for the term of July 1, 2025 to June 30, 2027.

The City of Monterey Park representatives ("City") met with the MPFFA representatives to meet and confer in good faith to negotiate the terms and conditions of a successor MOU. The parties reached agreement to be approve by the City Council for a term effective July 1, 2025 to June 30, 2027.

Recommendation:

It is recommended that the City Council consider:

1. Adopting Resolution approving successor Memorandum of Understanding ("MOU") between the City of Monterey Park and the Monterey Park Firefighters' Association ("MPFFA"); and

2. Taking such additional, related, action that may be desirable.

Action Taken: The City Council adopted Resolution No. 2025-R80, on Consent Calendar.

Resolution No. 2025-R80

A resolution approving the Memorandum of Understanding for contract years 2025-2027 between the City of Monterey Park and the Monterey Park Firefighters' Association

9.G. Notice of Completion Review of Capital Improvement Projects

Pursuant to City Council Resolution No. 11701, the Public Works Director ("Director") is authorized to record a Notice of Completion for Capital Improvement Projects ("CIP"). The City recently completed CIP 96012 – Potrero Grande Signal Improvements; CIP 96046 – Monterey Pass Road Rehabilitation Project; CIP 95044 – Barnes Gym Flooring; HVAC Installation at Langley Senior Center Project; CIP 96054 – Concrete Improvement at Various Locations; CIP 95013, 95014, 95031 – Barnes Park & Langley Senior Citizen Restroom Rehabilitation Project; CIP 96048 Curb Ramp Improvements Project at Various Locations; and CIP 99012 Centralized Groundwater Treatment System. Upon completion, the work was inspected and approved by the City Engineer. It is recommended that the City Council receive and file the Notice of Completions recorded by the Director for these projects.

Recommendation:

It is recommended that the City Council consider:

1. Receiving and filing the Notice of Completion recorded by the Public Works Director on February 19, 2025 accepting the Potrero Grande Signal Improvements Project completed by PTM General Engineering, Inc.;
2. Receiving and filing the Notice of Completion recorded by the Public Works Director on April 24, 2025 accepting the 2022-23 Monterey Pass Road Rehabilitation Project completed by Hardy and Harper, Inc.;
3. Receiving and filing the Notice of Completion recorded by the Public Works Director on May 20, 2025 accepting the Barnes Gym Flooring Project completed by R&S Flooring Solutions.;
4. Receiving and filing the Notice of Completion recorded by the Public Works Director on May 21, 2025 accepting the HVAC Installation at Langley Senior Center Project completed by Barberio Enterprises, Inc. dba Westco Service Company.;
5. Receiving and filing the Notice of Completion recorded by the Public Works Director on May 20, 2025 accepting the Concrete Improvement at Various Locations Project completed by CT&T Concrete Paving, Inc.;
6. Receiving and filing the Notice of Completion recorded by the Public Works Director on June 4, 2025 accepting the Barnes Park & Langley Senior Center Restroom Rehabilitation Project completed by U.S. Builders and Consultants, Inc.;
7. Receiving and filing the Notice of Completion recorded by the Public Works Director on June 10, 2025 accepting the Curb Ramp Improvements Project completed by Onyx Paving Company Inc.;

8. Receiving and filing the Notice of Completion recorded by the Public Works Department on July 2, 2025 accepting the Centralized Groundwater Treatment System Project, completed by J.R. Filanc Construction Company, Inc; and
9. Taking such additional, related, action that may be desirable.

Discussion: Director of Public Works Igoe provided a PowerPoint presentation elaborating on the completed Capital Improvement Projects which include the: Potrero Grande Signal Improvements Project, Monterey Pass Road Rehabilitation Project, Barnes Gym Flooring Project, HVAC Installation at Langley Senior Center Project, Concrete Improvement at Various Locations Project, Barnes Park & Langley Senior Center Restroom Rehabilitation Project, Curb Ramp Improvements Project completed by Onyx Paving Company Inc. and Centralized Groundwater Treatment System Project.

Action Taken: The City Council received and filed the recommendations.

Motion: Moved by Council Member Wong and seconded by Council Member Ngo, motion carried by the following vote:

Ayes: Council Members: Henry Lo , Vinh Ngo, Jose Sanchez, Thomas Wong, Elizabeth Yang

Noes: Council Members: None

Absent: Council Members: None

Abstain: Council Members: None

Recusal: Council Members: None

9.H. Southern California Edison 5-year Revocable Secondary Land Use License for Road Access at Pomona Blvd. & Findlay Ave.

The road located at Pomona Blvd. & Findlay Ave. is owned by SCE and licensed to the City for road access. A new 5-year Revocable Secondary Land Use License Agreement is needed to continue allowing the City road access within the SCE property. The Director of Public Works ("Director") is recommending approval of the License.

Recommendation:

It is recommended that the City Council consider:

1. Authorizing the City Manager to execute a 5-year Revocable Secondary Land Use License, in a form approved by the City Attorney, with Southern California Edison ("SCE") for road access at Pomona Blvd. & Findlay Ave.; and
2. Taking such additional, related, action that may be desirable.

Action Taken: The City Council approved the recommendation, on Consent Calendar.

9.I. Purchase of four 2026 Chevrolet Equinox EV vehicles

On November 20, 2024, City Council adopted Resolution No. 2024-R92 authorizing the City Manager, or designee, to apply for grant funds through the Energy Efficiency and Conservation Block Grant (“EECBG”) Program for the purchase of four Chevrolet Equinox EV vehicles. On January 15, 2025, the City received official notice of the grant application’s approval, allowing the City to proceed with the purchase. The Director of Public Works (“Director”) recommends approval for the purchase of four 2026 Chevrolet Equinox EV vehicles from National Auto Fleet Group in the amount of \$184,959.70.

Recommendation:

It is recommended that the City Council consider:

1. Authorizing the City Manager to enter into an agreement with National Auto Fleet Group, in a form approved by the City Attorney, for the purchase four 2026 Chevrolet Equinox EV vehicles; and
2. Taking such additional, related, action that may be desirable.

Action Taken: The City Council approved the recommendation, on Consent Calendar.

9.J. Transportation Updates

The Public Works Director (“Director”) worked with Arcadis/IBI Consultants, Inc (“Arcadis-IBI”) to complete an evaluation of the City’s Spirit Bus fixed-route transportation program. As a result of the evaluation, the Director provided service recommendations to City Council on June 18, 2024 and requested City Council direction on the implementation of a pilot program for the proposed restructure of routes and implementation of on-demand services. City Council was supportive of the pilot program and requested that the Director conduct additional outreach regarding proposed changes before deploying a pilot program. At the November 6, 2024 meeting, City Council approved on-demand services as part of a one-year pilot program. City Council also approved an extension with First Transit for services through December 31, 2025. At this time, the Director recommends City Council authorize a month-to-month extension to the agreement with First Transit for services after December 2025.

In addition, it is recommended that City Council waive the fare to the Spirit Bus and MPK Transit express on Wednesday, October 1, 2024, in celebration of California Clean Air Day.

Recommendation:

It is recommended that the City Council consider:

1. Receiving and Filing this staff report summarizing the status of Community Transportation Updates;
2. Authorizing the City Manager to execute an Amendment with First Transit, in a form approved by the City Attorney, for fixed-route transit services on a month-to-month basis beginning on January 1, 2026 in amount not-to-exceed \$2,064,537;

3. Waiving Spirit Bus and MPK Transit Express Fare for riders on October 1, 2025 in honor of California Clean Air Day; and
4. Taking such additional, related, action that may be desirable.

Public Speakers:

- Bill Lam spoke about his experience using the Monterey Park Transit Express and suggested reducing the 2-dollar fare to match the Spirit Bus fare. He also asked the City Council to consider bringing back bus route 4 as it would benefit the students attending Mark Keppel and to include a route towards the City of Rosemead and California State University, Los Angeles. He provided the City Council with a written document outlining his suggestions to the Spirit Bus routes.
- Maychelle Yee, speaking as a resident, expressed her opinion regarding the rules of public comment and requested the City Council to treat the residents with respect.

Discussion: Director of Public Works Igoe, alongside Public Works Manager Tipan, displayed a PowerPoint presentation updating the City Council on the department's transportation services. Public Works Manager Tipan elaborated on the newly initiated bus routes for the Spirit Bus and the Monterey Park (MPK) Transit Express Pilot Program. She spoke about the positive responses the department received regarding the ridership service and the recommendation to waive fare fees on October 1, 2025 in honor of California Clean Air-Day.

Action Taken: The City Council approved the recommendations, as amended to waive the Spirit Bus and MPK Transit Express Fare for riders for the entire week of October 1, 2025 in honor of California Clean Air-Day.

9.K. County of Los Angeles Pest Control Agreement No. 807

The County of Los Angeles offers pest control and weed abatement treatment services for parks, parkways, roadsides and vacant lots within the City. The Public Works Director ("Director") recommends approval of the County of Los Angeles Department of Agricultural Commissioner/Weights and Measures ("ACWM") Pest Control Agreement for continued gopher abatement treatment services at City parks for a not to exceed amount of \$6,500 through June 30, 2026.

Recommendation:

It is recommended that the City Council consider:

- Authorizing the City Manager to execute a pest control and weed abatement treatment agreement, in a form approved by the City Attorney, with the County of Los Angeles for pest control and weed abatement services for parks, parkways, roadsides and vacant lots; and
- Taking such additional, related, action that may be desirable.

Action Taken: The City Council approved the recommendation, on Consent Calendar.

10. Public Hearing

10.A. Public hearing to review and approve the Fiscal Year 2024-25 Consolidated Annual Performance and Evaluation Report for submittal to the U.S. Department of Housing and Urban Development

The Consolidated Annual Performance and Evaluation Report is required by the U.S. Department of Housing and Urban Development for the Community Development Block Grant ("CDBG"), and HOME Investment Partnerships ("HOME") Programs during the fiscal year 2024-2025.

The Director of Finance recommends continuing this item to the October 1, 2025, City Council meeting to allow staff time to gather all necessary information for the completion of the report.

Recommendation:

It is recommended that the City Council consider:

1. Continuing the public hearing to the October 1, 2025, City Council meeting; and
2. Taking such additional, related, action that may be desirable.

Action Taken: The City Council opened the Public Hearing at 8:40 p.m. and by Consensus, continued the Public Hearing to the October 1, 2025 City Council Meeting.

10.B. Determination of whether a public nuisance exists at 795 W. Garvey and consideration of potential abatement order pursuant to Monterey Municipal Park § 4.30.110

Pursuant to Monterey Park Municipal Code ("MPMC") § 4.30.110, the City Manager has appointed the City Council to act as the administrative hearing officer over a public hearing to determine, based upon the evidence presented, whether a public nuisance exists real property located at 795 W. Garvey Avenue (the "Property"). The City asserts that the Property remaining has been in a state of partial construction since 2017 – which itself is a public nuisance – and is creating additional public nuisances, including without limitation, blight, attractive nuisance, illicit water runoff, graffiti, trash and debris, and overgrown vegetation – all violations of the MPMC. If it finds one or more public nuisances exist on the Property, the City Council may then issue an order of abatement authorizing City personnel to abate the nuisance(s) at the Property owners' cost, pursuant to MPMC § 4.30.150.

Recommendation:

It is recommended that the City Council consider:

1. Open the public hearing;
2. Receive all written and verbal testimony to determine whether a public nuisance exists at 795 W. Garvey;

3. Render decision on whether a public nuisance exists at 795 W. Garvey via minute order;
4. If a public nuisance is found to exist, approve and issue order to abate public nuisance at 795 W. Garvey.
5. Taking such additional, related, action that may be desirable.

Discussion: Mayor Yang read a statement confirming with Deputy City Clerk Trang the notice of the public hearing was given in accordance with the California Law and the Monterey Park Municipal Code. She explained the rules of procedure as follows:

"1. This is a quasi-judicial procedure conducted pursuant to Monterey Park Municipal Code § 4.30.110. The City Council will accept reliable evidence from any person if such evidence bears on the issue of whether a public nuisance exists on the subject property. The City Council is authorized to take testimony and is authorized to administer oaths. After receiving evidence including, without limitation, any written staff reports regarding the alleged nuisance, the City Council will determine whether or not a public nuisance exists on the subject property.

2. Both the City and property owner have the opportunity to testify and present evidence regarding this matter. Evidence may include, without limitation, witness testimony, documents or other similar evidence. Formal rules of evidence do not apply. Any evidence proffered, however, must be relevant and material to the issues of whether a public nuisance exists on the property.

3. Each party will be given 20 minutes to present their case. The City bears the burden of proof and will proceed first. It may reserve part of its time for rebuttal. The property owner will then present its evidence. The Mayor may, but is not required to, provide additional time to the parties.

4. After the parties are done, the City Council will allow public testimony. Each speaker will be provided three minutes for comment. Persons interested in providing comment must complete a speaker card and provide it to the City Clerk. Those cards will be provided to the mayor so that persons may be called upon.

4. After public comment, the public hearing will be closed and the City Council will deliberate the matter and determine whether a public nuisance exists on the property."

Discussion: Mayor Yang opened the Public Hearing at 8:41 p.m.

Deputy City Attorney Vazquez, representing the City of Monterey Park, was given 20 minutes to present his findings. He showed a PowerPoint presentation detailing violations noted at 795 W. Garvey Ave. He presented the City Council with images and the citations given to the property owners and submitted those notices to the City Council record. He reported a typographical error on slide number 6 of the PowerPoint as the bullet point "MPMC § 4.30.060(e)(3) - accumulation" is not applicable to Agenda Item No. 10.B. Deputy City Attorney Vasquez questioned Code Enforcement Supervisor Lozano about his involvement working on 795 W. Garvey Ave.

Code Enforcement Supervisor Rey Lozano, sworn under oath, provided witness testimony describing the property's Code Enforcement violation history on behalf of the City to Deputy City Attorney Vasquez on direct examination.

Attorney Krastins, representing the property owners, Edward and Howard Chan, was also given 20 minutes for presentation of evidence. He cross-examined Code Enforcement Supervisor Lozano regarding the citations delivered to the property owners and his duties as a Code Enforcement Supervisor. Attorney Krastins made comments, arguments, and submitted to the City Council a deposition with a contract executed on September 16, 2025, outlining Mr. Thomas Vong, the contractor, as the project's consigned overseer with a general scope of work. This completed the Chan's 20 minutes for presentation.

Deputy City Attorney Vasquez, with three minutes and twenty-five seconds remaining for rebuttal, proceeded with his rebuttal. He called Code Enforcement Officer Lozano to the podium and examined him with questions regarding the type of violations that were present on the property.

With two minutes remaining, Deputy City Attorney Vasquez called Assistant City Attorney Campen, who, sworn under oath, spoke about the ownership of the property and the parties responsible for the potential public nuisance. He submitted to the record Edward Chan's responses to special interrogatories. Assistant City Attorney Campen further provided additional information on the Chan's contract with Thomas Vong submitted to the City Council by Attorney Krastins on behalf of the property owners.

Public Speaker:

- Taylor Stephen, representing Raymond and Cindy Chan, trustees of the Chan Family Trust, and Raymond Chan, trustee of Chan Family Living Trust spoke after Deputy City Attorney Vasquez presented his rebuttal. She was given three minutes to speak during public testimony. She requested the City Council to not impose any liability on their clients, as they have allegedly had zero involvement in the development of the property and submitted to the record responses provided by her clients upon the discovery of the proposed public nuisance.

The City Council ensued in a discussion and called the following speakers listed below to determine if there is a public nuisance at 795 W. Garvey Ave.

Edward Chan, sworn under oath, spoke about the factors that have delayed the project's development and completion. He provided information to the City Council regarding his experience throughout the development of the project.

Thomas Vong, sworn under oath, the contractor for 795 W. Garvey Ave, provided information to the City Council about his involvement and perspective regarding the state of construction on the property as well as the proposed timeline to complete the project.

Engineering Manager/Transtech Consultant Ziad Mazboudi, sworn under oath, explained the process of construction on the site and relayed his opinion on the current state of 795 W. Garvey Ave.

City Attorney Berger recommended the City Council to enter in Closed Session based upon a threat of litigation by Attorney Krastins.

Recessed, Closed Session and Reconvened

The City Council recessed at 10:26 p.m., entered in to Closed Session at 10:26 p.m., reconvened and adjourned from Closed Session with all Council Members present at 10:41 p.m.

Action Taken: No reportable action taken in Closed Session.

Extension of Council Meeting

Action Taken: The City Council extended the Council Meeting to 11:30 p.m.

Motion: Moved by Council Member Ngo and seconded by Council Member Wong, motion carried by the following vote:

Ayes: Council Members: Henry Lo, Vinh Ngo, Jose Sanchez, Thomas Wong, Elizabeth Yang

Noes: Council Members: None

Absent: Council Members: None

Abstain: Council Members: None

Recusal: Council Members: None

Assistant City Attorney Campen provided more information regarding an offer on behalf of the City in response to the property owner's contract with Contractor Vong submitted by Attorney Krastins. Such offer includes: A order of stipulated order of abatement, which would allow the City to pursue an abatement warrant to complete construction in the event of substantial failure to comply with the schedule, and Contractor Vong's contract and the determination of substantial failure to comply would be at the sole discretion of the City; the order of abatement would be fully subject to Chapter 4.30 of the Monterey Park Municipal Code covering public nuisances; the City would provide an opportunity to cure at least one time and more which would be a written notice of substantial failure to comply with a two week cure period, and if the project was not cured to the City's satisfaction sole discretion within that two weeks, the City would be free to pursue the abatement warrant further. Attorney Campen further informed the proposed offer would include the property owner's contract with Contractor Vong into the settlement idea, and to have Contractor Vong's signature to continue with the construction of the project under the City's direction. If the City obtained an abatement warrant to take over construction, at which time the City would pay the fees and then recoup those costs.

Action Taken: The City Council opened the public hearing at 8:41 p.m.; received all written and verbal testimony to determine whether a public nuisance exists at 795 W. Garvey via minute order; closed the public hearing at 10:56 p.m. and approved and issued an order to abate public nuisance at 795 W. Garvey.

Motion: Moved by Council Member Ngo and seconded by Council Member Wong, motion carried by the following vote:

Ayes: Council Members: Henry Lo, Vinh Ngo, Jose Sanchez, Thomas Wong, Elizabeth Yang

Noes: Council Members: None

Absent: Council Members: None

Abstain: Council Members: None

Recusal: Council Members: None

11. New Business

None.

12. City Communications (City Council) / Future Agenda Items

Council Member Ngo spoke about his attendance at the Chinese American Museum History Maker Gala, the retirement of Captain Arthur Fong at San Diego, the Patriot Day Memorial Service, the Pickleball Tournament, the Maryville Harvest of Hope Gala and the Tzu Chi Concert Gala. He congratulated Mayor Yang for her recent installation as the Mayor of Monterey Park.

Council Member Wong echoed the same sentiments and thanked Council Member Ngo for his time as Mayor. He congratulated Diana Wong, Secretary to the City Manager for her time at Monterey Park and wished her the best in her retirement. He expressed gratitude to City Staff for their hard work during the past weeks.

Council Member Sanchez mentioned his appearance at the Contract Cities Conference and talked about his participation at the Garvey Avenue Projects Survey held at the Langley Center. He reported his attendance at Mark Keppel High School's grand opening of their student Dream Center and communicated his recent swear-in as a Representative of the Metro Service Council. He announced the upcoming ribbon cutting and grand opening of four new Los Angeles Metro stations connecting to the "A Line".

Mayor Pro Tem Lo congratulated Mayor Yang for her recent installation as Mayor and thanked City staff for their effort and diligence during the Council Meetings.

Mayor Yang thanked Council Member Ngo for his time as Mayor and announced Theresa Amador's Tree Memorial event.

13. Closed Session (if Required; City Attorney to Announce)

The City Council recessed and adjourned to Closed Session during Agenda Item No. 10.B. at 10:26 p.m. due to threat of litigation from Attorney Krastin.

The City Council reconvened and adjourned from Closed Session with all Council Members present at 10:41 p.m.

Action Taken: No reportable action taken in Closed Session.

14. Adjournment

There being no further business for consideration, the meeting was adjourned at 11:08 p.m.

Maychelle Yee
City Clerk

Approved on MM DD, 2025, at the Regular City Council Meeting



City Council Staff Report

Date: October 15, 2025
Agenda Item Number: 9.B.

To: The Honorable Mayor and City Council
From: Diana Garcia, Assistant City Manager
Subject: Approval of agreement with CivicPlus, LLC

Recommendation:

It is recommended that the City Council consider:

1. Authorizing the City Manager to execute an agreement with CivicPlus, LLC for city website services, public records request platform, archiving of social media content, and agenda management platform, in a form approved by the City Attorney for an amount not to exceed \$60,000 plus an annual cost adjustment not to exceed 5% year over year;
2. Taking such additional, related, action that may be desirable.

Executive Summary:

The City Manager's Office is responsible for providing residents, businesses, and the public with services that boost public communication and civic engagement. To fulfill this need, the City Manager's Office utilizes CivicPlus, LLC to provide these services through its various platforms. It is recommended that the City Council consider authorizing the City Manager to execute an agreement with CivicPlus, LLC in a form approved by the City Attorney.

Background:

The City uses numerous platforms offered by CivicPlus, LLC. The platform includes the City's website, a chatbot feature within the City's website, NextRequest for public records requests, ArchiveSocial for archiving social media content, and most recently the agenda management software. With recent changes within CivicPlus, NextRequest and ArchiveSocial, which were once subsidiaries of CivicPlus, are now all under CivicPlus, LLC. The City Manager's Office would like to consolidate the services into one agreement for management of these services. The cost for current services under CivicPlus, LLC is \$42,564.30. Staff is asking Council to approve an annual not to exceed amount of \$60,000 to account for any potential cost increases or added services.

The following is a brief description of all the services offered under CivicPlus:

City Website and Chatbot

The City Council approved the agreement with CivicPlus for the complete redesign of the City's website at its March 20, 2013 meeting. The initial cost for the redesign, including four years of services, was approximately \$58,341. The City continues to use CivicPlus as its website host at an annual cost of \$8,000.

With the advancement in technology and the City's desire to offer more robust services to the community, the City Manager's Office deployed a chatbot feature within the City's website. This feature provides the public to ask questions with instant responses and personalized interactions 24/7. The cost for this service is \$9,049.39 annually.

ArchiveSocial

Social media has become the standard form of communication for most organizations, including Monterey Park. To comply with the City's records retention schedule that was approved by the City Council at its November 2, 2011 meeting and biennial thereafter, the City uses the services of ArchiveSocial. This platform is used by the City Clerk's Office to manage, archive, and retrieve all social media posts. The cost for this service is \$5,781.51 annually.

NextRequest

The City receives over 500 public record requests annually. The City Clerk's Office used to provide this service via a paper form completed by the requester. To streamline this service for both the public and staff, the City Clerk's Office found that NextRequest offered features that most suited the City's needs and provided an easy-to-use platform for the public. The cost for this service is \$11,327.40 annually.

CivicClerk – Agenda Management Software

Recently, the City Manager's Office added the services of an agenda management system. This system assists staff with drafting, routing and creating agenda packets for City Council, Commission and Board meetings. The City Council approved this system along with funding at its September 18, 2024 meeting. The initial startup cost was \$12,908.60 with an annually reoccurring cost of \$8,406.00.

CivicPlus – Add-on services

These products can include but are not limited to video streaming services, additional add-on services to the above-mentioned platforms, which can include additional use of data storage, features and functions to enhance existing services, and new product launches that work in conjunction with existing platforms. Funding for add-on services is budgeted annually in the City Manager's Office's budget. No additional appropriation of funding is needed at this time.

Strategic Plan Goal:

The agreement with CivicPlus, LLC meets the strategic plan goals of expanding access to community resources and services and enhancing public communication and civic engagement to reach all members of the community.

Fiscal Impact:

Contract costs are budgeted annually by the Department.

Attachments:

None



City Council Staff Report

Date: October 15, 2025

Agenda Item Number: 9.C.

To: The Honorable Mayor and City Council
From: Timothy Campen , Assistant City Attorney
Subject: Acceptance of Real Property located at 1688 W. Garvey Ave., CA, as partial satisfaction of debt owed to City, and payment of related fees

Recommendation:

It is recommended that the City Council consider:

1. Authorizing the City Manager to accept, on behalf of the City, fee simple title to real property commonly known as 1688 West Garvey Avenue (APN 5254-002-031), as partial satisfaction of debt owed by Center Int'l Investments, LLC ("CII"), related to the City's abatement of CII's property located at 1688 West Garvey Avenue;
2. Authorizing payment of \$73,545.31 in trustee sales agent fees to take title of that real property; and
3. Taking such additional, related, action that may be desirable.

CEQA (California Environmental Quality Act):

The City reviewed the environmental impacts of the proposed Ordinance pursuant to the California Environmental Quality Act (Public Resources Code §§ 21000, et seq. "CEQA") and the regulations promulgated thereunder (14 Cal. Code of Regs. §§ 15000, et seq., the "CEQA Guidelines"). This activity is exempt from the CEQA pursuant to CEQA Guidelines § 15601(b)(3) as it contemplates only administrative actions related to the acquisition of real property and it can be seen with certainty that there is no possibility that it may have a significant effect on the environment.

Executive Summary:

The City expended total abatement cost of approximately \$15,884,091 to stabilize a dangerous hillside on property owned by CII located at 1688 West Garvey Avenue ("GAP Property"). A more complete background may be reviewed online (<https://www.montereypark.ca.gov/1409/1688-West-Garvey-Avenue>).

As the City Council is aware, the GAP Property was one of two pieces of property that provided security to insure CII completed abating nuisances on the GAP Property. The other real property, located in South El Monte, was recently put up for sale by nonjudicial foreclosure auction for \$2million as partial recovery of the City's costs, title to which transferred to the City after it failed to sell at auction.

During the City's abatement of the GAP Property, the City Council liened that property in the amount of \$15,884,091. CII failed to pay this debt. As a result, the City authorized a nonjudicial foreclosure of the GAP Property; it was offered for sale on October 2, 2025. There were no bidders. Consequently, title to the GAP Property will revert to the City upon the City Council taking the recommended action.

S.B.S. Trust Deed Network served as the City's agent handling all aspects of foreclosure on the Property. Its fees and costs, totaling \$73,545.31 (approximately 1.2% of the appraised value of the Property), must be paid to S.B.S. Trust Deed Network as the final step for title of the Property to be transferred to the City. A copy of S.B.S. Trust Deed Network's invoice is attached as Exhibit A.

Background:

The GAP Property was appraised at \$6,400,000 in 2022. A combination of approximately \$120,211.18 in unpaid property taxes to the County combined with the lien on the GAP Property (less the \$2,000,000 value of the S. El Monte property which the City foreclosed on in April 2025) brought the total sale amount at auction for this Property to \$14,004,301.97.¹

Pursuant to Government Code § 27281, the City must formally consent to receipt of the Property. This item is not intended to – and does not – consider the future use of the GAP Property. That will be a matter for a future meeting agenda.

¹ Acceptance of title to the Property only satisfies approximately \$6,400,000 of the remaining \$13,884,090.79 in nuisance abatement costs. Center Int'l Investments LLC remains liable for the balance of approximately \$7,484,090.79, which the City Attorney is exploring viable recovery options.

Strategic Plan Goal:

N/A

Fiscal Impact:

There will be an initial expenditure of \$73,545.31 in trustee sales agent fees and costs. Then the City will take title of the Property, which was appraised in 2022 as having a value of approximately \$6,400,000.

Attachments:

1. Exhibit A - 2022-1945 FINAL INVOICE
2. Exhibit B - Cert of Acceptance -1688 W. Garvey Ave
3. Resolution - Acceptance of 1688 W. Garvey Ave.

ATTACHMENT 1
Exhibit A – S.B.S. Trust Deed Network
invoice for fees and costs



S.B.S. TRUST DEED NETWORK
SIMPLY BETTER SERVICE

FINAL INVOICE

Date: October 2, 2025

CITY OF MONTEREY PARK
Attn: **RON BOW**
320 W. NEWMARK AVENUE
MONTEREY PARK, CA 91754

Tax ID #: **95-3783564**
T.S. No: **2022-1945**
Loan No: **CENTER INTL**

Borrower: **CENTER INT'L INVESTMENTS, INC.**
Property Address: **APN: 5254-002-031**
Invoice No.: **30956**

Date	Description of Fees and Costs	Amount
10/26/2022	Trustee's Fees	\$11,494.05
10/31/2022	Additional Mail Cost (F)	\$30.00
10/31/2022	Record Notice of Default	\$30.00
10/31/2022	Record Notice of Default (Surcharge Gov Code 27388.1)	\$75.00
10/31/2022	Record Notice of Rescission	\$31.00
10/31/2022	Record Notice of Rescission (Surcharge Gov Code 27388.1)	\$75.00
10/31/2022	Record Substitution of Trustee	\$25.00
10/31/2022	Record Substitution of Trustee (Surcharge Gov Code 27388.1)	\$75.00
10/31/2022	T.S.G. Cost	\$5,696.00
11/02/2022	Posting of Notice of Default	\$75.00
11/03/2022	Mailings (10 Day)	\$252.00
11/10/2022	Mailings (30 Day)	\$31.50
08/29/2025	Additional Mail Cost (F)	\$30.00
08/29/2025	Posting of Notice of Sale	\$125.00
08/29/2025	Publication of Notice of Sale	\$575.00
08/29/2025	Record Notice of Sale	\$32.00
08/29/2025	Record Notice of Sale (Surcharge Gov Code 27388.1)	\$75.00
08/29/2025	Sale Appearance Fee	\$75.00
08/29/2025	Trustee's Fees	\$11,304.04
08/29/2025	Typesetting	\$185.00
09/05/2025	Mailings (Notice of Sale)	\$341.00
10/01/2025	Additional Mail Cost (F)	\$30.00
10/01/2025	Record Notice of Rescission	- \$106.00
10/01/2025	Record Trustee's Deed Upon Sale	\$50.00
10/01/2025	Record Trustee's Deed Upon Sale (Surcharge Gov Code 27388.1)	\$75.00

31194 La Baya Drive, Suite 106, Westlake Village, CA 91362
818.991.4600 Fax 818.874.9500 e-mail: info@sbstrustdeed.com
<http://www.sbstrustdeed.com>

S.B.S. is a debt collector attempting to collect a debt and any information will be used for that purpose



S.B.S. TRUST DEED NETWORK
SIMPLY BETTER SERVICE

10/01/2025	Trustee's Fees		\$60,754.27
Subtotal			\$91,434.86
03/02/2023		Deposit	- \$17,889.55
Total Due			\$73,545.31

THE AMOUNT SHOWN IS DUE AND PAYABLE UPON RECEIPT.
PLEASE REMIT PAYMENT TO **S.B.S. Trust Deed Network**. YOU ARE A VALUED
CUSTOMER AND WE APPRECIATE YOUR CONTINUED PATRONAGE.

31194 La Baya Drive, Suite 106, Westlake Village, CA 91362
818.991.4600 Fax 818.874.9500 e-mail: info@sbstrustdeed.com
<http://www.sbstrustdeed.com>

S.B.S. is a debt collector attempting to collect a debt and any information will be used for that purpose

ATTACHMENT 2

Exhibit B – Certificate of Acceptance

When Recorded Mail To:

City Clerk
City of Monterey Park
320 W. Newmark Ave.
Monterey Park, CA 91754

SPACE FOR RECORDER'S USE

**NO RECORDING FEE PER
GOV. CODE § 6103**

**1688 W. Garvey Ave.
Monterey Park, CA 91754
APN: 5254-002-031**

CERTIFICATE OF ACCEPTANCE
(California Government Code section 27281)

This is to certify that the interest in real property conveyed by that certain Trustee's Deed Upon Sale dated _____, 2025, from S.B.S. Trust Deed Network, a California Corporation, as Trustee, (whereas so designated in the Deed of Trust or as duly appointed Trustee), to the City of Monterey Park, which is a political corporation, is hereby accepted by the undersigned officer on behalf of the City of Monterey Park pursuant to the authority conferred by action of the City of Monterey Park in Resolution No. _____ adopted on October 15, 2025, and the grantee consents to recordation thereof by its duly authorized officer.

Dated: October ____, 2025

CITY OF MONTEREY PARK

By: _____
Inez Alvarez, City Manager

ATTEST:

Maychelle Yee, City Clerk

Staff Report
October 15, 2025

Attachment 3

Resolution – Acceptance of 1688 W Garvey Ave

RESOLUTION NO.

A RESOLUTION AUTHORIZING THE PAYMENT OF \$73,545.31 TO ACQUIRE TITLE TO REAL PROPERTY COMMONLY KNOWN AS 1688 W. GARVEY AVE., MONTEREY PARK, CA 91733, APN 5254-002-031, AND DIRECTING THE CITY MANAGER, OR DESIGNEE, TO TAKE ALL ACTIONS NECESSARY TO EFFECTUATE THE TRANSFER OF TITLE

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

SECTION 1: The City Council finds and declares as follows:

- A. An undeveloped parcel located at 1688 W. Garvey Avenue in the City of Monterey Park, APN 5254-002-031, ("1688 W. Garvey" or the "Property") has a long history of slope failure presenting a threat to public health and safety. The City initiated enforcement efforts against the property owner, Center Int'l Investments, LLC ("CII"), to address these issues in 2013, which culminated in the City Attorney, on behalf of the People of the State of California, filing a civil abatement lawsuit against CII in 2015. That matter resolved in 2017 when the City and CII entered into a settlement agreement that required, among other things, CII to construct long-term slope stabilization measures (the "Settlement").
- B. The Settlement was amended in 2019 to include, among other things, CII agreeing to execute a deed of trust to convey title to the Property for the purpose of the City recouping, at least in part, costs related to abatement of the unstable slope at 1688 W. Garvey in the event CII failed to perform under the terms of the Settlement.
- C. On June 16, 2021, the City Council adopted Resolution No. 12255 issuing an emergency declaration authorizing abatement to address an imminent threat to public health and safety due to the unstable hillside at 1688 W. Garvey. CII breached the Settlement by not timely stabilizing the slope at 1688 W. Garvey, and the City Council authorized direct abatement at CII's expense pursuant to the terms of the Settlement. The City's abatement efforts commenced in early 2022. Extensive retaining wall systems and other measures were completed in 2023 at a cost of approximately \$15,884,090.79.
- D. In 2023, pursuant to the terms of the amended Settlement, the City Attorney's Office initiated a non-judicial foreclosure sale of the Property to recoup a portion of the City's abatement costs. The sale was postponed by court order pending the outcome of litigation by CII against the City related to the City's abatement efforts. That case was dismissed in late November 2024, resulting in the City re-initiating foreclosure sale of the Property.
- E. On October 2, 2025, a trustee foreclosure auction was held for the sale of the Property, which was appraised at \$6,400,00 in 2022. The City listed the Property

at auction with a reserve of \$14,004,301.97 to cover the balance of \$13,884,090.79 in abatement costs plus \$120,211.18 in unpaid property taxes to the County of Los Angeles. However, the Property did not sell. By operation of law, title to the Property now transfers to the City free and clear of any encumbrances.

- F. S.B.S. Trust Deed Network acted as the City's trustee sales agent, and accumulated fees and costs handling the specialized procedures for foreclosure sale in the amount of \$73,545.31. This represents approximately 1.2% of the appraised value of the Property and must be paid before title is transferred to the City.
- G. The City Council finds that it is in the interest of the City to accept title of the Property in furtherance recouping the City's costs of abating the unstable hillside at 1688 W. Garvey Ave.
- H. This Resolution is adopted based upon the entirety of the administrative record including, without limitation, the staff report submitted by the Assistant City Attorney.

SECTION 2: Action. The City Council authorizes the City Manager, or designee:

- 1. To issue payment in the amount of \$73,545.31 to S.B.S. Trust Deed Network in satisfaction of trustee sales agent services provided regarding foreclosure of the Property (invoice for which is attached to the Staff Report as Exhibit A); and
- 2. Take all action necessary to effectuate the conveyance of legal title to the real property commonly known as 1688 W. Garvey Ave. Monterey Park, California, APN 5254-002-031, and legally described below, including executing a certificate of acceptance pursuant to Government Code section 27281 on the City's behalf (attached to the Staff Report as Exhibit B).

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS:

LOT I OF TRACT NO. 34875, IN THE CITY OF MONTEREY PARK. COUNTY OF LOS ANGELES. STATE OF CALIFORNIA. AS PER MAP RECORDED IN BOOK 932. PAGES 16 TO 18 INCLUSIVE OF MAPS. IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 5254-002-031

SECTION 3: *Limitations.* The City Council's analysis and evaluation of acceptance of the Property is based on the best information currently available. It is inevitable that in evaluating this action that absolute and perfect knowledge of all possible aspects of the acceptance of the Property will not exist. One of the major limitations on analysis of this action is the City Council's lack of knowledge of certain aspects of the Property that cannot be known until after the City takes legal possession of it. In all instances, best efforts were made to form accurate assumptions. Somewhat related to this are the limitations on the City's ability to solve what are in effect regional, state, and national problems and issues. The City must work within the political framework within which it exists and with the limitations inherent in that framework.

SECTION 4: *Summaries of Information.* All summaries of information in the findings, which precede this section, are based on the substantial evidence in the record. The absence of any particular fact from any such summary is not an indication that a particular finding is not based in part on that fact.

SECTION 5: *Construction.* This Resolution must be broadly construed to achieve the purposes stated in this Resolution. It is the City Council's intent that the provisions of this Resolution be interpreted or implemented by the City and others in a manner that facilitates the purposes set forth in this Resolution.

SECTION 6: *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 provisions or applications and, to this end, the provisions of this Resolution are severable.

SECTION 7: *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 8: *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 9: *Effective Date.* This Resolution will become effective immediately upon adoption and will remain effective unless repealed or superseded. .

PASSED AND ADOPTED this 15th day of April, 2025.

Elizabeth Yang, Mayor

ATTEST:

Maychelle Yee, City Clerk

APPROVED AS TO FORM:
KARL H. BERGER, CITY ATTORNEY

By: _____
Timothy E. Campen, Assistant City Attorney



City Council Staff Report

Date: October 15, 2025

Agenda Item Number: 9.D.

To: The Honorable Mayor and City Council

From: Shawn Igoe, Public Works Director

Subject: Vision Zero Action Plan

Recommendation:

It is recommended that the City Council consider:

1. Authorizing the City Manager to execute a Professional Services agreement with Kimley-Horn and Associates, Inc., in a form approved by the City Attorney, for the preparation of Vision Zero Action Plan in an amount not to exceed \$957,140; and
2. Authorizing the Director of Public Works to approve Change orders and contingency up to \$95,714 (10%) of the contract amount, for a total project cost of \$1,052,854; and
3. Taking such additional, related, action that may be desirable.

Executive Summary:

The City was awarded \$984,000 funding through the FY 2022 Safe Streets 4 All ("SS4A") Federal grant and has entered into a pass-through agreement with the Los Angeles County Metropolitan Transportation Authority ("LACMTA"), Agreement No. 9200000000SS4A04 on 12/7/2023 and FIS No. 700512. The City Council adopted Resolution No. 2022-R75, adopting a Vision Zero Policy, a Citywide guiding principle for transportation planning, the design of streets and sidewalks and the maintenance of the public right of way, and prioritize the development of safe roadways and the highest level of safety for all road users through new policies, systems and infrastructure improvements for pedestrian, bicyclists and motorists. The Public Works Director ("Director") was directed to identify and secure grant funding to implement the Vision Zero Action Plan. The City developed a Local Road Safety Plan and incorporated many of its recommended actions. On May 18, 2022, the City adopted a Complete Street Policy in accordance with California law to help protect public health and safety, which is a requirement of LACMTA.

The City released a Request for Proposals ("RFP") and received five proposals for the preparation of Vision Zero Action Plan. Following an extensive selection process that included interviews of the top two firms, the Director selected Kimley-Horn and Associates, Inc. as the most qualified consultant for this work. Kimley-Horn has been involved in many design projects in the City, including the development of the City's Local Road Safety Plan, and most recently

the Monterey Pass Complete Street. The Director has determined that Kimley Horn is the most suitable candidate for the City's award. The Director requests City Council approval to enter into an agreement with Kimley Horn in an amount not to exceed \$957,140, for the preparation of Action Plan (the "Contract").

Background:

The City was awarded \$984,000 funding through the SS4A Federal grant and has entered into a pass-through agreement with LACMTA, Agreement No. 9200000000SS4A04 on 12/7/2023 and FIS No. 700512.

The City began identifying safety priorities with the creation of the Local Roadway Safety Plan in 2022, which analyzed collision trends and identified a toolbox of potential improvements to reduce injuries and fatalities on City roadways. As part of that effort, the City adopted a Vision Zero resolution in 2022. The intent of the resolution was to complete a Vision Zero Action Plan. The Vision Zero Action Plan (the "Plan") will identify priorities and strategies to help achieve its goal of zero traffic fatalities and severe injuries.

The Plan will be centered on stakeholder and community engagement, including agency staff, elected and community leaders, and the general public. The Plan will outline actionable strategies and highlight policy and design solutions. Engagement strategies will be developed as part of this Plan to emphasize participation in disadvantaged communities. The Plan will also provide a special focus on strategies for Safe Routes to School, Active Transportation, and Complete Streets.

- The Safe Routes to School component will bring physical, educational, and behavioral safety improvements to neighborhood streets near 12 City schools. The Plan will implement safety education in school communities to create a culture of safety amongst the city's youngest residents.
- The Active Transportation component will provide a set of tools and strategies to make the streets more inviting, safe, and comfortable for pedestrians and cyclists. Strategies will be prioritized for those implementable in the short-term and those that are part of a long-term vision.
- The Complete Streets component will analyze multimodal connectivity and establish new guidelines and performance measures to identify barriers to equitable accessibility and mobility that can be addressed by creating more shared use corridors. The Plan will also aim to ensure complete streets are incorporated into the City's roadway design guidelines and maintenance processes. Additionally, it will improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries through safety action plan development and implementation focused on all users, including pedestrians, bicyclists, public transportation users, personal conveyance and micromobility users, and commercial vehicle operators.

The Plan will compile the findings and recommendations of the previous tasks into a unified safety vision for the City, inclusive of all the required elements included in the Safe Streets for All Program.

The City released a Request for Proposals (“RFP”) and received five proposals for the preparation of the Vision Zero Action Plan. The City received proposals from the following consultants:

- Kimley-Horn and Associates, Inc.
- Alta Planning + Design, Inc.
- Toole Design
- CR Associates
- TKJM

Following an extensive evaluation process that included interviews and presentations by the top two firms, the Director selected Kimley-Horn and Associates, Inc. as the most qualified consultant for this work. Kimley-Horn has extensive safety planning experience in Monterey Park and beyond, with an excellent team of safety specialists dedicated to the project.

LACMTA reviewed Kimley-Horn’s proposal and provided the City with approval regarding meeting the grant’s DBE requirements. In addition, LACMTA requested that they review the final agreement before approval to ensure that all federal requirements are included. Please note that as of October 3, 2025, the U.S. Department of Transportation’s Interim Final Rule pauses all race- and gender-conscious DBE measures, and any established DBE goal will not be enforced or counted at this time but may be reinstated once the California Unified Certification Program completes its firm re-evaluation and additional federal guidance is provided.

It is recommended that City Council authorize the City Manager to execute an agreement with Kimley-Horn in an amount not to exceed \$957,140, for the preparation of the Plan.

Strategic Plan Goal:

This Project meets the City’s goal to maintain, build and modernize infrastructure and facilities to support the current and future needs of our City and community as it aims to improve public safety for public transportation, pedestrian and bicyclist mobility.

Fiscal Impact:

The Contract cost will not exceed \$1,052,854. The Contract funds are budgeted as part of Capital Improvement Project (“CIP”) No. 96044. The City will receive \$984,000 in grant funding through the SS4A federal fund, and is required to have \$246,000 matching fund budgeted for a total budget of \$1,230,000.

Attachments:

1. Kimley-Horn Proposal
2. Kimley-Horn Cost Proposal
3. Kimley-Horn Schedule

4. Resolution No. 2022-R36 Complete Streets Policy
5. Resolution No. 2022-R74 Local Road Safety Plan
6. Resolution No. 2022-R75 Vision Zero Policy
7. LACMTA Safe Street 4 All Funding Agreement

ATTACHMENT 1

Kimley-Horn Proposal

PROPOSAL FOR

MONTEREY PARK VISION ZERO ACTION PLAN

(CIP 96044)

Prepared for:

City of
Monterey Park

Prepared by:

Kimley»Horn

1. COVER LETTER

August 21, 2025

Ziad Mazboudi, PE, CIP Manager
City of Monterey Park
320 W Newark Avenue
Monterey Park, CA 91754

660 South Figueroa Street
Suite 2050
Los Angeles, CA 90017
TEL 213.261.4040

RE: Proposal for Monterey Park Vision Zero Action Plan, CIP 96044

Dear Mr. Mazboudi and Members of the Selection Committee:

The **City of Monterey Park** (City) is looking for a consultant to partner with to develop a Vision Zero (VZ) Action Plan that will establish strategies to help reach their goal of zero fatalities and severe injuries within Monterey Park. This will most successfully be achieved by working with a consultant who has a deep bench of VZ and other safety action plan experience, is extremely familiar with Monterey Park, and specializes in stakeholder and community engagement to more successfully secure community buy-in and enthusiasm for the project. The **Kimley-Horn** team offers Monterey Park all of these benefits and more, making us the perfect partner to help deliver the safety solutions your community deserves.



Extensive Safety Planning Experience in Monterey Park and Beyond. Kimley-Horn has prepared **Vision Zero** and Local Road Safety Plans (LRSPs) for over 75 agencies across California and 150 nationwide, including the LRSP in Monterey Park. In addition to the LRSP, Kimley-Horn has led the Monterey Parks Plans, Specification, and Estimates (PS&E) for Monterey Pass Road Complete Streets Project, Design Engineering Services for Various Signalized Intersections Along Garfield Avenue, Potrero Grande Intersection Improvements, and contributed to statewide efforts such as California's Strategic Highway Safety Plan (SHSP) for the 2020–2024 and 2025–2029 cycles. We bring specialized expertise in Safe System Approach strategies, predictive safety methodologies, and equity-driven engagement. Recently, we helped assess the **City of Los Angeles Vision Zero Program**, identifying implementation barriers and actionable next steps. We will apply these insights to develop a data-driven, community-informed, and grant-ready Action Plan for the City.



A Trusted Team of Safety Specialists. Leading this project will be **Jean Fares, PE**, who has served as project manager on over 30 safety and multimodal plan projects throughout California, including the City of Monterey Park's LRSP and Monterey Pass Road Complete Streets PS&E Project, making him thoroughly aware of the multimodal safety solutions your City is interested in. Supporting Jean is a team of nationally recognized safety professionals, including principal-in-charge **Mike Colety, PE, PTOE, RSP_{2BI}** and quality control/quality assurance (QC/QA) manager **Jason Melchor, PE**. Mike and Jason recently served as a project principal and the project manager, respectively, on the **City of Goleta Vision Zero Strategy Project**. Mike is a leader in transportation safety, having served as the project manager for the California SHSP (2020–2024 and 2025–2029 cycles) and Chair for the Transportation Research Board's (TRB) Towards Zero Deaths subcommittee. Jason has successfully managed or performed quality control for similar Vision Zero efforts for cities across California, having worked on more than 30 safety pursuits in Southern California alone. Serving under Jean, Mike, and Jason is a team of safety and community engagement professionals that have worked together on several safety projects throughout California making us uniquely positioned to guide the City's Vision Zero Action Plan to success.



A Tailored Approach and Commitment to Your City's Needs. As mentioned previously, we have provided services on several projects within Monterey Park, and have formed strong relationships with your community as a result. We understand how important public and stakeholder engagement is to this project, which is why we have brought the best and brightest engagement professionals, who specialize in outreach for traffic safety, onto this project. Our engagement and outreach task lead, **Tatiana Lundstrom, PE, RSP1**, has served as the engagement, stakeholder, and outreach lead on several traffic safety projects throughout California, including the City of Santa Clara Vision Zero project and Caltrans Statewide Vulnerable Road Users Safety Assessment. Tatiana will be supported by **Maya Bouchet, AICP**, and our subconsultant, **Katie Lemmon** of Lemmon Planning (Disadvantaged Business Enterprise [DBE]). Maya served as the community outreach lead for the Monterey Park Monterey Pass Road Complete Streets Project and is therefore familiar with the concerns the City faces around multimodal safety. Katie worked with Darryl and the rest of our team on the Los Angeles County Metropolitan Transportation Authority (Metro) Safe Streets Data Sharing, and Collaboration Policy and Action Plan project as the internal agency coordination and funding lead. Together, our outreach and engagement leads will bridge the gap between the City, stakeholders, and community members to create consensus on what the Monterey Park Vision Zero Action Plan will look like and how it will be implemented.

PROPOSAL FOR MONTEREY PARK Vision Zero Action Plan

We are excited about the opportunity to continue our partnership with the City on this important project, and we are confident that our proposal demonstrates our ability to provide successful services. Should you have any questions about our proposal, please contact Jean Fares at 213.354.9402, Jean.Fares@kimley-horn.com, or the address listed on the previous page.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.



Jean Fares, PE

Project Manager/Kimley-Horn Sr. Vice President

*Jean Fares, PE is authorized to bind the firm to the terms of the proposal. This proposal shall remain valid for a period of no less than 120 calendar days from the date of submittal. Kimley-Horn's California Secretary of State Entity Number is 1616788. Kimley-Horn acknowledges the City of Monterey Park's Addendum #1 and Addendum #2 released in regards to this project.

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2. EXECUTIVE SUMMARY

Kimley-Horn understands that Vision Zero requires a holistic approach that involves a wide array of strategies and actions. The development of a Vision Zero Action Plan is just one component of an ongoing program that will involve infrastructure, programs, policies, and procedures throughout the City in an evolving package that is responsive to traffic safety challenges as they arise and are addressed. Monterey Park has already made significant strides in its pursuit of zero traffic deaths, and this plan and associated activities will build on that progress, doubling down on what has been working, and shifting away from strategies that have not been as effective as anticipated. The existing Monterey Park LRSP has already identified key safety needs in the City and has led to several subsequent focused studies, grant awards, and implementation projects.

Kimley-Horn has been a trusted partner to the City for over a decade. Our safety project experience, local knowledge and experience with the City, and the quality of our team will help your City achieve your Vision Zero goals. Our team is well-prepared to study Monterey Park's roadways for Americans with Disabilities Act (ADA) compliance, pedestrian-bicycle-traffic conflicts, a vision zero strategy, a safe roads to school (SRTS) strategy, develop a pedestrian and bicycle action plan, provide grant support, and more. Below, we address each evaluation criterion listed in the Request for Proposal (RFP) and highlight key aspects of our proposal and where to find the supporting information.

Evaluation Criteria	Summary/Key Proposal Characteristics	Location In Proposal
Qualifications and experience of the Proposer related to the services described in this RFP. (Listing of similar work done within the last 5 years)	We understand that the City is committed to an eventual goal of zero roadway fatalities, and our team has experience helping other agencies with similar efforts. Two noteworthy projects include the City of Santa Clara's Vision Zero Plan , in which Kimley-Horn is aiding in developing a Vision Zero Plan through community engagement, crash data analysis, and the creation of a comprehensive set of safety initiatives; and the Transportation Agency of Monterey County's (TAMC's) Regional Vision Zero Action Plan , in which Kimley-Horn is developing a regional safety action plan to reduce traffic injuries through detailed analyses and community engagement. This project addresses local and regional agency safety performance data. We have also completed a number of relevant projects for the City, including the City of Monterey Park's LRSP and Monterey Pass Road Complete Streets Project, and we will apply lessons learned from these projects of various size/complexity from the last five years to help prepare this plan to your standards.	Sections 4 and 5
Proposer's understanding of the project and knowledge of subject matter and expertise and approach.	We understand the City knows it's unjust for children, students, and parents to be injured or killed on City roads. We also understand that a multifaceted approach is needed to garner community support, business support, and participation to balance the needs between those that want to preserve roadway for vehicles and freight and those that would like to see calmer, slower streets. As such, the team is engaging the community early to garner input for transportation safety solutions and will analyze data, policies, and programs to create three distinct plans that will culminate in a community-driven Monterey Park Vision Zero Safety Action Plan that includes an Active Transportation Plan, Safety Routes to School Plan, and Complete Streets Plan aimed at eliminating deaths along city roads.	Section 3

PROPOSAL FOR MONTEREY PARK
Vision Zero Action Plan

Evaluation Criteria	Summary/Key Proposal Characteristics	Location In Proposal
Proposer's ability and available resources to perform the requested services.	Our team, led by Jean Fares, PE, is composed of highly qualified professionals with extensive Vision Zero experience and a deep understanding of local regulations, who were hand-picked for their localization and availability to commit themselves to this project. We are committed to providing the City with high-quality services and effective communication throughout the project's duration and use our "cast-ahead" workload forecasting process to manage project milestones and staff assignments, confirming optimal resource allocation to meet the City's needs.	Section 4
Proposed project costs.	As requested, we have included an overall cost proposal, which outlines the services provided by each individual working on the project. We are flexible to adjustments and refinements of our cost as reasonably necessary to better meet your needs.	Separate Sealed Envelope

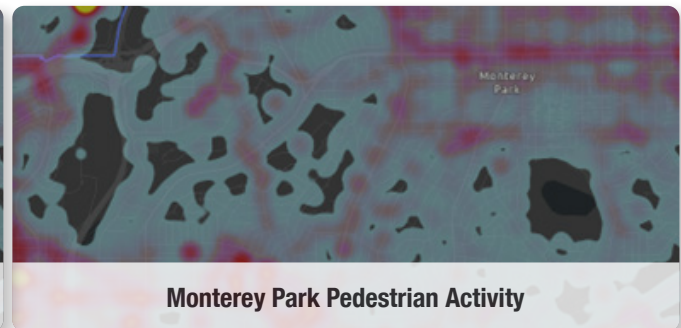
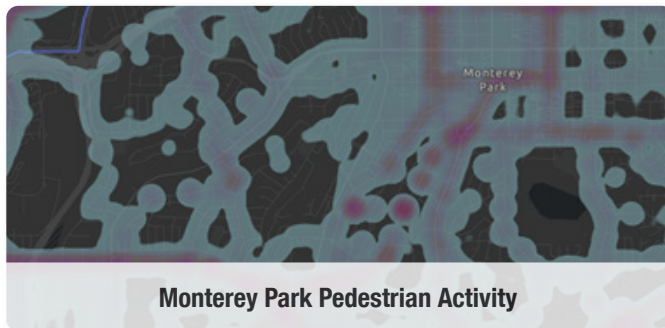
3. SCOPE OF SERVICES/METHODOLOGY

Approach and Methodology

The Kimley-Horn team has customized an approach for the City of Monterey Park's Vision Zero Action Plan that is based on the prior safety needs and findings from our public engagement programs conducted to date. Through this work, we know that engaging early with organizations such as ActiveSGV will help garner community participation and support as well as project advocacy for solutions that will enhance transportation safety. We also understand that the business community in Monterey Park has a critical voice, and working through the local Chamber of Commerce and other business associations will help get the positive messages we are trying to convey out to the community. Additionally, several members of our staff grew up and went to school in Monterey Park, and have a vested interest in this plan and how it can effect their families and friends. We understand the tensions in the City between those that want to preserve roadway capacity for vehicles and freight, and those that would like to see calmer, slower streets that are more friendly to walkers and cyclists, and that have more options for transit and shared rides.

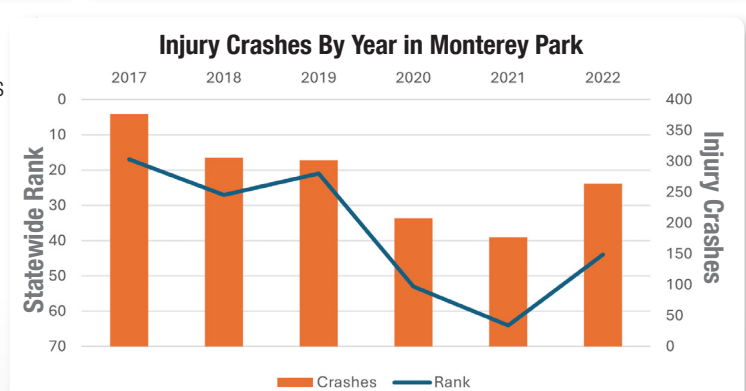
As we know from conducting the Local Road Safety Plan, Atlantic Boulevard and Garfield Avenue have the highest crash intersections in the, while Monterey Pass Road is a significant hot spot for mid-block and driveway related crashes. The plan includes a toolbox with a broad array of systemic improvements that would reduce serious injury and fatal crashes citywide. The Vision Zero Action Plan will build on this work by focusing on vulnerable road users, particularly when walking and biking to school as well as programmatic and policy-oriented solutions to make the City safer for all roadway users. An in depth awareness campaign will be the backbone of the outreach process to begin the process of developing a safer culture of driving locally, and for commuters passing through the City on a routine basis.

As shown below, the Avenida Cesar Chavez/Riggin Street/Protrero Grande Drive corridor and the Hellman Avenue corridor are the dominant east/west cycling routes through the city, while the north/south traffic is more focused on Garfield Avenue, Alhambra Avenue, and Grandridge Avenue. Pedestrian activity, however, is much more concentrated near the East Los Angeles College and South Atlantic Avenue areas, and along Garvey Avenue.



This awareness will help us target efforts as part of the safe routes to school and active transportation plans to enhance conditions to encourage more walking and cycling in other parts of the City and to make improvements to those high demand corridors as appropriate.

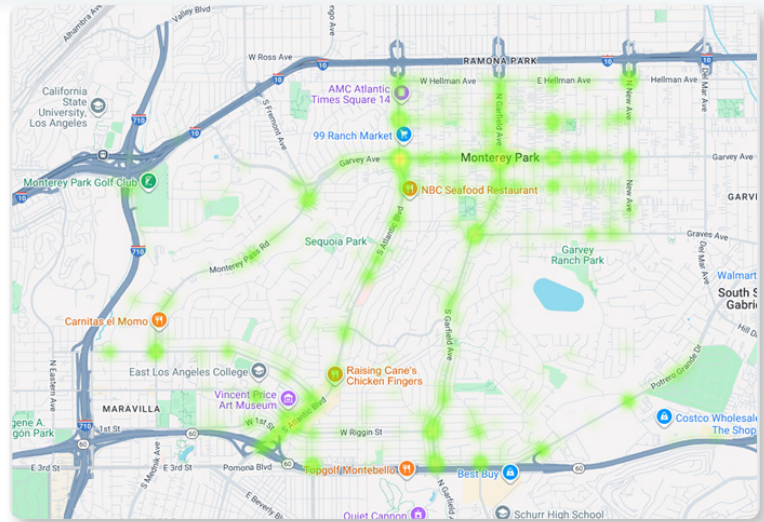
The chart to the right shows that the City of Monterey Park has been successful in reducing traffic injuries according to the latest data available from the Office of Traffic Safety (OTS). **Other than 2022 immediately post Covid-19, the City has been enjoying a downward trend in both the number of injuries locally, and in comparison, with its peer cities across the state.** This plan will provide the opportunity to further that reduction.



A scan of more recent data shows that crash patterns in the City have not changed dramatically since completion of the LRSP. We do note that Garvey Avenue seems to have had a slightly higher proportion of crashes since the last analysis, but overall the most prominent intersections are the same.

PROPOSAL FOR MONTEREY PARK Vision Zero Action Plan

The scope beginning on the following page highlights how our team will update the analysis and further define solutions for roadway projects as well as policies and programs. Our experience in the City has given us a great deal of insight into who should be at the table as we begin the process of refining projects and developing an implementation program that will avoid significant further evaluation to prioritize and pursue funding. Our project schedule (provided at the end of this section) was developed to factor in post-planning support for additional public awareness activities and implementation guidance as the City forms its process for monitoring and implementing projects.



Lessons Learned from Previous Work in Monterey Park

Safety Data Evaluations 	In the last round of safety planning for the City of Monterey Park, we learned that a lot of crash activity occurs on boundary roadways such as Garvey Avenue and Hellman Avenue. Crash data specifically coded to Monterey Park gives an incomplete picture of what is going on in those areas. Our team will acquire crash records for the neighboring jurisdictions as well to make sure we have complete information for border streets and intersections.
Public Engagement 	The City has a diverse population and many residents are unwilling or unable to attend workshops that are specific to a given project. Through the last LRSP and the Monterey Pass Road projects, we have learned that we get better response rates by attending existing events where people are going anyway, through online hybrid engagement activities, and most particularly, direct engagement with the business community. Our approach for this plan will incorporate these lessons to give the plan a solid foundation of local support that can then be referenced and leveraged for implementation decision making and funding.
Constrained Roadway System 	Parts of the City have constrained roadways that serve multiple uses and have few alternative routes. Concepts and project recommendations must be mindful of those constraints so an improvement isn't benefiting one group of users and the expense of another without careful study. Several areas have very narrow streets as well, particularly in hill areas. Solutions that make it safer for different users to share space will often be more feasible than full separation in those areas.
Public Support 	Residents and businesses in Monterey Park are likely to engage with City Council and staff directly rather than with the project team if engagement isn't sufficiently robust, leading to complaints and resistance to change. The plan must include a mixture of educational outreach and two-way information sharing to build public trust and support to have an implementable plan in the end.

Scope of Work

For this project, the Kimley-Horn team will create three distinct plans that will culminate in the Monterey Park Vision Zero Action Plan.

The Monterey Park Vision Zero Action Plan (the Safety Plan) will improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries through safety action plan development and implementation focused on all users, including pedestrians, bicyclists, public transportation users, personal conveyance and micromobility users, and commercial vehicle operators. The Safety Plan's three distinct plans include:

1. Safe Routes to School Plan (SRTS) that will focus on physical, educational, and behavioral safety improvements to neighborhood streets near twelve (12) City schools. The Safety Plan will implement safety education in school communities to create a culture of safety amongst the City's youngest residents.
2. Active Transportation Plan (ATP) will develop a set of tools and strategies to make the streets more inviting, safe, and comfortable for pedestrians and cyclists. The ATP will prioritize strategies for those implementable in the short-term and those that are part of a long-term vision.
3. Complete Streets Plan (CSP) that will analyze multimodal connectivity and establish new guidelines and performance measures to identify barriers to equitable accessibility and mobility that can be addressed by creating more shared use corridors. The CSP will also aim to make certain complete streets are incorporated into the City's roadway design guidelines and maintenance processes.

Jean Fares, PE will serve as the dedicated project manager for this project. Jean has more than 30 years of transportation experience and has successfully managed large, multifaceted, dynamic projects that improve equitable mobility and quality of life. **Darryl dePencier, AICP, GISP, RSP_{2B}** will serve as the deputy project manager and will coordinate planning activities across project tasks to develop a unified Plan with complementary sections for each task that do not overlap or conflict in ways that will impede implementation or prioritization. Ultimately, the Safety Plan aims to improve roadway safety by developing a comprehensive safety action plan based on a Safe System Approach and implementing projects and strategies that significantly reduce or eliminate transportation-related fatalities and serious injury accidents and is part of the federal and state efforts toward an ambitious long-term goal of reaching zero roadway fatalities.

Task 1: Program Management

Task 1.1 Progress Meetings

Project Kick-Off

Upon receipt of Notice to Proceed (NTP), Kimley-Horn will coordinate a project kick-off meeting with City staff to discuss the Plan's goals, project schedule, data needs, and stakeholder, and community engagement strategies. Some of the discussion will focus on administrative tasks including communication protocols, preferred progress reporting, meeting frequency, scheduling, and key milestones delivery throughout the project.

Kimley-Horn will prepare and submit the draft meeting agenda prior to the project kick-off meeting for City review. This meeting agenda will include a data request list for review and discussion during the project kick-off meeting. The agenda will also include a preliminary list of stakeholders the team should engage in as part of the engagement process. The team anticipates the meeting will take approximately 1.5 hours.

Following the project kick-off meeting, a summary of the meeting notes with key action items will be prepared and distributed by Kimley-Horn.

Deliverables

- Meeting Agenda and Minutes
- Preliminary List of Stakeholders for Engagement
- Data Request List

Project Team Meetings

Kimley-Horn will hold monthly project meetings with City staff to provide updates on the status of the project and key deliverables, and to strategize for future states of the project. The team will prepare meeting agendas prior to each meeting and distribute meeting minutes to attendees in a timely manner following each meeting. The team will maintain a record of action items, key milestones as well as conversations and decisions made throughout the project. The progress meetings will cover each component of the project, including:

- The Vision Zero Action Plan (VZ)
- Safe Routes to School Plan (SRTS)
- Active Transportation Plan (ATP)
- Complete Streets Plan (CSP)

Deliverables

- Meeting Agenda and Minutes

Task 1.2 Vision Zero Management

Project Management Plan

The Kimley-Horn team will develop a project management plan (PMP) for progressing each component project that runs complimentary to other projects, minimizing overlapping tasks and efforts, and minimizing impedance or prioritization of tasks on concurrent projects. The management plan will provide the consultant team with a foundation to actively coordinate planning activities across each of the project tasks. The team will maintain a progress tracker of task status for each component project. The consultant team will also maintain records of project meetings, discussions, and decisions relevant to each task.

Furthermore, the team will establish and host a shared project folder for file sharing and file transfer purposes. We will create accounts for City staff access. The shared project folder will be maintained for the duration of the project and will store existing data gathered, project deliverables, stakeholder and community outreach materials, Vision Zero Task Force meeting material, SRTS, ATP, CSP, and other relevant reference documents.

Deliverables

- Project Management Plan

Schedule

As part of the overall Vision Zero management, Kimley-Horn will develop a schedule with key tasks, including milestone timeframes for primary deliverables. The Kimley-Horn team anticipates a Project Kick-off start in October 2025 and proposes a project completion date of late March 2026. The project team will hold the month of April as contingency schedule. The team also proposes conducting ongoing public engagement and campaigning after April 2026 until September 2026 to continue to promote the vision zero project and disseminate information to create a safer Monterey Park community for all.

Kimley-Horn will share the live-schedule with the City. We will use this schedule to track our progress and provide the City with ongoing schedule-related updates. If any schedule-related changes are needed, the team will submit appropriate corrective actions and communicate it to the City. Furthermore, Kimley-Horn will provide access to our internal project management tool system, Asana.

Deliverables

- Updated (live) Project Schedule and Asana format organized by the Plan with milestone deliverables identified

Progress Reporting and Invoicing

Kimley-Horn will provide a written progress report each month with monthly invoices throughout the duration of the project. The progress reports serve as an additional tool to keep orderly progress on upcoming tasks and to track project deliverables and budget. The progress reports will include an overview of work completed for each task, major challenges encountered during the reporting period, and percentage completed for each task during the reporting period. All progress reports and invoices will be aligned with the City of Monterey Park procedures and Federal Highway Administration (FHWA) Safe Streets and Roads for All (SS4A) grant agreement requirements. Kimley-Horn will first share a template of the progress report prior to submitting invoices to help streamline the reporting and invoices procedure.

Deliverables

- Progress Report Template
- Monthly Progress Reports and Invoices

File Management/Project Close-Out Files

During the Project Kick-off meeting, Kimley-Horn will discuss communication protocols, including the City's preference for file management. After project completion, Kimley-Horn will provide an electronic set of project deliverables to the City organized by task and include a tracker with a table of contents to help locate a specific deliverable as needed. The City can then use geographic information system (GIS) files, reports, etc. as they see fit. Kimley-Horn will maintain copies of the deliverables for at least five (5) years from the project end date should materials be lost or any clarifications be needed in the future.

Deliverables

- Microsoft Sharepoint Folder
- Project Close-out Files

Project Website

To help streamline the engagement and deliverables for all three distinct plans under the Monterey Park Vision Zero Safety Action Plan, Kimley-Horn proposes setting up a publicly accessible project website using WIX or a similar web builder engine at the onset of this project to help with engagement down the line. The website will help keep the public engaged about the SRTS Plan, ATP, and CSP, specifically about project progress, upcoming meetings, and will host PublicCoordinate, an online in-house public engagement platform that allows collection of ongoing feedback about the project. PublicCoordinate hosts an online interactive map which can be available in English, Spanish, and Mandarin and allows users to leave location specific comments about the City. Further, PublicCoordinate is the best platform to allow us to host an online survey to see real-time, iterative feedback from Monterey Park residents.

Finally, the project website will also allow us to extend the public workshops for those that cannot attend in-person or prefer to engage in a virtual setting. The website will include a calendar of events, a forum to submit feedback, and links to public ready documents and presentations. The site will also include an interactive map that community members can use to provide suggestions and comments.

Deliverables

- Project Website

Task 2: Vision Zero Baseline

Task 2.1 - Document Review

Kimley-Horn will conduct a literature review of City plans, projects, policies, programs, standards, and other applicable existing or in-progress planning documents at the time of project initiation. The purpose of this review will be to identify programs, policies, and programmed projects at the local, regional, and state level that have safety implications. For instance, the team will review the City's General Plan and relevant specific plans, the Southern California Association of Governments (SCAG) Regional Transportation Plan, and the SHSP relevant to the Vision Zero program. The team will prioritize the level of relevance of each document listed below and outline how each document impacts the Vision Zero Plan. Some of the plans will include:

Plans

- Parks System Master Plan 2025
- Citywide Strategic Plan 2025
- Local Hazard Mitigation Plan 2023
- Consolidated Plan/One Year Action Plan 2010-2015
- General Plan 2020
- Pedestrian Linkage Plan 2019
- Library Strategic Plan 2024
- Climate Action Plan 2021
- Going Green Sustainability Plan
- S Garfield Village Specific Plan
- Healthy Community Element
- Water Master Plan 2023
- Economic Development Strategic Plan
- 2020 Urban Water Management Plan
- HUD CDBG & HOME 5 Year Strategic Plan 2010-2015
- San Gabriel Valley Regional Bicycle Master Plan
- HUD CDBG & HOME One Year Action Plan 2010-2011
- Traffic Signal and Communications Plan
- HOME-ARP Allocation Plan
- 2014 Wastewater Collection System Master Plan
- Monterey Park LRSP 2022
- Monterey Park Bike Master Plan
- Urban Forest Master Plan

Programs

- Capital Improvements Program (CIP)
- Residential Rehabilitation Program
- HOME Housing Program
- Pavement Management Program
- Structural Observation Program
- SPIRIT Bus Service and Transportation Program

Projects

- Celadon Project (Mixed Use Downtown)
- CIP 96047- Monterey Pass Road Complete Streets Project
- CIP 96026- Adaptive Traffic/Traffic Responsive Control System
- CIP 96052 Garvey Ave Capacity Improvement
- Monterey Park Market Place Phase 3
- South Garfield Village Improvements
- Whitmore Villas Condominium Project - 126 New Ave.
- 64 Residential Units with Mixed Affordability - 338-410 S. Alhambra Ave.
- Monterey Pass Rd Complete Streets Project
- 1st from Riggan to Potrero Grande Regional Project
- SR-710 and Mobility Improvement Project
- Saturn Business Park

Policies

- Automated License Plate Reader Policy
- Grant Administration Policy

Additionally, the team will identify key opportunity areas to facilitate safety improvements in the various Safety Es – engineering, enforcement, education, encouragement, and emergency response. This effort includes identification of programs and policies within the City that can be updated to better align with current best practices and would likely support safer roads and driving behavior consistent with the SS4A Comprehensive Safety Action Plan (CSAP) requirements.

Based on the community engagement (Task 3.3, Task 4.2, and Task 5.2) and safety analysis (Task 3.2), Kimley-Horn will identify recommended policy and process changes that should be considered as actions in development of the Vision Zero Action Plan. These recommended changes will include engineering considerations, safety enforcement, education and outreach efforts, emergency response, process improvements, and additional consideration. These recommendations will conform to guidelines of the Safe Systems Approach adopted as part of US Department of Transportation's (USDOT's) National Roadway Safety Strategy. The FHWA Primer on Safer System Approach for Pedestrians and Bicyclists tool will be used for benchmarking assessment.

Kimley-Horn will support the City and Vision Zero Task Force (see Task 6.3) in developing a Vision Zero policy that considers a target date consistent with the California SHSP's goal to achieve zero traffic deaths and serious injuries by 2050.

Findings from this task will be presented in a benchmarking technical memorandum to summarize literature review and document recommended program and policy updates to better align with current Vision Zero and transportation safety best practices.

Deliverables

- Literature Review
- Matrix of how each aligns with the ATP

Task 2.2 - Data Collection

As part of this task, the team will create a Data Collection Plan that details how and when the team will collect the data needed to accurately, reliably, and efficiently produce analyses for the three distinct plans. The data collection plan will include information on the team plans to collect intersection counts, 'big data' tool outputs, speed surveys, average daily traffic counts, available roadway data (i.e., street names, road classification, lanes, traffic control), land use, demographic data, and recent or historical traffic counts (i.e., average daily traffic [ADT], intersection turning movement counts, bike and pedestrian counts). The plan will also discuss, how in conjunction with the City, the team plans to conduct a field review to gain an understanding of the City's roadway network and collect various roadway characteristics including roadway classification, types of users, travel patterns, roadway width, speed (posted and actual), traffic volumes, curves, and traffic control types. The team will use this data to establish a baseline roadway information database to help associate factors with crash characteristics.

As part of the data collection plan, Kimley-Horn will collect 2019 -2024 collision data from the Transportation Injury Mapping System (TIMS) to update data from the LRSP. This data will be utilized to develop the SS4A Plan. The last five years of crash data will be gathered to allow insight into trends and to better mitigate the year-over-year fluctuation caused by natural randomness in collision activity. Kimley-Horn's

approach is to look at all collision severity levels, providing a richer dataset to review, allowing the team to determine factors where collision severity levels are high relative to overall collision numbers. For priority corridors with frequent collisions, Kimley-Horn, along with the City staff and selected stakeholders, will conduct site visits at up to five (5) priority locations (see Task 5.3) to assess and analyze existing conditions. Findings of this task will be summarized in a brief technical memorandum documenting data collected, sources, and additional/supplemental data needed.

Deliverables

- Data Collection Schedule
- Data Review Technical Memorandum

Task 2.3 - Collision and Roadway Data Analysis

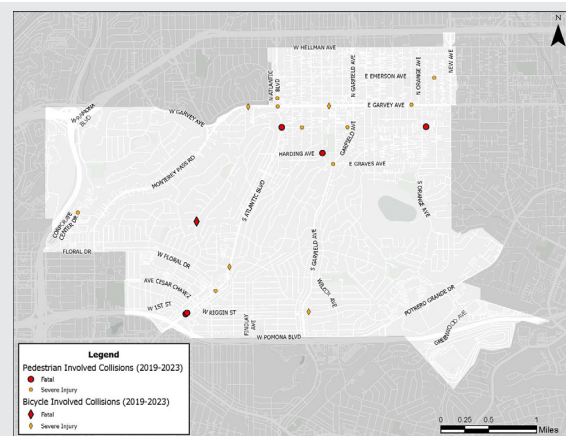
Collision Analysis

Kimley-Horn will develop a comprehensive collision safety analysis methodology. Our approach to safety analysis includes statistical network screening using Highway Safety Manual (HSM) methods. These methods are selected to identify locations with higher-than-expected collision activity that can be reviewed to identify roadway and intersection characteristics with higher risk. These methods also review a variety of collision characteristics to identify locations where specific types of collisions are over-represented. This approach helps to diagnose safety factors that are leading to elevated numbers of collisions. The collision analysis methodology is guided by standards laid out in the HSM.

The first screening step in the collision analysis methodology is to develop critical crash rates for segments and intersections in the City. Average crash rates are developed for intersections based on control type, and roadway segments based on functional classification. A statistical threshold is then established based on daily traffic volumes for each segment and intersection. The difference between the actual crash rate and the critical crash rate can then be used to estimate the relative risk faced by users of the given intersection or segment. This method builds on the High Crash or High Injury networks that essentially mirror High Traffic networks to provide deeper insight into potential low-cost safety measures. Roadways and intersections with lower classifications will also be identified, allowing the Vision Zero Plan to broach risk factors associated with those roadways.

The second screening step focuses on crash type over-representation. Citywide data is used to determine the typical crash type mix for each function classification, control type, city, and abutting land use. Then the mixture is reviewed for each segment and intersection to highlight those with high concentrations of a specific collision factor. Factors analyzed would include:

- Fatal Collisions
- Injury Collisions
- Broadside Collisions
- Rear-End Collisions
- Sideswipe Collisions
- Head-On Collisions
- Single Vehicle Collisions (run off road, fixed object, parked vehicle, other)
- Bicycle Collisions
- Pedestrian Collisions
- Wet/Slippery Road Collisions
- Nighttime Collisions
- Collisions Involving Alcohol/Drugs
- Collisions Involving Driver Inattention
- Collisions Involving Speeding/Aggressive Driving



The resulting list would include both the number of crashes for each factor, and the probability that any excess is not random. Kimley-Horn will provide an inventory of sites including all roadway segments and intersections with three or more collisions (needed for statistical evaluation) ranked by overall number of collisions per Highway Safety Manual (HSM) guidance. Additionally, we will gather input from the public on the locations with traffic concerns from the community surveys, and in-person and online engagement activities. This information will be used to supplement collision data.

High Injury Network Maps

Kimley-Horn will analyze the existing collision data (fatal and severe injury collisions) and roadway network to develop a High Injury Network (HIN) for all travel modes—pedestrians, bicyclists, and automobiles. These HINs will highlight where the greatest concentration of crashes resulting in fatalities and injuries occur. In this analysis we will identify a subset of the roadway network where most crashes (>50%) are occurring. Creation of this network will help to determine which geographic areas the crashes are concentrated in and to prioritize investments within these areas. We will map the HIN and incorporate it into the Vision Zero Action Plan.



Develop Collision Profiles

Kimley-Horn will develop collision profiles based on the collision analysis and trends, primarily those which contributed to fatal and serious injury collisions. We will define up to ten (10) collision profiles which may include, but are not limited to, intersections (signalized and unsignalized), fatal and severe injury collisions, age or responsible party, high incident locations, time of day, bicycle/pedestrian involved collisions, collision types, and primary collision factors.

Deliverables

- Existing Conditions Technical Memorandum
- Collision Analysis Memorandum with HIN maps
- Collision Profiles

Task 3: Safe Routes to School (SRTS) Program

The SRTS program will develop a comprehensive SRTS action plan that creates safe and convenient opportunities for students and parents to walk, bike, or roll to schools in city. The plan will develop a framework that enables stakeholders to identify, analyze, and prioritize safety improvements on city roads and is tailored to the local protocols, needs, and issues while maintaining compliance with state and federal regulations

Task 3.1 – Project Management

Project Kick-off Meeting

Upon notice to proceed, Kimley-Horn will coordinate with the City of Monterey Parks Project Manager to schedule a kick-off meeting within two weeks after the commencement of work. The Kimley-Horn project manager will prepare a meeting agenda that includes team member introductions, project visioning and goal setting, project scope, schedule and budget, data needs, and membership of the project management team (PMT) that will be engaged in future check in meetings and deliverable review. Kimley-Horn will establish a project task and deliverable tracking sheet that will be used to monitor project progress throughout that can be used as a standing agenda and notes document as well.

Deliverables

- SRTS Project Kick-Off Meeting Agenda
- SRTS Project Kick-Off Meeting Notes and List of Attendees
- SRTS Project Action and Deliverable Tracking Sheet

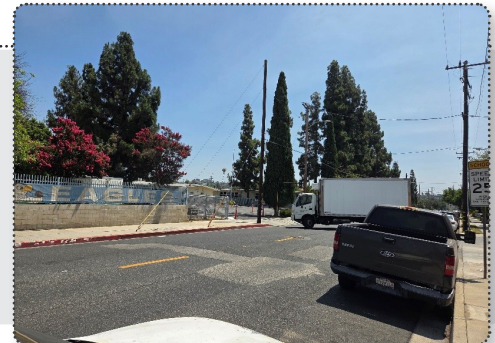
Task 3.2 – Existing Conditions and Safety Assessment Analysis

Based on the Document Review from Task 2.1 and City and community input gathered in Task 3.3 below, the Kimley-Horn team will develop a preliminary menu of best practices for safety and accessibility, using the six “e’s” - engineering, evaluation, equity, education, encouragement, and enforcement strategies. The team will compile the best practices into a toolkit for consideration and refinement during the life of the project. This toolkit will be used in the development of the SRTS Plan to prepare a prioritization framework which will use City policies, state and national engineering standards, and community values as primary inputs to provide a prioritized project list for implementation that will include conceptual plans for specific projects adjacent to each campus.

The team will visit each school site and meet with school administrators to review conditions around each school to observe:

Field Observation/Qualitative Review

- ✓ Parking and circulation during the pick-up or drop-off period at each school to better understand congestion, maneuvers, and conflicts that are occurring which could conflict with pedestrian or bicycle traffic and lead to collisions. We will document points of conflict, observe moving and parking violations, and congestion which could lead to higher risk tolerance for drivers.
- ✓ Pedestrian and bicycle activity and facilities near the schools to see where students are crossing the road, which points of access they are using, and how much volume there is on nearby intersections and segments



Quantitative Review

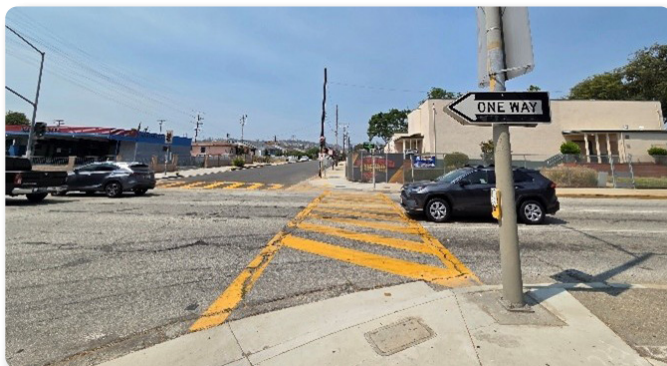
- ✓ Social equity metrics taken from census data, information provided by the schools and the California School Dashboard, and what is shared by the public and parents
- ✓ Crash data will be collected from the Statewide Integrated Traffic Records System (SWITRS) and from the Monterey Park Police Department within a half mile (½) mile radius of each campus

School Zone Conformance Review

- ✓ Existing facilities and note those that might be missing or in need of an upgrade to verify current conditions and evaluate the existing condition from the ground point of view. The field review will cover key routes within a mile of the school site that are within the school zone attendance boundary.
- ✓ Extra Value-Added Service: Conformance review of School Zone Traffic Control with the latest updates to the California Vehicle Code (CVC) and California Manual on Uniform Traffic Control Devices (CA MUTCD) per the December 19, 2023 revision revisions to the Federal MUTCD, 11th Edition. We will work with ArcGIS mobile applications to provide field verification of signage, markings, crosswalks, speed limits, and uncontrolled traffic control. This field collected GIS data will be backchecked against each school's boundaries and local roadway classifications to promote a consistent application of school zone traffic control citywide.

The Kimley-Horn team will evaluate each school site for its own points of access to determine whether there are school site barriers that expose students to more traffic that could be eliminated to make a shorter path for access. The observed entry points as well as pick-up and drop-off areas will be documented as will locked gates or other points of access that are not open to students.

We will create a service area map for each school documenting gaps, barriers, and key needs identified through the field review and school site investigation process.



Safety Assessment

The Kimley-Horn team will review crashes that occurred near each school site with particular focus on those involving pedestrians and bicycles that occurred during school pick-up and drop-off windows, which may indicate excessive speed or inattention issues that might put students, crossing guards, and other school employees at risk. The safety assessment will also include information provided by school administrators and other stakeholders regarding patterns, behaviors, and near misses that they have observed that could lead to future crashes. Kimley-Horn will document the findings of the safety assessment in the existing conditions report.

Safety Toolkit

The team will work with City staff and project stakeholders to identify preliminary tools that will enhance safety and accessibility for students traveling to and from school using a variety of transportation modes. Tools will be drawn from the LRSP and other documents developed by the City along with state and national guidance for bicycle, pedestrian, and traffic calming improvements. Measures to encourage more students to walk or roll to school safely could include enhanced crossing infrastructure, buffered bicycle lanes, crossing guard program expansion, walking school buses, public messaging campaigns, targeted enforcement initiatives, Spanish language outreach efforts, or new school and PTA-based safety education programs. The toolkit will include topics for all of the following six “E’s”:

- **Engineering** measures that slow traffic or provide better separation between vulnerable road users and vehicles
- **Evaluation** techniques to monitor implemented tools to see which ones are working best and which ones have not led to the desired outcomes
- **Equity** assessments that will help prioritize protections for those that need them most
- **Education** programs that will continue to focus on student walking and biking habits along with messaging campaigns for parents and drivers on how to behave in school zones during periods with student activity
- **Encouragement** programs to support parents and students in decisions about walking and biking to school
- **Enforcement** strategies to reduce driving behaviors that increase risk and exposure for vulnerable road users



We will provide a balanced set of solutions which can be implemented near-term to provide safety enhancements as the City works to implement a longer-term program of enhancements that will reduce and eliminate injuries related to school-oriented transportation. We will prepare conceptual maps for each school showing site and network improvements that are responsive to local needs shown in the analysis, and through discussions with the public and stakeholders. Each map will also have an accompanying inventory of programs and best practices that reflect both citywide and local school specific needs to provide a one spot overview of recommendations for each school.

Deliverables

- Field Notes
- Local School Demographics Report
- School Access and Circulation Diagrams
- School Area Needs Assessment Maps and CVC/CA-MUTCD Conformance
- Crash Map for each School
- Safety Write-Up for each School including Crash Observations, Discussions with School Staff
- Opportunity Map for each School
- Planning Level Concepts for Proposed Infrastructure Projects
- Inventory of Best Practices, Policy and Program Recommendations
- Toolkit Summary that Outlines Tool Kit Elements Citywide

Task 3.3 – Community Stakeholder Engagement

Stakeholder Engagement

The Kimley-Horn team will establish a stakeholder group for this project that includes members of the Alhambra Unified School District (AUSD), Los Angeles Unified School District (LAUSD), Montebello Unified School District (MUSD), representatives from the Monterey Park Police Department, Monterey Park Public Library, and other vested stakeholders. This group will provide guidance for the overall project effort and help identify an appropriate representative from each school to participate in their individual school assessment and plan. The team will meet with stakeholder groups from each school to get their understanding of local school specific issues which can be addressed in addition to citywide systemic challenges. Stakeholders will be invited to participate in field reviews as part of Task 3.2.

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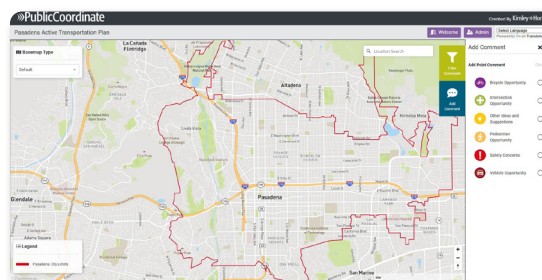
Kimley-Horn will establish up to three citywide stakeholder meetings. Kimley-Horn also proposes an additional stakeholder meeting with City and police staff to build an understanding of the role of enforcement activities in plan development, implementation, and maintenance. There may also be opportunities for police staff to engage in new educational efforts, which would create a curriculum element around traffic safety.

Kimley-Horn proposes a meeting with LAUSD, AUSD, and MUSD as appropriate, which would focus on systemwide challenges which have been brought to the District's attention and the potential roles District staff could play in planning development, implementation, and maintenance. The District could provide insights supporting plan initiatives as it will have records of complaints, incidents, and a role in developing new curricula. School staff will be invited to participate in meetings with the District. Once the existing conditions and safety analysis is complete, Kimley-Horn will meet with the Active Transportation Committee to provide an update on findings and to gather some initial feedback on potential best practices and solutions.

PublicCoordinate Survey and Map

The Kimley-Horn team will work with City to develop content for the project website established in Task 1.2 and establish interactive project maps for each school. The information collected from Task 3.2 will be shared and made available for comment and questions. Project web-based surveys will also be hosted on this site, along with presentation materials, draft deliverables, etc. The page will include widgets with third-party tools for interactive mapping so that any member of the community can interact with this non-technical website. The team will analyze the issues and constraints in this map and include them in the final deliverable. Further, we will work with school administrators to distribute the website to parents and students. A parallel website produced in Spanish will be provided for those more comfortable in that language. Links to each will be provided in outreach material. The Kimley-Horn team proposes developing the site as a Story Map using Esri's web platform. Tabs will be added for each major project milestone with text describing any findings, recommendations, or input received.

The team will also use PublicCoordinate, an in-house public engagement platform to collect ongoing feedback about the project. The interactive map will be available in both English and Spanish. This map will allow users to leave location specific comments throughout the City of Monterey Park. Further, PublicCoordinate is the best platform to allow us to host an online survey to see real-time, iterative feedback from Monterey Park residents.



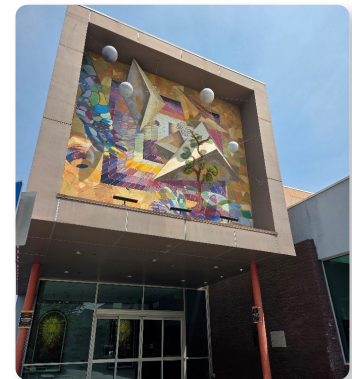
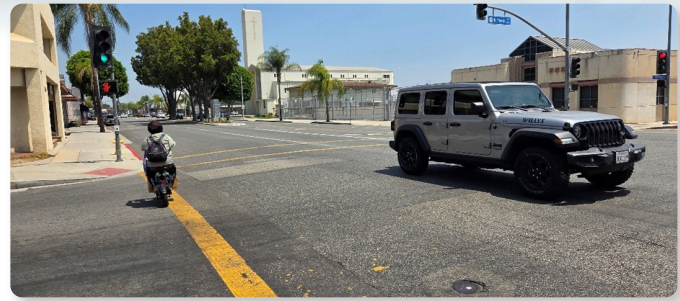
Scan Me



Unlike other web-based platform, as an in-house platform, we can leverage PublicCoordinate to create a subpage for each school, embed it on any webpage and readily shared through social media sites to boost public participation, and quickly change between platform languages at a moment's notice depending on the audience. For example, we can alter icons for community input that best represent community culture, highlight specific corridors or locations to affirm or challenge heard input, and see real-time data to quickly create summaries of what the community has shared. Further, we can directly upload a survey on PublicCoordinate, allowing us to see real-time feedback and pivot our engagement as needed. Residents will be able to use this interactive, user-friendly tool to highlight specific intersections and locations with concerns and draw segments where they would like pedestrian and bicycle facilities added or upgraded.

Community Engagement

The Kimley-Horn team will provide materials and lead in-person and virtual activities. Where appropriate, we anticipate holding English, Spanish, and Mandarin language events which will cover the same content to create a smoother experience without the need for interpreters. We will host up to five English, Spanish, and Mandarin workshops to meet with parents and staff to better understand the local conditions at each school and the



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challenges associated with walking and biking in the area. If possible, these workshops would be held in parallel to allow cross discussion and sharing of findings before and after. Where feasible, adjacent schools will be combined with joint workshops. Associated with those workshops, our team will lead a walking tour of the area around the school to see and hear what residents encounter as they and their children travel to school. The Kimley-Horn team will prepare a presentation for each school using material that will be included in the individual SRTS Report. Materials will also be shared on the project website. We will develop an interactive student-focused activity to help students engage with the process in a way that can lead to meaningful understanding of the project, its objectives, and how they can be part of the solutions when the plan is being implemented. These events will continue past the scheduled March 2026 timeline to promote awareness of the Vision Zero project.

Deliverables

- Citywide Stakeholder Contact List
- School Specific Contact Lists
- Citywide Stakeholder Meetings (3)
- Monterey Park Police Department Meeting (1)
- LAUSD, AUSD Meeting (1)
- Meeting with Active Transportation Committee
- Project Website with Sub-Pages for each School
- Parent Survey
- Summary of Survey Results
- English Language Workshops
- Spanish Language Workshops
- Mandarin Language Workshops
- Field Walking Tours/Walk Audits
- Technical Memorandum: Outreach Summary



Task 3.4 – Compilation of Final Action Plan Document

School Profiles

The Kimley-Horn team will create an existing conditions profile for each of the 12 schools summarizing the various information collected in the previous tasks. The profile will include maps and information summaries to help highlight areas where crashes overlap with missing infrastructure or where potential walking routes are not available due to lack of a direct or safe route.

The team will evaluate each school site for its own points of access to determine whether there are school site barriers that expose students to more traffic that could be eliminated to make a shorter path for access. The observed entry points as well as pick-up and drop-off areas will be documented as well as locked gates or other points of access that are not open to students.

In addition, the team will coordinate with the schools to collect the student travel surveys. The surveys will be conducted for two typical weekdays from Tuesday to Thursday.

The team will review the existing conditions profile with City staff and document where there are missing facilities or any that need upgrading. The information collected in Task 3.3 will be used as a foundation, with additional needs incorporated as necessary based on the subsequent data collection. Factors evaluated for needs identification will include:

- Pick-up and drop-off activity on nearby neighborhood streets
- Level of impact of pick-up and drop-off activity to neighborhood safety and traffic operations
- Campus trips by mode whether they are inbound or outbound
- Primary routes to campus
- Crossing guard utilization



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Improvement Plans

Based on team findings, City input, and community input, we will develop a menu of best practices for safety and accessibility, using the six “E’s”—engineering, evaluation, equity, education, encouragement, and enforcement strategies. We will work with City staff to select the best projects that will best advance the project objectives. Kimley-Horn and City staff will schedule a meeting with each school and its stakeholders to discuss the proposed projects and initiatives and gather feedback on the included elements before developing the school’s individual SRTS Plan.

The Kimley-Horn team will then compile the improvement plans into a cohesive report for each school outlining the process, findings, and reasons that led to each project or initiative that was identified for the school. The plan will be sufficiently detailed to allow schools and stakeholders to provide informed opinions about how projects should be prioritized, whether or not the school’s needs are met by the plan, and how they can participate in the implementation process.

The plans will include conceptual figures and fact sheets for proposed improvements that have been sufficiently defined for future grant prioritization. Plans will be developed with the public in mind and will use graphics and simple language to convey ideas, avoiding industry jargon or technical terms that might not be familiar to non-practitioners.

30% Implementation Plans

The end goal of this Action Plan is to drive projects to the next level of the SS4A “Implementation” for construction and/or other grant funding sources. For the progress of this specific task, Kimley-Horn will prepare “higher detailed” 30% level conceptual engineering plans and cross-sections for the development of a key project for each school or larger corridor project that connects multiple schools for the next level “Implementation” stages for grant-ready improvement. Alternatives will be developed for traffic calming, bike facilities, transit stops, and pedestrian safety measures with “synergistic” metrics that can combine multiple schools and/or other identified elements/locations as stated from the City’s LRSP, ATP, and PMP that will give the City the greatest return on investment. Once the City approves the geometric concept plans, Kimley-Horn will prepare a preliminary cost estimate so the City can be confident that the project will be delivered within budget.

Deliverables

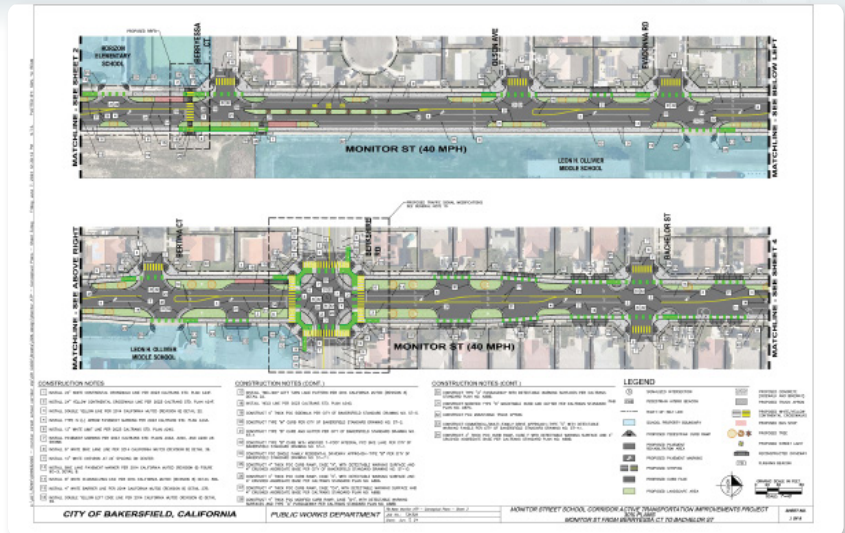
- Existing Conditions Report including Profile Write-up for each School (12)
- Student Tally Results
- Individualized School Profile and Project Recommendations (12)
- Project Concept Plans (30% equivalent) covering a project for each of the 12 schools

Final Report

Kimley-Horn will prepare a final report that will synthesize the action items and associated costs from the nine individual school reports so that City staff can work with the program holistically and to aid in the development of CIPs. The report will provide context and document the overall findings through the various individual school planning efforts, outline the processes followed and key findings. The report will also summarize the outreach processes, stakeholder feedback received, and will reference each of the nine individual reports as a packaged document set. The final report will be prepared with public consumption in mind and be easily followed by non-technical readers. Our proposal assumes that Kimley-Horn team staff will assist with up to three presentations to City Council or City committees to aid in plan approval and adoption.

Deliverables

- Draft and Final Safe Routes to School Action Plan



Task 4: Active Transportation Plan

The Active Transportation Plan (ATP) will evaluate the City of Monterey Park's system of pedestrian and bicycle facilities, amenities, policies, and programs to identify barriers to biking and walking for users of all ages and abilities. The final plan will identify areas of low quality of service for pedestrians and cyclists and develop a framework of infrastructure improvements to increase biking and walking. Ultimately, the ATP will identify gaps in the network and prioritize projects that connect to popular activity centers, including schools, parks, and community and senior centers while identifying low-cost solutions to increase safety and number of active trips.

Task 4.1: Technical Advisory Committee

The project team will establish a Technical Advisory Committee (TAC) that will include between eight to 15 members from local, regional, and state agencies including California Department of Transportation (Caltrans), the Regional Transportation Commission (RTC) Bicycle Committee, RTC Elderly and Disabled Advisory Committee, the Monterey Park Police Department, and Monterey City departments including public works, public transit, health, housing, and others.

The team will consult the TAC throughout the course of the project. Specifically, the team will meet with the TAC a minimum of three times during key milestones of the project including identifying active transportation needs, development of project list, and during the drafting of the plan. Some of the key discussion topics will include receiving input on public engagement activities and approach, strategies to maximize resident participation in community engagement, identifying additional stakeholders to engage in the project, identifying potential implementation resources, and identifying opportunities for future coordination and synergy with other initiatives impacting the community so that the ATP engagement dialogue continues well after this project. The team will also present the draft ATP to the TAC and will review and analyze comments to help determine the active transportation needs, the project list, and priority order needed in the community.

Deliverables

- Community and Stakeholder Assessment
- List of Advisory Group Members and Roles
- Meeting with TAC (up to three [3] meetings)

Task 4.2: Public and Community Groups Engagement

Outreach and Engagement Plan

The team, with input from the City, will prepare a preliminary Outreach and Engagement Plan which will include community engagement tools and events to be used throughout the development of the ATP. The plan will include strategies to engage disadvantaged communities, regional partners and stakeholders, schools, City Commissions, and City Council. The City will then meet with the TAC and refine the plan and include a schedule with timing for release, distribution and placement of publicity items, and a list of potential co-sponsors and co-promoters to assist with outreach and development to maximize participation and positive input at community events. The plan will outline details of preferred engagement activities, tools, and events based on input from the TAC and will include:

- Goals for public input
- Other engagement activities in the City to coordinate with
- Outreach milestones
- Language and interpretation processes
- Meetings and strategies
- Engagement summary strategy
- Engagement strategies including:
 - ↳ Events
 - ↳ Meetings
 - ↳ Online Tools
 - ↳ Surveys and Focus Forums
 - ↳ Collateral
 - ↳ Walking Tours

The plan will provide an outreach schedule that can be placed on the project website, City website, and community-based organizations to increase awareness of the ATP project.

Deliverables

- Outreach Plan Outline
- Draft Outreach Plan
- Final Outreach Plan

Engagement Events

The Kimley-Horn team will coordinate with the City to host at least five (5) separate outreach events to engage the community in a discussion about challenges and opportunities about active transportation in the community. The events will be developed with input by the City and the TAC and will allow for residents, community members, and stakeholders to provide input on focus areas, challenges, and barriers to navigating the City using active transportation modes, feedback on active transportation networks, and more. The team will use resident feedback to help identify the active transportation network in Task 4.4. Some of the anticipated events the team may host include neighborhood meetings, town halls, pop-ups, or tables at existing events such as farmer's markets or community festivals, workshops, door-to-door canvassing, and more.

Deliverables

- Five (5) Separate Community Outreach Events
- Materials Needed to Facilitate Engagement Events

Public Website

The Kimley-Horn team will develop a project website in Task 1.2 as part of the larger Monterey Park Vision Zero Safety Action Plan. The project website will include information about the project meetings and allow stakeholders to submit feedback without attending meetings. The website will also include PublicCoordinate, which will allow for the public to complete an online survey and submit comments on desired location and type of transit and active transportation. The online survey will allow users to identify current barriers and recommendations for suggested improvements. At the conclusion of the survey period, the team will prepare a memorandum outlining the findings of the virtual engagement platform.

Deliverables

- Project Website (see Task 1.2)
- Summary of Survey Findings

Council Meetings

In addition to the TAC meetings, the team will prepare and deliver presentations to the City Council to apprise them of the draft ATP and to provide the opportunity for the Council to review and provide input before the final draft is completed. The team will also make a final presentation to the Council after the plan is completed on the implementation of the plan.



Deliverables

- Materials for Presentation to the Council
- Presentation to the Council for Adoption (2 meetings)

Task 4.3: Existing Conditions Inventory

Existing Bicycle and Pedestrian Infrastructure Inventory

The team will map existing pedestrian and bicycle facilities in the City using any existing GIS or CAD data available from the City. If City records are incomplete, the team will update the maps for the arterial and collector roadway system using available aerial imagery.

Deliverables

- Updated GIS Mapping of Bicycle and Pedestrian Infrastructure

Underserved Population Analysis

Kimley-Horn will collect and evaluate data in the lens of equity as part of this project with the SS4A Action Plan criteria specifically requiring satisfaction of the following:

- Considerations of equity using inclusive and representative processes
- The identification of underserved communities through data
- Equity analysis developed in collaboration with appropriate partners, including population characteristics and initial equity impact assessments of proposed projects and strategies

The team will review Block Group level statistics for each business district in the City using American Community Survey data to identify concentrations of households with limited vehicle access, seniors, youths, and other transportation disadvantaged populations. The team will also review the latest CalEnviroScreen 4.0 and work with the TAC to determine designated transportation disadvantaged communities that might need additional prioritization for active transportation. The team will develop maps that show transportation disadvantaged neighborhoods that can be overlaid with infrastructure gaps and related needs.

Deliverables

- Maps of Transportation Disadvantaged Neighborhoods (up to 15)

Needs/Gaps Analysis

The team will use information gathered from Task 4.3 to prepare a technical memorandum describing the key thematic active transportation needs identified in Monterey Park. In addition to the thematic needs, the team will provide an assessment of the inventory developed in Task 4.3, highlighting gaps in the existing infrastructure that may inhibit system use by different populations. Task 4.3 will include detailed equity-based analysis that will allow the team to highlight specific needs for some of the most vulnerable users. For instance, the team may find that in Downtown Monterey Park, medians help vulnerable populations safely cross a street whereas they may not be as needed in less busy areas of the city with high concentrations of vulnerable populations.

Deliverables

- Needs Assessment Technical Memorandum

Identify Key Multimodal Hubs

The team will identify key locations that should be prioritized for connectivity to the citywide bicycle and pedestrian network including neighborhood-serving destinations such as transit stops, schools, parks, community centers, parks, senior centers, libraries, and shopping/employment hubs. The team will work with City staff to identify the critical facilities and will review available data from Strava, Replica, the longitudinal Employment/Housing Dynamic, and feedback from the community and other stakeholders to identify major activity centers.



Deliverables

- GIS Map of Key Multimodal Hubs

Identify Bicycle/Pedestrian Network

The team will undertake an extensive data collection effort to understand current uses and trends for bicyclists and pedestrians in the city. The team will use big data to compile, map, and analyze bicycle and pedestrian counts, travel routes, bike facilities, and collision data. The team will compile, analyze, and map bicycle and pedestrian crash data to produce GIS maps of the existing bicycle and pedestrian network and overlay it with the existing multimodal hub to identify a core system spine of where there can be cross-town connectivity. The core system spine will then connect the hubs as directly as possible and make use of low-stress roadways and off-street trails where possible. The team will then identify neighborhoods that lack or have poor access to the system and identify necessary connections that will improve multimodal access. For instance, east-west connectivity in the City is minimal, with many residents biking on streets without protected bike lanes. This task will compile, map, and analyze bicycle and pedestrian crash data, including big data sources to evaluate pedestrian and bicycle trips to create a conceptual bicycle and pedestrian network GIS maps.

Deliverables

- Conceptual Bicycle and Pedestrians Network GIS Map

Task 4.4: Identification of Active Transportation Needs and Project List

Outline Most Critical System Gaps

Using the existing conditions inventory from Task 4.3 and feedback from outreach and engagement in Task 4.2, the team will conduct a usage assessment of proposed projects needed to create a complete and safe pedestrian and bicycle network and develop an implementation plan to deploy active transportation improvements quickly based on feasibility. The usage assessment will score projects based system improvements including bicycle parking, signage, marking, crossings and lighting, safety at hazardous locations along bicycle and pedestrian high-injury networks, available right-of-way, traffic volume on roadways, and major possible cost escalation factors (e.g., cost impacts of drain inlets located at proposed curb extension locations). The usage assessment will also score the feasibility and preliminary cost of projects to recommend tiers based on scores to help the City prioritize which projects should be constructed first, and which can wait for specific funding opportunities or maintenance cycles. For instance, a quick-build project that could be prioritized over others is installation of bike-lane bollards at the beginning of the bike lane that starts at the intersection of Mednik Avenue and E Fisher Street to minimize safety exposure for cyclists and other riders. The team will make these recommendations and align them with the National Association of City Transportation Officials (NACTO) Complete Connections working paper of deploying multiple neighborhood-scaled installation projects at a time.



Deliverables

- Tiered List of Projects

Implementation and Funding Plan

Kimley-Horn will prepare an Implementation and Funding Plan identifying strategic ways to fund and deploy active transportation improvements quickly through quick-build and other strategies such as a network deployment approach. The team will create recommendations for active transportation improvements with a planning-level cost assessment for the projects identified in the tiered project list. These costs will be based on Class I, II, III, and IV typologies using a cost per mile with contingency. Similarly, the team will include a funding matrix that identifies funding sources for active transportation funding projects and will provide information on how the funds are accessed and what specific types of projects are eligible. The intent of the cost assessment and funding matrix is to provide a funding source and mechanisms to identify strategic and innovative ways to deploy the most critical active transportation improvements throughout the city.

Deliverables

- Draft Document
- Comment Response Matrix
- Final Document
- Project Cost Estimates (Planning Level)
- Funding Matrix

Establish Bicycle/Pedestrian Facility Typologies

The team will also develop a portfolio of best practices for active transportation infrastructure based on the bicycle or pedestrian facility typology. We will develop a series of cross-sections (up to 10) for different types of roadways and multimodal facilities to help standardize system development and assist in future projects completed as part of roadway maintenance. The portfolio will include crash modification factors, countermeasures, and will refine the cost estimates using these typologies. These typologies will establish guidelines for appropriate installation of active transportation infrastructure in different contexts.



Deliverables:

- Up to 10 cross-sections with corresponding descriptions and appropriate profiles

Develop Wayfinding Guidance

The team will develop an active transportation system route map and note key destinations and origins. This map will be used to identify key locations where wayfinding signage would be beneficial in helping route pedestrians and cyclists into the active transportation network. The map will also indicate where wayfinding signage can guide pedestrians and cyclists to the best routes for key locations in the City.

Deliverables

- A System Map that Identifies Potential Wayfinding Sites and Sign Locations

Task 4.5: Develop Monterey Park Active Transportation Plan

Draft Plan

The Kimley-Horn team will compile a draft report that outlines the process and findings for Task 4, including an overview of current biking and walking conditions, and barriers, the methodology for completing the analysis tasks, detailed summaries of community input and engagement, and a lists of recommended infrastructure projects to connect residents to major activity centers and of programmatic projects to enhance enforcement and awareness into a draft active transportation plan. The plan will include a list of priority projects for the City to implement. Appendices will include summaries of the outreach and engagement work completed with underserved communities, the TAC, community organizations, and members of the general public. The team will share progress of the ATP draft plan and solicit feedback on the plan's recommendations from City officials at these meetings.



PROPOSAL FOR MONTEREY PARK

Vision Zero Action Plan

The ATP plan will include the following components:

- Introduction
- Overview of existing conditions
- Engagement efforts and results
- Needs assessment, including assessment for disadvantaged groups
- Prioritization framework/methodology
- List of proposed projects and prioritization rankings
- Policy recommendations
- Financing plan
- Implementation, monitoring, and reporting recommendations
- Procedures for maintenance and update of the ATP Plan

Deliverables

- ATP Outline
- Draft Plan
- Comment Response Matrix

Final Plan

Kimley-Horn will update the draft report based on written comments received from the City on the Draft ATP Plan and input received from any additional rounds of community engagement into a Final ATP Plan. Subsequently, the team will finalize the ATP and share it with the City in an editable format.

Deliverables

- Final Active Transportation Plan (ATP) Report

Task 5: Complete Streets Plan

The Complete Streets Plan objectives include increasing the mobility, accessibility, safety, and sustainability of the City's roadway network by identifying sustainable transportation improvements that encourage multimodal travel to reduce vehicle miles traveled (VMT) and lower greenhouse gas emissions; enhance community connectivity; and reduce wear and tear, and associated maintenance on roadway infrastructure. Further, it will also identify sustainable transportation improvements that not only reflect community priorities but also result in co-benefits, such as economic development along City streets and improved health and social equity as more people walk, bike, and ride transit, which are more active and cost-effective modes of transportation.



Task 5.1: Existing Conditions Report

Literature Review

Using documents from Task 2.1, the Kimley-Horn team will take inventory of regulations and policies affecting active transportation, transit, and greening, such as Complete Streets policies, landscaping plans, and maintenance policies and programs. The team will prepare the existing conditions in a report/technical memo, with static GIS maps, to facilitate incorporation into the final report. Some of the plan, policies, and reports reviewed include:

- SCAG Connect SoCal
- Caltrans District 7's Caltrans Active Transportation Plan
- SCAG's ATP
- Metro's First/Last Mile Plans

Deliverables

- Draft Existing Conditions Report
- Final Existing Conditions Report

Task 5.2: Public Engagement

The Kimley-Horn team proposes to use our online mapping tool, PublicCoordinate, to collect input from residents. This mapping tool can be embedded on project flyers and readily shared through social media sites to boost public participation. Residents, stakeholders, and community members will be able to use this interactive, user-friendly tool to highlight specific intersections and locations with concerns and draw segments where they would like pedestrian and bicycle facilities added or upgraded. This mapping tool will identify current barriers and recommendations for suggested improvements around a given school site.

Our team will also create a project flyer that provides project information such as vision and timeline, a link to PublicCoordinate, and a graphic of our next community event. Display boards such as an existing conditions map and a project design options board will be used at community events to introduce the community to the project and solicit feedback. Our team has conducted door-to-door outreach to distribute materials and encourage participation. We have also coordinated attention-grabbing postcard mailings to local businesses, directing them to project input websites and inviting them to public meetings. To reach the broader community, we will request the City to promote these events on their social media platforms and will collaborate with schools to distribute flyers to parents and school staff.

Deliverables

- Interactive Online Engagement Map and Survey

Task 5.3 Walk Audits and Surveys

Using findings from the existing conditions report in Task 5.2, the Kimley-Horn team will coordinate and conduct walk audits at up to five key corridors throughout the city. The team will document points of conflict which could lead to increased pedestrian or bicycle collisions, observed moving and parked vehicle violations, and note how the street configuration contributes to higher risk tolerance for drivers. The team will coordinate with key representatives from the TAC and other community members from other tasks to help raise awareness of complete street needs in the city. The team will also capture video and photo recordings of the existing street conditions.



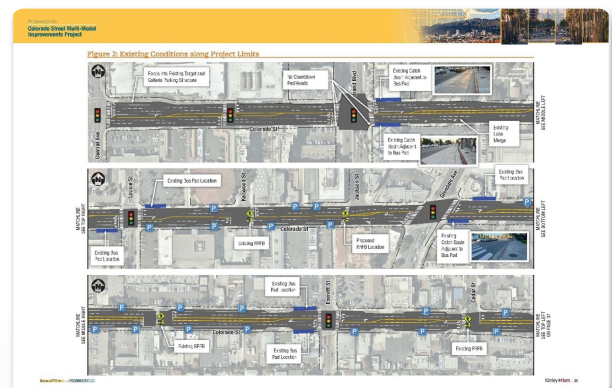
Deliverables

- Walk Audits (up to 5 corridors)
- Summary of Walk Audit Findings

Task 5.4 Draft Corridor Conceptual Designs and Recommendations

The team will develop sustainable transportation project recommendations. The team shall package the project recommendations into grant-ready “cut sheets”.

Kimley-Horn will prepare 30% concept plans and cross-sections for each of the selected five corridors. These concept plans include project recommendations and grant-ready cut sheets that include corridor overview and goals, conceptual designs, cost estimates, equity variables, implementation and feasibility considerations (e.g., applicable grants and recommendations for incorporation into workplans), and other evaluation criteria relevant for grant applications and project prioritization including traffic calming, bike facilities, transit stops, and pedestrian safety measures that align with Task 3, Task 4, and overall Vision Zero document. Further, the plans will include conceptual figures and factsheets for proposed improvements that have been sufficiently defined for future grant prioritization. Plans will be developed with the public in mind and will use graphics and simple language to convey ideas, avoiding industry jargon or technical terms that might not be familiar to non-practitioners. Once the City approves the geometric concept plans, Kimley-Horn will prepare a preliminary cost estimate so the City can be confident the project can be delivered within budget.



Deliverable

- Draft Concept Plans and Engineers Estimates with Quantities
- Comment Resolution Matrix

Task 5.5 Final Corridor Conceptual Designs and Recommendations

Kimley-Horn will submit updated corridor conceptual designs and project recommendations based on feedback received from City staff and project stakeholders. The team will document all comments in the comments resolution matrix and provide responses and reasoning as to why comments were or were not addressed. The finalized concepts will be included in the Vision Zero Action Plan.

Deliverables

- Final Plans with Engineers Estimates with Quantities
- Comment Response Matrix

Task 5.6 Neighborhood Traffic Calming Plan

The consultant will begin with a kickoff meeting with City staff to finalize the scope of work, schedule, and clarify any preliminary issues. The consultant will review existing programs from California cities and at least two notable cities outside the state with successful neighborhood traffic calming policies, and create a matrix of potential traffic calming methods for discussion at a public workshop. One public workshop will be conducted to gather input on local traffic concerns, educate residents on effective solutions, and generate dialogue on preferences for specific improvements, summarized in a memorandum. The consultant will also conduct a City Council workshop to present public feedback, the traffic calming improvement matrix, and draft Final NTMP Guidelines based on public input, consultant recommendations, and staff guidance. Draft and final reports will document findings, including thresholds for excessive traffic volumes and speeds, criteria for qualifying streets, and a community-responsive toolbox of traffic calming measures, addressing comments from the City Council workshop and providing detailed explanations.

Deliverables

- Neighborhood Traffic Calming Plan

Task 6: Vision Zero Action Plan

The Vision Zero Action Plan will compile the findings and recommendations of the previous tasks into a unified safety vision for the City, inclusive of all the required elements included in the Safe Streets for All Program including:

- Establishing a Vision Zero horizon goal
- Designating a Safety Task Force
- Systemic Safety Analysis, Hot Spot Analysis and High Injury Network
- Documented Public Engagement (In-Person and Virtual)
- Equity Analysis of Proposed Countermeasures
- Best Practices Assessment
- A Systemic Safety Countermeasures Toolbox
- An Implementation and Evaluation Program

Task 6.1 Vision Zero Goals and Objectives

As part of the document review in Task 2.1, the Kimley-Horn team will review the goals and objectives presented in the City's Local Road Safety Plan and will assess whether they meet the needs of the SS4A and could be used for this Vision Zero Plan. If the vision and goals do not meet the requirements, the team will work with City staff and stakeholders to update the needed to the goals and objectives. Specifically, the team will leverage the Vision Zero Governance Task Force to host a vision and goal development meeting to outline a set of goals and objectives early in the project that align with the US Department of Transportation (USDOT) National Road Safety Strategy, Safe Systems Approach, Vision Zero, Complete Streets, and other relevant documents to guide proposed safety actions. The vision and goals will include a commitment to zero traffic deaths by a target deadline, likely 2050, to align with Caltrans' other local agency targets or a 90% reduction of roadway fatalities and serious injuries with the eventual goal of eliminating roadway fatalities and serious injuries completely. The goals will align with funding requirements for SS4A implementation funding and other grant programs. Furthermore, the goals will help guide the project and result in a final Vision Zero Action Plan is to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries through safety action plan development and implementation focused on all users, including pedestrians, bicyclists, public transportation users, motorists, personal conveyance and micromobility users, and commercial vehicle operators.

Deliverables

- List of Goals and Objectives
- List of Associated Measures of Effectiveness

Task 6.2 Emphasis Areas

Using findings of the Existing Conditions review, the SRTS Plan, the ATP, and the CSP, the Kimley-Horn team will identify key emphasis areas that Monterey Park should prioritize for safety improvements over the life-cycle of this plans implementation program. The team will also identify safety countermeasures that are best suited to reducing traffic injuries and fatalities through improvements impacting those challenge areas.

Using findings from the ATP's existing conditions, the SRTS Plan, the CSP, and feedback from community members and stakeholders, the team will identify emphasis areas for the City that represent dominant factors involved in collision trends, particularly those that seem to be increasing. As much as possible, these emphasis areas will align with those of the SHSP and state funding priorities, elevating the City's competitiveness for safety funding. The team will work with City staff and the Vision Zero Governance and Task Force group to discuss potential emphasis areas that will be the focus of strategy development. The selected emphasis areas will be measurable and associated with a variety of safety improvement strategies from the the six "e's" - engineering, evaluation, equity, education, encouragement, and enforcement strategies. Once selected, the emphasis areas can be monitored over time to evaluate the effectiveness of strategies as they are implemented. The strategies will also consider emerging technologies and changes vehicle and travel patterns such as electric and connected vehicles, e-bikes, and other modes with increasing use.

Deliverables

- Best Practices Checklist
- List of Focus Areas and Potential Strategies

Task 6.3 Vision Zero Governance and Task Force

Kimley-Horn will work with City staff to identify members of a Vision Zero Task Force comprised of a broad group of stakeholders that will cover a variety of interests and knowledge areas to support in the development of a comprehensive and equitable plan that addresses roadway safety from each of the Safety Es. Representatives are anticipated to include, but are not limited to, City staff (engineering, public works, planning), Monterey Park Police Department, Monterey Park County Roads & Airports Department, Monterey Park Public Health Department, Caltrans, Monterey Park Bicycle and Pedestrian Advisory Committee, Senior Advisory Commission, Metro, East Los Angeles Community College, local advocacy groups (Active SGV), and select representatives from major employers and other community based organizations (CBOs). We will develop and maintain a Vision Zero Task Force roster with names, organization, and contact information.

Further, Kimley-Horn will lead the planning and facilitation of up to three (3) Vision Zero Task Force virtual meetings that are proposed to be scheduled at strategic junctures of the project. These meetings will be geared towards soliciting feedback from the group on the Vision Zero Plan goals and objectives, crash data analysis (including HIN), community outreach strategy, countermeasure toolbox, safety emphasis areas, priority locations, and review of the Draft Vision Zero Action Plan. Kimley-Horn will prepare and submit meeting agendas prior to each Vision Zero Task Force meeting. A summary of the meeting notes with action items will be developed and distributed by Kimley-Horn following each meeting.

Deliverables

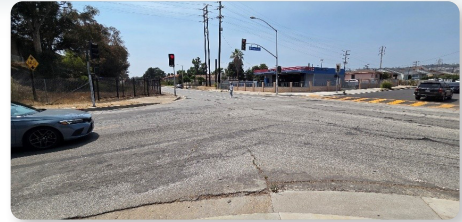
- Vision Zero Task Force Roster
- Meeting Agendas and Notes
- Vision Zero Task Force Meetings (up to 3 meetings)

Task 6.4 Transportation Equity Assessment

Kimley-Horn will explore the impact of traffic safety on disadvantaged populations as identified by Justice40 and SB 535 as the Vision Zero Plan is developed. Showing safety challenges that are particular to these disadvantaged communities, and countermeasures that are best suited to address them, provides unique funding opportunities and may be eligible for funding prioritization through a variety of state and federal grant programs. Particular attention will be placed on vulnerable road users (VRU) as they face greater risk of injury and death from

traffic collisions and are much more likely to be exposed to traffic hazards if they belong to a minority or low-income group.

The Vision Zero Plan will consider ways to improve safe multimodal transportation accessibility for underserved communities consistent with the goals established by SS4A Underserved Population tools as defined by areas of persistent poverty. The transportation equity assessment will be included as a section in the Draft Vision Zero Action Plan (Task 6.7).



Deliverables

- Transportation Equity Assessment

Task 6.5 Best Practices Assessment

The Kimley-Horn team will work with City staff to identify programs, policies, procedures, and resources, within the City that are most supportive of safety, which ones could be updated to better align with current best practices, and where there are opportunities for new initiatives that would likely support safer roads and better driving behaviors beyond physical infrastructure and roadway engineering. Kimley-Horn staff will collect the needed information by providing the City with a list of questions in advance and will conduct an interview with City staff to finalize the responses. The best practices review will culminate in a checklist with enforcement strategies, educational opportunities, public messaging and feedback as well as the programs and policies related to traffic safety and mobility throughout the City.

Deliverables

- Best Practice Assessment
- Key Staff Interview (up to 5)
- Best Practices Checklist

Task 6.6 Safety Countermeasures Toolbox

Based on the collision data analysis and focus and challenge areas identified in Task 2, Task 3, Task 4, and Task 5, and input received during stakeholder and community outreach activities, the Kimley-Horn team will identify safety countermeasures starting with those in the Caltrans Local Roadway Safety Manual, FHWA's Proven Safety Countermeasures, Countermeasures that Work published by the USDOT, and National Cooperative Highway Research Program (NCHRP) Report 500, and guidance for implementation of the American Association of State Highway and Transportation Officials (AASHTO) Strategic Highway Safety Plan, which have proven strategies to address safety issues seen on city roadways. These countermeasures will focus on the six Safety Es. Measures that support safe, efficient, and equitable active transportation strategies use will be integrated in the plan. Kimley-Horn will develop a customized safety countermeasure (or Vision Zero) toolbox comprised of engineering countermeasures that can be implemented at intersections and roadway segments. The toolbox will include the recommended countermeasures along with corresponding crash modification factor (CMF), crash reduction factor (CRF), specific concepts for complete streets, school access, crash hot spots, funding eligibility, and relative implementation costs that will advance traffic safety in the city.



Deliverables

- Draft Safety Countermeasure Toolbox
- Final Countermeasure Toolbox

Task 6.7 Vision Zero Action Plan Report

Draft Report

The Kimley-Horn team will prepare a draft Vision Zero Action Plan to document the findings of the previous tasks. The draft plan will summarize the identified needs, safety goals, emphasis areas, and a prioritized list of improvements and activities. It will also identify responsibilities and

resources to carry out the plan. The plan will also document the stakeholders and their involvement and its development. It will also contain a strategy for implementing the opportunities identified and a process for monitoring safety outcomes, to determine which strategies are most effective. Finally, the plan will include steps on how it can be evaluated for effectiveness and process for updating it in the future.

The draft report will be submitted to the City for review and comments, and we will assist in circulating the draft plan to members of the project stakeholder group for review. Kimley-Horn will also hold a meeting for City staff to review the draft Vision Zero Action Plan. Kimley-Horn will track and collect a consolidated, non-conflicting set of comments from City staff to review and update the report.

Deliverables

- Draft Report Outline
- Draft Report
- Comment Response Matrix

Final Draft

The Kimley-Horn team will respond to one (1) set of consolidated, non-conflicting comments received on the Draft Plan into the Final Vision Zero Action Plan. This document will guide the City's effort to improve transportation safety and reduce the number of incidents and the severity of those incidents on our transportation systems.

The Vision Zero Action Plan will be a living document and analysis methods will be clearly outlined to facilitate future updates as the City completes projects, gets new collision data, as needs and priorities change, and seeks funding in future grant application cycles.

The Kimley-Horn team, along with City staff, will present the Final Vision Zero Action Plan to City Council for adoption. As part of this, Kimley-Horn will prepare presentation materials for citywide adoption, including a 1-2 page Executive Summary and fact sheet summarizing Plan highlights and key information, in PDF format. This will include Vision Zero policy and plan goals, acknowledgements from City elected official(s) and Vision Zero Task Force, brief overview of the collision data and collision profiles, HIN, and implementation strategy.

Deliverables

- Final Vision Zero Action Plan Report in editable format
- SS4A Application Matrix
- Graphic and Presentation Materials for Citywide Vision Zero Plan Adoption
- Presentation to City Council for Adoption (up to 2 meetings)

QC/QA Procedures

QC/QA is an integral part of Kimley-Horn's culture and safety practices. Our staff go through a rigorous quality training to verify that we are providing the highest quality services and deliverables. Our approach includes a comprehensive document (i.e., Quality Management Plan [QMP]) that incorporates:

- The approach to developing submittals meeting Monterey Park's expectations.
- Kimley-Horn's QC/QA processes, including using Kimley-Horn's formal in-house program for total quality management—Continuous Quality Improvement (CQI).
- Submitted, reviewed, and accepted subconsultant quality control plans.

Through our previous work with Monterey Park staff on safety and multimodal projects, we appreciate your City's expectations for high-quality deliverables that reduce the burden and review time for Monterey Park's staff. Kimley-Horn will use a three-step QC/QA process for delivering this project:

1. **Discipline-Level Quality Control** will be provided by standard procedures for checking and back-checking work products supported with checklists.
2. **Quality Manager Review** will be conducted to provide an independent review, ensuring that all comments have been addressed and the QC/QA process has been followed in accordance with the QMP.
3. **Final Review** will be provided by Kimley-Horn project manager, Jean, who will rely upon the advice of our QC/QA manager, Jason, and relevant task leads to help verify that we provide you with the highest quality deliverables while staying on budget and within schedule.

We have provided examples of projects and reports our team completed, which contain similar scopes of services to the City of Monterey Park's Vision Zero Action Plan, in Section 4. Company Profile. Examples of our quality control procedures for some these specific projects are detailed in the project descriptions in Section 4. Company Profile as well.

PROPOSAL FOR MONTEREY PARK

Vision Zero Action Plan

Schedule

Kimley-Horn will complete the Vision Zero Action Plan by Month 12 following Project Kickoff. Vision Zero programs require consistent follow through and public awareness, so our team has included an additional six months of ongoing support for public messaging and implementation activities that will aid further project advancement and establish City messaging processes.



Legend													
	Draft Due		Final Submission		Kickoff Meeting		Ongoing Engagement After April		Memo or Deliverable Due		Walking Tours		Project Website/Public Coordinate

4. COMPANY INFORMATION

Team Profile

Kimley»Horn Kimley-Horn Overview

Kimley-Horn is a full-service planning, environmental, and engineering consulting firm providing similar services to public and private sector clients nationwide. Since our founding in 1967, Kimley-Horn has grown from a small group of engineers and planners to a firm of over 10,000 employees in 145 offices nationwide, including 15 in California, with over 550 Southern California staff, focused on meeting the planning and design needs of local public entities. Our continued growth and stability over the past 58 years is the direct result of our commitment to integrity and dedication to providing quality services to our clients. We provide our clients with the local knowledge and responsiveness of a small organization, backed by the depth of resources only a national firm could offer. Today, we are one of the highest ranked planning and engineering consulting firms in California. According to *Engineering News-Record* (ENR), our firm ranks 4th among the Top 100 Pure Design Firms, representing the combined efforts and quality of our staff, who are committed to providing client-focused service and technical excellence in everything we do.

2025 ENR RANKINGS



Lemmon Planning Overview

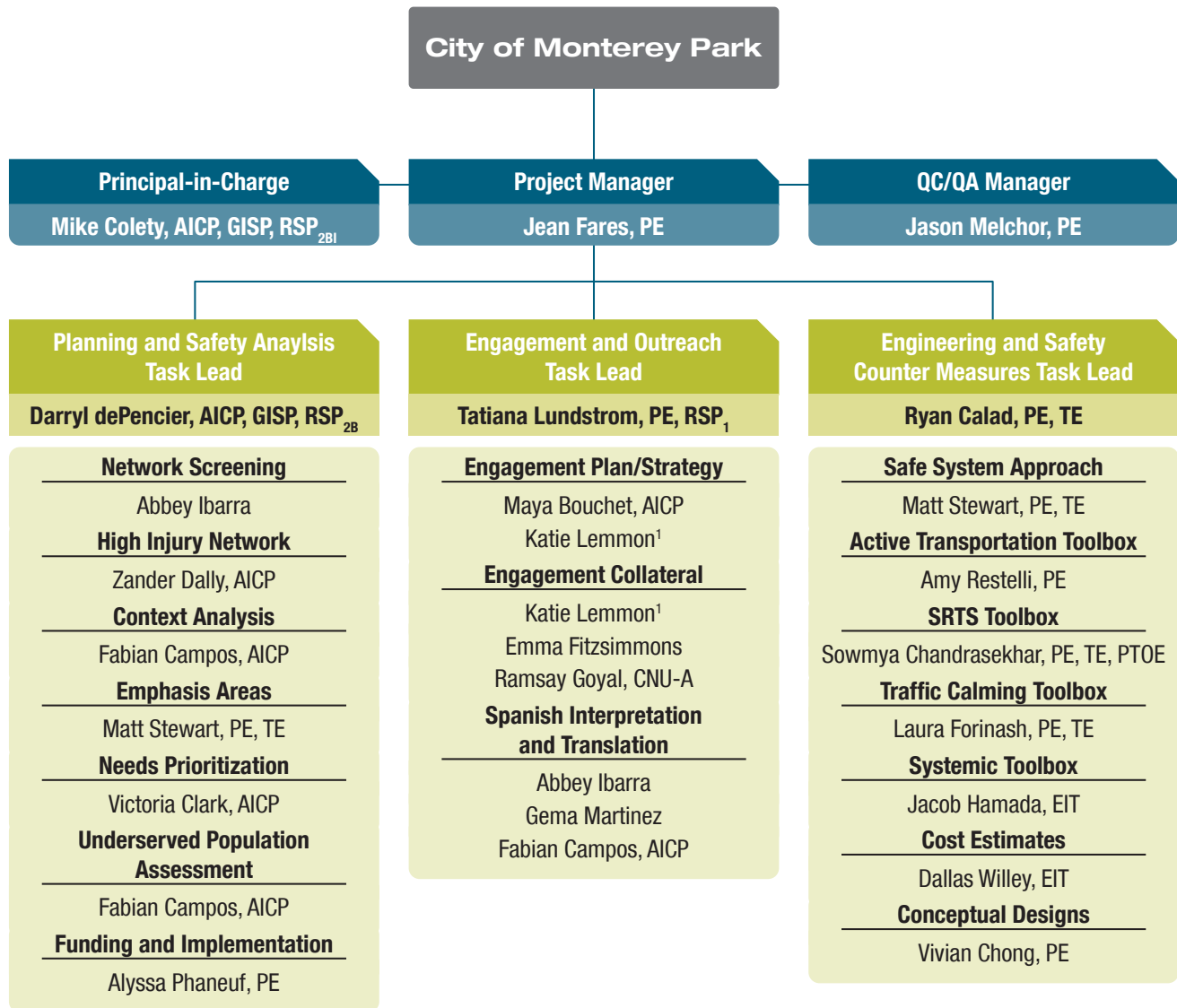
Lemmon Planning LLC (Lemmon Planning) founder Katie Lemmon blends more than 15 years of public and private sector experience in:

- First/last mile connections to transit via walking, biking, and other rolling modes
- Community-based planning and grassroots, equity-centered community engagement
- Active transportation funding program development
- Multi-benefit project creation to integrate urban greening elements with active transportation improvements
- Regional and state policy
- Walking and biking visioning
- Community engagement strategy
- Program and project ideation
- Funding research and grant writing
- Project management

Lemmon Planning is a certified Small Business Enterprise (SBE) and DBE through Metro. **Kimley-Horn and Lemmon Planning have partnered on multiple projects together including the Metro Safe Streets, Data Sharing, and Collaboration Policy and Action Plan and the SCAG City of Moreno Valley Pedestrian Access Plan, and they are excited at the opportunity to partner again with the City of Monterey Park on this pursuit.**

Team Organization Chart

Kimley-Horn understands that when you select a consultant, you are really choosing the people who will provide the right combination of relevant experience, technical competence, local knowledge, passion, and superior skill in successful project delivery, with an eye for quality and detail and with whom you will enjoy working. Jean Fares, PE will lead the project and serve as the City's primary point of contact. He will be supported by a core team of experienced engineers, planners, and analysts with recent, relevant experience who are ready to support the City on this important project. Key staff resumes can be found in Section 5.



Subconsultants:

1. Lemmon Planning LLC

Relevant Projects and Services

We are committed to providing the guidance and solutions that the City needs to successfully implement your Vision Zero Action Plan. **While many safety transportation consulting firms within California can provide good Vision Zero guidance, Kimley-Horn wrote the guidance to lead those firms via the Caltrans 2020-2024 California SHSP.** Our team has had so much success with the SHSP that we were recently awarded the upcoming 2025-2029 Caltrans SHSP contract. In addition, Kimley-Horn has completed several projects for the FHWA Office of Safety. We have developed transportation safety regulations, performance measures, training courses, fact sheets, and websites for FHWA's Office of Safety, once again making our firm a leader in traffic safety.

PROPOSAL FOR MONTEREY PARK

Vision Zero Action Plan

Services Offered

As a fully integrated, multidisciplinary consulting firm, we offer a variety of services, including but not limited to, the relevant services listed below.

Traffic Engineering

Kimley-Horn was founded by three traffic engineer graduates from North Carolina State University who had a strong passion to serve clients, particularly public agencies. Today, this discipline continues to be one of our core practice areas in virtually every one of our offices. We have completed thousands of traffic engineering projects for public agencies across the country, ranging from major area-wide systems involving hundreds of intersections to the design and analysis of a single intersection. Our team brings experience in traffic studies and analyses, including the evaluation of operational characteristics, safety, capacity, circulation, flow, and access. Our traffic engineering team is highly-trained and capable in using software—including VISSIM, CORSIM, HCS+, Synchro/ SimTraffic, SIDRA Intersection, Signal 2020, and Transyt-7F—to evaluate the operating conditions for existing or proposed roadway configurations. In addition, our staff has the ability to translate these analyses into easy-to-understand content for the general public as well as public officials and other stakeholders.

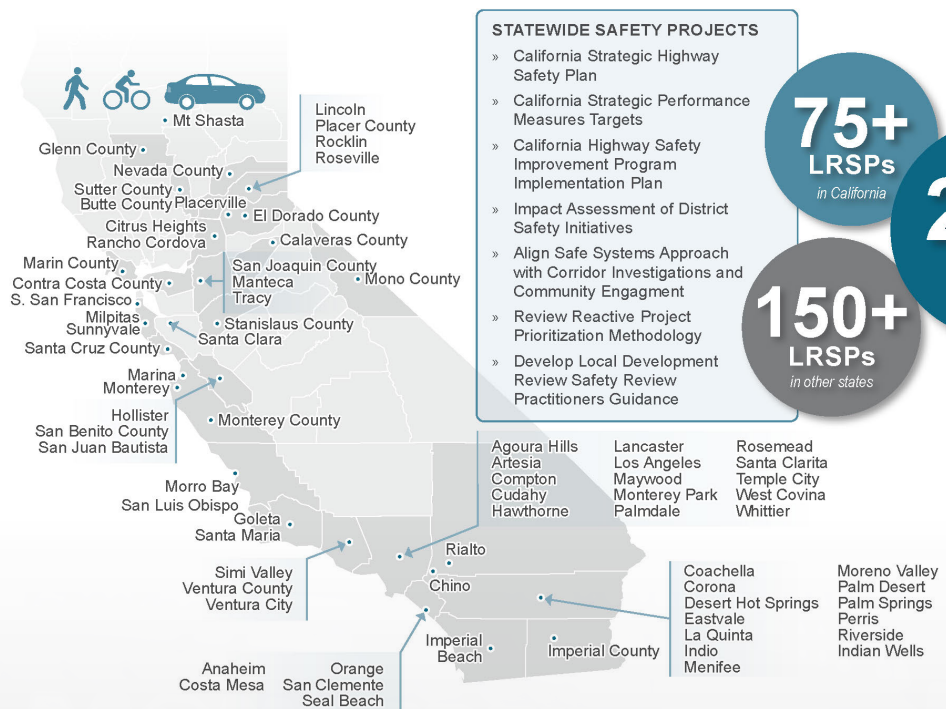
Traffic Safety

Kimley-Horn is dedicated to improving safety for all users on all public roads through efforts in traffic safety planning and incorporating traffic safety components in our designs. **Our expertise is shown through our efforts leading SHSPs, including California's 2020-2024 SHSP, setting California's Safety Performance Measure Targeting, developing various Systematic Safety Analysis Report (SSARs) and LRSPs for local agencies, and a variety of design projects that have innovative and effective safety countermeasures.** Our team is experienced in working with public agencies to evaluate not just where crashes occur, but what conditions contribute to elevated crash activity and what countermeasures can be applied systemically to reduce the frequency of accidents. We understand that each jurisdiction faces unique safety challenges, driver behavior patterns, and historical roadway development, and our team of experienced engineers, planners, and roadway safety specialists are skilled in meeting the specific needs of each community.

Specifically, Kimley-Horn understands that a Vision Zero Plan is a proactive approach to safety analysis. Existing crash patterns form part of the safety picture, but only show us where crashes have occurred, not necessarily where conditions that elevate the risk of crashes exist. A Vision Zero Plan is intended to identify high crash locations within a city and diagnose what conditions might contribute to that elevated crash activity. The Vision Zero Plan then identifies countermeasures that can be applied systemically throughout the city where those conditions exist to remove those higher risk conditions before crashes occur. Vision Zero Plans also require partnerships from various stakeholders, and a focus on behavior as well as engineering. Kimley-Horn has extensive and unique experience providing these services.

75+ Safety Action Plans in California

150+ Safety Action Plans in the US



Safe Routes to School (SRTS)

Safe Routes to School has been a focus area of Kimley-Horn's staff since its inception and funding in California more than 25 years ago. The different characteristics of the study area around each school as well as different characteristics of the administrators, parents, and children at each school, mean a customized approach to each school is essential to the success of any program. Walking audits may identify differing problems related to the safety of school children including speeding, high traffic volume, parking conflicts, and conflicts in the shared public space between passenger vehicles, buses, bicycles, and pedestrians. All these conflicts lead to increasingly unsafe conditions for children and parents. Programs may identify a greater need for a focus on bike or pedestrian safety, revised drop-off and pick-up policies, or encouragement programs for parents and students to increase walking, biking, or carpooling to school. At Kimley-Horn, our SRTS practice focuses on creating safe and convenient opportunities for children (and adults) to bicycle and walk to each of the study area schools. Secondary benefits to children and their neighborhood, include improved health, reduced traffic congestion and speeding, better air quality, and enhanced neighborhood safety. The culmination of our process is to provide schools with a plan that represents a consensus of the needs and preferences of the school administrators, parents, local residents, and municipal agency staff.

What truly sets our team apart is our in-depth experience planning and designing SRTS elements. Our approach of listening to our clients' safety concerns and understanding design solutions while we formulate conceptual planning improvements results in efficient and successful projects. This means SRTS elements can be designed and constructed more quickly to enhance safety around each school as quickly as possible.

Active Transportation

Kimley-Horn is committed to enabling safe, attractive, and comfortable access and travel for all users, including bicyclists and pedestrians of all ages and abilities. We have extensive experience in bicycle and pedestrian planning and place priority on new practices and implementable solutions. **Our bicycle and pedestrian planning experience ranges from municipal, regional, and statewide plans to corridors and wayfinding studies.** Our focus on implementability is seen through our successful on-street bikeway, sidewalk, and greenway design practice as well as through our innovative operational studies such as in-road bicycle detection systems. The fact that we are frequently asked to take our bicycle and pedestrian planning projects all the way from design to construction administration demonstrates our clients' trust in the quality we provide.

Traffic Data Collection

Our team members are skilled at using manual and advanced technology to collect traffic data. Based on the need, our team can capture field data with basic methods or through use of portable GPS devices that allow digital photo linking capabilities and direct importation into GIS mapping and software such as ESRI ArcGIS. We take care to obtain accurate data because it is the basis for a traffic study. Often, some data (such as accident reports or recent traffic counts) can be obtained from existing sources. However, if new data is needed, Kimley-Horn knows the criteria for data collection, documentation, and compilation.

Public and Stakeholder Outreach and Engagement

Kimley-Horn is sensitive to the pivotal role of meaningful public and stakeholder involvement programs that enable stakeholders and area residents to establish their priorities. We understand that some projects require community involvement and acceptance, and we have developed effective methods of bringing the community into the process. **Kimley-Horn is strongly committed to conducting public and stakeholder participation programs that educate, inform, and build consensus for a particular solution.** Each project is different in terms of the public and stakeholders and the critical issues involved; thus, each public and stakeholder involvement/outreach program must be tailored to specifically address the project's needs.

The Kimley-Horn team's approach to managing the visioning, branding, messaging, engagement, and education-based strategies of the City of Monterey Park's Vision Zero Plan will be grounded in the following core beliefs:

- You can't put a price on saving a life
- Systematic change is the only way
- Success requires a multidisciplinary approach grounded in teamwork
- Saving lives must be proactive

Grant Funding

Our team understands deadlines, requirements, and the scoring criteria for grants and has secured over \$1B for our clients over the past 10 years.

We have extensive experience in identifying relevant grant and loan opportunities, strategically aligning them with projects, and preparing detailed applications that align the project's goals with funding criteria. If awarded, Kimley-Horn can skillfully provide funding administration services to make sure the City is in full compliance with any regulations and requirements. Throughout the funding process, our team will maintain communication and provide ongoing support, ensuring a seamless experience for the City.

**Kimley-Horn
Secured \$1B
Grant Funding in
10 Years**

**Resulted in
\$2B Projects
Implemented**

Relevant Projects

California Statewide Safety Projects

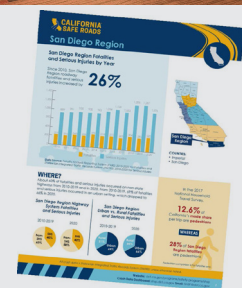
Caltrans, Vulnerable Road User Assessment, Statewide, CA

Kimley-Horn led the development of Caltrans' first FHWA mandated Vulnerable Road User Safety Assessment. The work required a review of pedestrian and bicycle injuries across the entire state to understand traffic and behavior patterns that contribute to poor safety outcomes. As part of the review, the team identified communities in the state with the highest injury rates relative to the amount of walking and biking being done locally. The greater Bakersfield area was in the top 10 regions of the state and was identified as a safety priority area for the State. The team compiled the findings into a report and an online story map where the underlying data can be viewed publicly. As an outcome, the SHSP for the state has been updated to account for those findings, making new analysis and countermeasure selection tools a priority for Caltrans.

Caltrans, Strategic Highway Safety Plan, Statewide, CA

Kimley-Horn led California's 2020 to 2024 SHSP Update and Implementation, a multi-agency collaborative effort. The SHSP's mission was to provide a safe and sustainable transportation system for all motorized and nonmotorized users on all public roads in California. Kimley-Horn's role was to assist with SHSP development, action plans, and compliance with federal requirements. The final SHSP provided guidance about areas of emphasis, make recommendations for improvement, and note responsible agencies and individuals for each action. Kimley-Horn will continue to support Caltrans with overseeing implementation for the next several years. This project required extensive coordination with a steering committee, executive committee, and several working groups. These groups met at regular intervals, and a rigid deliverable schedule was required to get meaningful input from each of these groups. Kimley-Horn successfully worked with Caltrans staff to keep the project on schedule and on budget, while remaining versatile enough to respond to feedback that occasionally shifts project priorities and objectives.

Caltrans was so happy with Kimley-Horn's work that we were recently awarded the contract for the 2025-2029 SHSP.



City of Monterey Park Projects

City of Monterey Park, LRSP, Monterey Park, CA

The LRSP addressed safety through roadway improvements, measures to modify driver behavior, and improved emergency response. The LRSP has resulted in a set of data driven recommendations, coupled with input from key stakeholders representing the E's of safety included in the SHSP: engineering, enforcement, education, encouragement, and emergency services. The LRSP for the City included a customized toolbox of countermeasures that addressed the most common local challenges that align with statewide funding priorities.

City of Monterey Park, Monterey Pass Road Complete Streets Project, Monterey Park, CA

Kimley-Horn is partnering with the City of Monterey Park to deliver planning, public outreach, and design services for the Monterey Pass Road Complete Streets Project. Spanning 1.6 miles from Floral Drive to Garvey Avenue/South Fremont Avenue, this transformative project will enhance connectivity between residential neighborhoods, schools, job centers, and commercial corridors.

The project will reimagine Monterey Pass Road as a multimodal corridor that balances the needs of pedestrians, cyclists, and drivers. Kimley-Horn has lead a robust community outreach process to ensure stakeholder input shapes the corridor vision. Planned improvements will include upgraded traffic signals, fiber optic communications, enhanced sidewalk access, new bicycle facilities, and sustainability features such as landscaping and EV charging infrastructure. The project is currently in PS&E, on schedule and under budget.

Vision Zero Projects

City of Santa Clara, Vision Zero Plan, Santa Clara, CA

Kimley-Horn is supporting the City of Santa Clara with development of a **Vision Zero Plan**, which is built upon the framework of the Safe Systems Approach. Our team is leading various community engagement activities including online and community surveys, attendance at community pop-up events, and facilitation of Vision Zero Working Group meetings, Community workshops, and various committee meetings. Additionally, Kimley-Horn developed Vision Zero promotional material and collateral, including promotional signage (see photo below). Our team is performing crash data analysis based on eight years of crash data to evaluate crash trends, crash types, primary collision factors, and other factors contributing to fatal and severe injury crashes on the City's road network. Additionally, based on geospatial analysis of the crash data, we reviewed high crash concentration locations and identified a high injury network (HIN) to aid in prioritization of investments in safety countermeasure implementation and other non-engineering strategies. As part of the Vision Zero Action Plan development, Kimley-Horn will prepare a countermeasure toolbox and identify a comprehensive set of projects and actions that address the various safety challenge areas, along with timelines for implementation.

County of Ventura, Vision Zero Plan, Ventura, CA

Kimley-Horn is building on prior safety work it has completed for Ventura County to build a countywide **Vision Zero Plan**. The plan incorporates many of the same elements as the Monterey Park Vision Zero plan. Our team is developing a comprehensive public messaging campaign, a proactive review of best practices against local programs and policies, and a series of multimodal needs assessments to find the safety challenges in the most need of investment for safety improvement.

County of Santa Cruz, SS4A Safety Action Plan and Vision Zero Strategy, Ventura, CA

Kimley-Horn is preparing the Santa Cruz County Safety Action Plan (SAP) in coordination with the County of Santa Cruz and the Cities of Scotts Valley and Watsonville. This plan identifies crash trends and challenge areas contributing to traffic fatalities and severe injuries Countywide and per each jurisdiction. This plan also includes public engagement and stakeholder outreach. Kimley-Horn is developing systemic and location-specific safety improvements which will equip the County to achieve its **Vision Zero** goal of zero traffic fatalities and severe injuries by 2030.

Transportation Agency for Monterey County (TAMC), SS4A Vision Zero Action Plan, Monterey, CA

Kimley-Horn is part of the team developing a regional SS4A **Vision Zero Plan** for the TAMC region in Monterey County. This plan involves developing detailed safety analyses for the regional roadway system, and for each of TAMC's member agencies that do not have an existing qualified SAP. The plan also involves extensive stakeholder and public outreach to better understand traffic safety concerns throughout the County. The goal is to identify a series of safety initiatives that can be implemented at both the regional and local level to reduce traffic injuries in the County and to make it easier for agencies to prioritize safety improvements that will provide the most benefit for the investment in the near- and long terms.

PROPOSAL FOR MONTEREY PARK

Vision Zero Action Plan

City of Los Angeles, Vision Zero Program Independent Evaluation, Los Angeles, CA

Kimley-Horn was part of the team that evaluated the City of Los Angeles' **Vision Zero Program**. Team members interviewed City staff from several departments as well as representatives from peer cities that had also completed a Vision Zero Plan. The team also reviewed the city's safety performance, law enforcement activity, and project development progress to assess how well the City has met its planned objectives, identify barriers that have hindered implementation, and recommendations for changes that can be made to the program to overcome those barriers. The project resulted in a final report with a number of findings and associated recommendations.

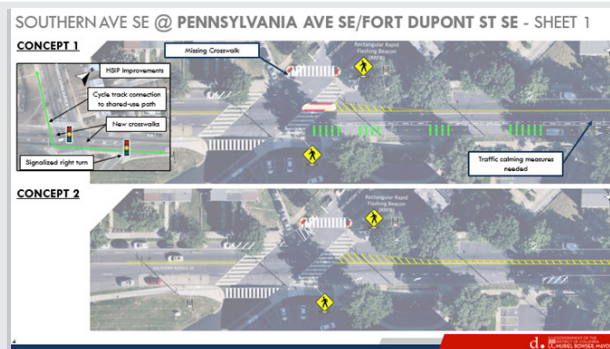


City of Everett, Safety Action Plan (Vision Zero Study), Everett, WA

Kimley-Horn is developing the City of Everett's SAP and **Vision Zero Study** in compliance with the USDOT's SS4A program. Our team is collecting and analyzing traffic safety data and identifying policies and programs for better safety outcomes. In partnership with a certified DBE, we are also conducting extensive community engagement through interviews, stakeholder workshops, online open houses and surveys, social media, earned media, and a project website. To ensure the final document is responsive to the needs and priorities of all communities, we are conducting an equity analysis using a data driven approach that identifies concentrations of historically disadvantaged or vulnerable populations using public health and demographic indicators. The final SAP document will include concept designs, cost estimates, and scope summaries for projects in high priority locations.

District of Columbia Department of Transportation (DDOT), Vision Zero Traffic Safety Conceptual Design Support, Washington, DC

Kimley-Horn is supporting the **Vision Zero** Division of DDOT with the delivery of safety-focused improvements for the District under this on-call contract. Using data-based analyses, Kimley-Horn has supported DDOT with the prioritization of crash analyses of high-frequency crash locations along High Injury Network Corridors, in turn developing improvement concepts to address safety and operational challenges. Kimley-Horn has completed operational analyses using Synchro software to evaluate existing and build conditions, performed traffic signal warrant analyses, and created concept plans to illustrate potential build configurations. Kimley-Horn has leveraged prior experience on safety studies to create safety alternatives to mitigate existing conditions.



One of the tasks Kimley-Horn has worked on to date is the Southern Avenue Corridor Improvement Study, which was identified as a priority project under Vision Zero. Kimley-Horn is identifying and evaluating short-term safety improvements to the Southern Avenue SE Corridor between Wheeler Road SE and Eastern Avenue NE. The Kimley-Horn team assessed existing conditions of the corridor and analyze signalized and unsignalized intersection evaluations as well as corridor overview mapping to prioritize high crash frequency locations. The team then performed a detailed crash analysis for the corridor and will ultimately evaluate 18 signalized intersections in Synchro. For the initial segment between Pennsylvania Avenue SE and Benning Road SE, Kimley-Horn has prepared two corridor alternatives to narrow the effective travel width of the roadway, incorporating a variety of safety enhancements for pedestrians and bicyclists based on the crash analysis and community feedback. Considering the outcomes of the crash and intersection operations analyses, Kimley-Horn is now identifying safety improvements for each intersection.

City of Charlotte, Vision Zero Community Engagement Consulting Services, Charlotte, CA

Kimley-Horn and Civility Localized supported the Charlotte Department of Transportation (CDOT) with creating and executing a **Vision Zero** engagement strategy. As part of the project, we collaborated with CDOT staff to effectively engage with Charlotte communities, particularly those located along the high-injury network (HIN) and from minority and low-income neighborhoods. Often, these engagement efforts required tailored messaging based on the cultural, generational, and socioeconomic status of the participants. A digital survey designed to help City staff gain an awareness of the public's knowledge of Vision Zero and to increase participants' understanding of Vision Zero and its goals was key to this process. Kimley-Horn also designed marketing and communications collateral to advertise Vision Zero engagement events. At the end of the process, Kimley-Horn developed an engagement summary that gave an at-a-glance summary of each Vision Zero engagement event, the number of people engaged, and an interactive map that showed where each event was located.

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City of Minneapolis, Vision Zero Action Plan, Minneapolis, MN

**Vision Zero Action Plan
High Injury Network
West Auckland**

- High-risk Intersections
- High-risk Roundabouts
- Pedestrian Street Priority
- Road Safety Audit
- High-risk Locations with Reported Safety Incidents
- High-risk Locations with Reported Safety Incidents

Kimley-Horn partnered with the City of Hoboken to develop the **Vision Zero Action Plan**. Kimley-Horn first completed a review of vision zero policies of five peer agencies across the country. This review provided a framework that guided the development of the Action Plan for the City of Hoboken. Subsequently, Kimley-Horn completed a review of existing planning and design documents previously established by the City of Hoboken to document vision zero related policy, planning and design elements in order to identify how existing content supported or distracted from the goal of eliminating injury collisions in Hoboken. Following these efforts, Kimley-Horn led the citywide safety evaluation of historical crash data to identify hotspots and trends. The crash analysis also considered potential impacts of crash activity on disadvantaged populations. The resulting memo provided the City with a comprehensive overview of trends and patterns in the City and a reference to where focused attention might be required for crash mitigation. The efforts completed by Kimley-Horn supported the project team in establishing the Vision Zero Action Plan.

Figure 26: Aerial View of the Intersection of Mangrove Road and Clay Pitt Road

INFRASTRUCTURE KEY

- 1 LEADING PEDESTRIAN INTERVAL (LPI)
- 2 ROUNDABOUT CROSSWALKS
- 3 SIGNAL BACK PLATES
- 4 CURB & GUTTER
- 5 ADA BOLLARDS
- 6 ADA BOLLARDS

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PROPOSAL FOR MONTEREY PARK

Vision Zero Action Plan

County's goals. The project evaluated typical section alternatives for pedestrian and bicycle networks, collected crucial traffic data, and culminated in 30% design plans. Kimley-Horn was recently selected to prepare final design plans for Tier 2 corridor improvements.

City of San Antonio, Vision Zero Traffic Calming Projects, San Antonio, TX

Kimley-Horn developed design documents for improvements at more than 10 locations as part of the **Vision Zero** initiative. The improvements have included z-crossings with pedestrian-actuated warning devices, a pedestrian hybrid beacon (PHB) traffic signal, other crosswalk enhancements, and access management applications. The placement and design of each of these pedestrian enhancements required careful review of crash history and vehicular circulation patterns. When encouraging pedestrians to use a provided enhancement, it is important to understand their destinations. The best designed crossing will not get used if people have to walk out of the way to reach it. Kimley-Horn's design process includes close coordination with stakeholders, and on many of our projects we actually coordinate an adjustment to the bus stop location to get the most desirable relationship to the crossing to encourage its use.



SS4A LRSP Safety Plan Projects

City of Indian Wells, SS4A Comprehensive Safety Action Plan, Indian Wells, CA

Kimley-Horn prepared a Comprehensive Traffic SAP for the City of Indian Wells with SS4A federal funding. As part of the scope of services, Kimley-Horn will conduct stakeholder engagement and safety workshops for the public. Safety vision and goals were developed to guide the focus areas and strategies as part of the efforts. A safety analysis utilizing a statistical network screening applying Highway Safety Manual methods was conducted, and an analysis of racial equity and environmental justice was included in the Safety Action Plan.



City of Seal Beach, SS4A LRSP and Grant Support, Seal Beach, CA

Kimley-Horn developed an LRSP that addressed unique transportation and roadway element requirements while providing a framework to systematically identify and analyze safety problems with an intent to reduce fatalities and serious injuries on public roads. The recommended safety improvements were intended to be tailored to the city of Seal Beach's local needs and issues while also aligning with the California SHSP and Federal HSIP for funding eligibility. Our tasks included an evaluation of best safety practices and common safety challenges in the City along with developing a customized toolbox of countermeasures that addressed the most common local engineering, enforcement, education, and emerging technology challenges. We reviewed collisions, potential countermeasures, and active transportation enhancements at the couplet intersection of Seal Beach Boulevard and Golden Rain Road, which is the main entrance to Leisure World. Following Kimley-Horn's partnership with the City of Seal Beach to create the LRSP, we helped the City secure further SS4A grant funding.

City of Rialto, SS4A SAP, Rialto, CA

This project identifies the trends and patterns for traffic collisions in the city and what methods to minimize the fatal and severe injury crashes. As the prime consultant, Kimley-Horn is developing a customized toolbox of countermeasures that is addressing the most common local challenges that align with statewide funding priorities. We are also conducting stakeholder engagement and safety workshops for the public. As part of our efforts, we will determine safety vision and goal development to guide the focus areas and strategies. We will also conduct a safety analysis utilizing a statistical network screening applying HSM methods. The SAP assesses safety challenges in the city that impact disadvantaged communities.



PROPOSAL FOR MONTEREY PARK

Vision Zero Action Plan

City of Santa Cruz, SS4A LRSP, Santa Cruz, CA

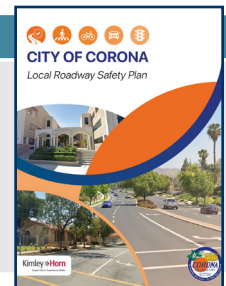
Kimley-Horn developed an LRSP for the City of Santa Cruz. The plan included an evaluation of best safety practices and common safety challenges in the City. Our efforts included a field tour with key stakeholders while applying the necessary social distancing and safety measures. We accompanied the field investigation with successful virtual stakeholder meetings to gather additional stakeholder input. We have also included a customized toolbox of countermeasures that address the most common local challenges that align with statewide funding priorities. Kimley-Horn supported the City with securing \$395,000 in SS4A Action Plan grant for development of a comprehensive SS4A and conducted temporary demonstration activities at 25 locations.

"I've loved working with Kimley Horn on this project. They have done a great job keeping the project moving on time and on budget. The team has also been great to work with. Their work is high quality, communication clear, and product is immediately usable. They went the extra mile in assisting us with two HSIP applications this cycle based on their draft report, and we would have been unable to take on the extra work of those without their help. I'd highly recommend their team." –

Claire Gallogly, Transportation Planner, City of Santa Cruz

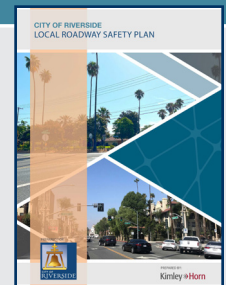
City of Corona, LRSP, Corona, CA

As the prime consultant, Kimley-Horn, is developing an LRSP to identify factors contributing most to local traffic collisions and better position the City of Corona for safety funding from state and federal grant programs. We are developing a countermeasures toolbox by identifying citywide emphasis areas representing a large portion of traffic injuries, recognizing site-specific case studies representative of other Corona locations for a more detailed audit and focused countermeasures, reviewing citywide policies, programs, resources, and practices impacting traffic safety, and identifying opportunities to align with safety best practices.



City Riverside, LRSP, Riverside, CA

As the prime consultant, Kimley-Horn developed an LRSP for the City of Riverside. This plan analyzed crash histories for every intersection and roadway segment in the city, and compared their relative crash rates, patterns and severities. This analysis allowed us to identify key safety emphasis areas, high crash locations, and high-risk locations, and develop a citywide toolbox of safety countermeasures to minimize crash activity. The plan included stakeholder outreach and a review of the City of Riverside's policies and programs for best practices and opportunities for enhancement. As part of this LRSP, we prepared an HSIP Cycle 11 application for the construction of a raised median and upgrade signal systems for the Mission Inn Corridor. The project cost was estimated to be \$9,018,200, and the City was awarded \$7,815,420 in funding for the project.



County of San Benito, LRSP, San Benito County, CA

Kimley-Horn developed a Local Road Safety Plan for San Benito County inclusive of the City of Hollister and City of San Juan Bautista. The project included a systemic evaluation of intersection and roadway safety that identified high crash locations, high risk locations, and locations with unusual crash patterns stratified by jurisdiction. The Kimley-Horn team worked with representatives and stakeholders from the County and Cities to select localized safety emphasis areas that could be prioritized for implementation, reducing the number of fatal and serious injury crashes countywide. The final report addressed safety needs countywide, and included sections on the specific needs of each jurisdiction.



Safe Routes to School Projects

City of Lancaster, Safe Routes to School Master Plan, Lancaster, CA

Kimley-Horn is currently working with the City of Lancaster to update their 2016 Safe Routes to School Master Plan for 30 public schools. The refreshed plan will incorporate enhanced community outreach and engagement activities as a result of the COVID-19 pandemic, which include gathering input from students, teachers, parents, and administrators regarding the effectiveness of different elements of the program. The plan will also focus on changes in travel patterns and updated profiles of the City's transportation system to confirm that the program will be adapted to suit those elements. One of the key project objectives is to minimize conflicts between roadway users and students by creating a safe environment for walking and cycling to school while also working toward the City's Vision Zero safety goals through improved engineering, education, and enforcement approaches.

City of Agoura Hills, On-Call Traffic Engineering and Safe Routes to School Services, Agoura Hills, CA

Kimley-Horn has been providing staff augmentation services to the City of Agoura Hills as a part-time City Traffic Engineer for nearly eight years. Kimley-Horn staff provide general on-call traffic engineering services, project management, staff augmentation, and engineering services for a variety of infrastructure and capital improvement projects and city programs/services. As part of the on-call, Kimley-Horn team has addressed safety and mobility concerns for multiple schools and implemented SRTS improvements across the City.

City of Diamond Bar, Professional On-Call Traffic, Transportation, and Safe Routes to School Services, Diamond Bar, CA

Kimley-Horn was recently selected for providing On-Call Traffic Engineering services by the City of Diamond Bar based on our performance on the Adaptive Traffic Control Systems Design and Implementation project, which is the first citywide adaptive control system deployment in California. As part of the on-call, the Kimley-Horn team has addressed safety and mobility concerns for multiple schools and implemented SRTS improvements across the city. Additional traffic engineering services we have provided include a review of parking studies, traffic control plans, developmental review, traffic signal timing improvements, TMC support and communication systems support to the City staff.

City of Palmdale, Sustainable Transportation Plan and School Access Study, Palmdale, CA

Kimley-Horn developed a Sustainable Transportation Plan for the City of Palmdale that focused on improving roadway safety and reducing vehicle miles traveled to help the City achieve its sustainability goals. This project included a review of school circulation pick-up and drop-off operations at several city schools to both enhance traffic safety and to encourage more walking and biking trips to school. The project included a robust review of historical traffic safety, identification of trends and patterns in traffic crashes, and development of a toolbox of safety improvements that the City can draw from to eliminate higher risk roadway conditions as resources allow. The study also included a review of existing travel patterns and trip lengths to determine which portions of the City generate the most vehicle-miles traveled (VMT), and what methods and tools the City can use to make its development more sustainable. The study also included an assessment of equity to help plan equitable benefits to all Palmdale residents.

Active Transportation Plan Projects

City of Bakersfield, Active Transportation Plan, Bakersfield, CA

Kimley-Horn is working with the City of Bakersfield to develop a comprehensive ATP that will inform the City's Capital Improvement Program for the next 10 years. The plan will support development of a long-term vision for a citywide bicycle and pedestrian system, identify gaps in the current system, and prioritize improvements to enhance multimodal transportation opportunities and provide a more equitable transportation system. One activation that has taken place since implementing this plan was the Bakersfield Active Transportation Summit and Festival Spotlight where Kimley-Horn was able to draw in a diverse crowd to were able to provide information ATP as well as engage with local community organizations and stakeholders.



City of Artesia, Active Transportation Plan, Artesia, CA

Kimley-Horn was selected by the City of Artesia to prepare an ATP that prioritizes citywide pedestrian and bicycle improvements and complements visioning efforts for the City's commercial and historic districts as well as improvements to the City's South Street Corridor and

PROPOSAL FOR MONTEREY PARK Vision Zero Action Plan

Pioneer Boulevard/Downtown Specific Plan that had already taken place. Kimley-Horn was responsible for analyzing existing bicycle and pedestrian environments, identifying potential bicycle and pedestrian improvement projects, and helping to create project cut sheets that are ready for the City to submit for grant funding. The project was completed within budget and with minimal disruptions to the schedule due to COVID-19. Elements of this plan, particularly the Pioneer Boulevard 30% design, assisted with developing recommendations and guidance for a future Downtown Specific Plan to transform Downtown Artesia.

City of Salinas, Active Transportation Plan, Salinas, CA

The City of Salinas selected Kimley-Horn to develop the City's Active Transportation Plan. The City identified several Safe Routes to School opportunities that would incorporate active transportation elements as areas of focus through a 2021 Safe Routes to School Survey. Kimley-Horn helped to expand on the identified areas of opportunity and assisted the City in identifying various funding sources, including the state Active Transportation Program fund and other state and federal grants. Alongside providing grant support, Kimley-Horn also engaged with City staff to develop an active transportation plan that incorporated upgrade suggestions that took advantage of ongoing maintenance projects and grant funding opportunities. This allowed the City to implement a wide range of improvements across numerous corridors without being hindered by cost-effectiveness or feasibility. Some of the aspects of the plan included focusing on a network of major arterials and parallel facilities, first- and last-mile connections to key areas of the City, enhancing and creating efficient routing for local and regional active transportation trips, and enhancing the connection between residential neighborhoods, schools, public spaces, commercial areas, and transit options. As a part of our work on this plan, Kimley-Horn also helped the City secure \$7.9 million in funding from the ATP Cycle 7 grant—which was also the top scored application from that cycle.

City of Menifee, Active Transportation Plan, Menifee, CA

Kimley-Horn assisted the City of Menifee in their development of an ATP to meet the City's goals and vision for providing a transportation system that supports walking, bicycling, public transit, and automobiles. Kimley-Horn assisted in the development of the proposed active transportation networks for the City based on community input and data collection as well as creating a pedestrian and bicycle toolbox for the City to use during implementation of the proposed infrastructure and non-infrastructure projects. The project included a robust public engagement process, including a series of workshops, outreach "pop-up" events, a demonstration project, and online engagement that provided multiple opportunities for residents to participate and provide input on the ATP. The project was completed on time (18 months) and within budget. Since the plan's adoption, the City has already completed two major pedestrian improvement projects identified in the plan.

City of San Marcos, ATP, San Marcos, CA

The City of San Marcos' ATP focuses on recommending specific pedestrian and bicycle-related projects, programs, and policies based on identified connectivity gaps, barriers, socio-economic factors, and user needs for residents and visitors in the City. The ATP identifies high-stress environments for active transportation users as well as key destinations in the surrounding areas to create a plan that values connected, safe, and reliable active transportation. The plan will supplement the City's General Plan Update and incorporate a Safe Routes to School element to improve pedestrian and bicycle connectivity and safety near schools.



Additional Traffic Safety Projects

Metro, Safe Streets, Data Sharing, Collaboration Policy and Action Plan, Los Angeles, CA

Kimley-Horn and Lemmon Planning are supporting Metro in its implementation of the Street Safety, Data Sharing and Collaboration Policy through technical assistance for the various regional safety action items and implementation of a Regional Safety Action Plan. The project involves extensive coordination with internal Metro stakeholders and external partner agencies to inventory and integrate a variety of data sources into a single regional database. The project team is also responsible for developing annual reports that outline the progress of policy implementation and the reduction in traffic injuries and fatalities.

SCAG, City of Moreno Valley Pedestrian Access Plan, Moreno Valley, CA

Lemmon Planning's role was to develop an Outreach and Engagement Plan that incorporated the plan goals and objectives to ensure meaningful dialogue with the community that would be integrated into the technical planning methodology. Lemmon Planning led the engagement events and activities with the goal of reaching as many people as possible to understand their walking and rolling needs and priorities.

Ability and Available Resources to Perform the Requested Services

Our team members are in an excellent position to perform and complete the City of Monterey Park Vision Zero Plan, and can meet all requirements set forth in the scope of services in a timely and cost-efficient manner. Kimley-Horn uses a workload forecasting technique (known as our cast-ahead process) to determine workload requirements by division, office, and region, thus promoting a work flow that meets our agreed upon schedule and budget. Our cast-ahead forecast is an internal, propriety software that summarizes every active Kimley-Horn project. Our OPCs manage our cast-aheads to provide an accurate projection of staffing needs and overloads with detailed information for the upcoming month and a summary of up to the next six months. Kimley-Horn's production managers use this tool to facilitate the shifting and balancing of work across our entire firm based on workload needs to meet demands—whether that involves physically transferring work power or enabling someone to work remotely on a project from anywhere in the country. This cast-ahead process enables us to assign ample staff and technical resources to complete each project on time and to our clients' satisfaction.

6 MONTHS

Proactive resource planning

- ▶ Forecast upcoming project deliverables and milestones
- ▶ Evaluate team availability to support future deliverables

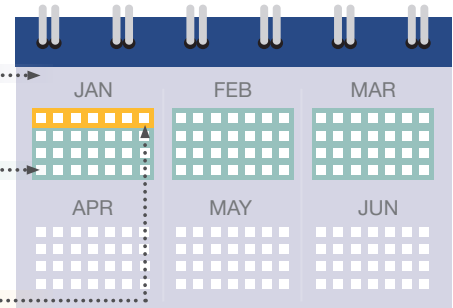
1 AND 3 MONTHS

Review workload and assess current project needs

- ▶ Identify immediate project deliverables and milestones
- ▶ Evaluate simultaneous workload needs
- ▶ Allocate staff availability to support project deliverables

WEEKLY

Address immediate project needs and weekly milestones

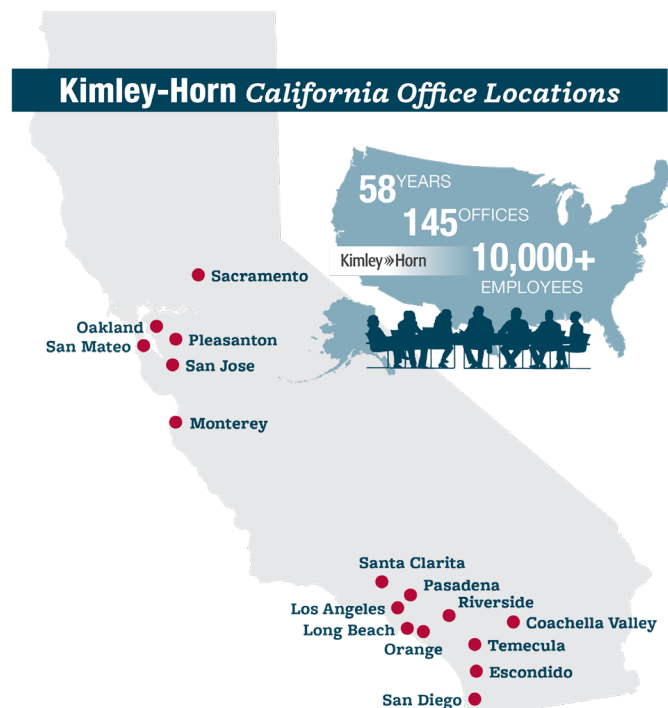


Capacity for Additional Resources

Kimley-Horn has more than 10,000 employees across our 145 nationwide offices, including our 800+ personnel based in our 15 California offices. We understand the importance of availability and responsiveness to successfully deliver projects. Kimley-Horn not only possesses the necessary talent and resources to provide highly responsive service and exceed your expectations, but we are intentionally organized to activate these resources for your benefit. Our firm uniquely operates with a “single-business unit” methodology, meaning our various offices do not function as individual cost centers, as seen in other large consulting firms.

As a 100% privately-held, employee-owned firm, collaboration across our offices and in-house disciplines is ingrained in the very DNA of Kimley-Horn; it is a foundational aspect of the firm's business operations, leading to an unparalleled level of efficiency and collaboration. Without needing to jump through corporate hoops that create conflict, your trusted project managers and key points of contact have the freedom to access and draw upon this deep bench of qualified professionals, “shifting” personnel and resources as projects demand at no additional cost or schedule delay to you.

Shifting refers to Kimley-Horn's ability to use resources throughout the firm to work on client projects. Our clients benefit from shifting because they are able to receive the full strength and experience of our firm no matter where someone “sits.” Separate Kimley-Horn teams never compete for a project. Instead, we combine staff from various locations to make the best team for the client. Through shifting, we are able to select resources and talents that best meet our clients' needs. At times, this allows us to make commitments to clients that our competition cannot—because we are confident that we have resources, via shifts, to meet them. Project managers can feel empowered when making these commitments, knowing that the full firm is there for support.



5. KEY STAFF RESUMES



Jean Fares, PE

Project Manager

Professional Credentials

- Bachelor of Science, California State Polytechnic University, Pomona
- Professional Engineer in California

Professional Affiliations

- Institute of Transportation Engineers (ITE), Member

Jean is a project manager with more than 35 years of professional experience in the fields of traffic and transportation engineering. He has provided traffic signal design at over 2,000 locations, signal system design at over 1,500 locations, traffic signal timing at over 2,500 locations, and has wide-ranging experience with traffic operations, signing and marking plans preparation, transportation management plans, and traffic control plans. Jean also has extensive experience applying traffic engineering, intelligent transportation systems (ITS) technologies, and communications infrastructure design as well as leading design-build transportation and transit projects. He has managed Kimley-Horn's contracts to provide on-call traffic engineering services to the Cities of Burbank, Glendale, Thousand Oaks, Agoura Hills, Santa Clarita, and more across Caltrans District 7.

RELEVANT EXPERIENCE

- ▶ **City of Monterey Park, LRSP, Monterey Park, CA** – Project Manager
- ▶ **City of Monterey Park, PS&E for Monterey Pass Road Complete Streets Project, Monterey Park, CA** – Project Manager
- ▶ **City of Monterey Park, Design Engineering Services for Various Signalized Intersections Along Garfield Avenue (HSIP), Monterey Park, CA** – Project Manager
- ▶ **City of Monterey Park, Garfield Avenue Curve Advisory Speed Study, Monterey Park, CA** – Project Planner
- ▶ **City of Monterey Park, Potrero Grande Intersection Improvements, Monterey Park, CA** – QC/QA Manager
- ▶ **City of Goleta, Vision Zero Strategy, Goleta, CA** – Principal-in-Charge
- ▶ **City of Costa Mesa, Development of a SS4A Action Plan, Costa Mesa, CA** – Principal-in-Charge
- ▶ **City of Corona, LRSP, Corona, CA** – Principal-in-Charge
- ▶ **City of Palmdale, Palmdale Sustainable Transportation Plan, Palmdale, CA** – Principal-in-Charge
- ▶ **City of Riverside, LRSP, Riverside, CA** – Principal-in-Charge
- ▶ **City of Menifee, LRSP, Menifee, CA** – QC/QA Manager
- ▶ **City of Eastvale, SSAR, Eastvale, CA** – QC/QA Manager
- ▶ **City of Eastvale, LRSP, Eastvale, CA** – QC/QA Manager
- ▶ **City of Palm Desert, LRSP, Palm Desert, CA** – Project Manager
- ▶ **City of Perris, LRSP, Perris, CA** – QC/QA Manager
- ▶ **City of Indio, LRSP, Indio, CA** – Project Manager
- ▶ **City of Compton, LRSP, Compton, CA** – Project Manager
- ▶ **County of Ventura, LRSP, Ventura County, CA** – Principal-in-Charge
- ▶ **County of Imperial, SSAR for Varied Roadways, Imperial County, CA** – Project Manager
- ▶ **Ventura County Public Works Agency (VCPWA), LRSP and Box Canyon Road RSA, Ventura County, CA** – Principal-in-Charge



**Mike Colety, PE, PTOE,
RSP_{2BI}**

Principal-in-Charge

Professional Credentials

- Master of Science, Civil Engineering, California Polytechnic State University, San Luis Obispo
- Bachelor of Science, Civil Engineering, California Polytechnic State University
- Professional Engineer in California #60858, Nevada #014482, in Arizona #38506, in Colorado #40628, in Utah #7513249-2202
- Professional Traffic Operations Engineer #28020
- Road Safety Professional 1 #22
- Road Safety Professional 2 Behavioral #16
- Road Safety Professional 2 Infrastructure

Professional Affiliations

- Transportation Research Board (TRB), Past Chair of TRB Toward Zero Deaths Subcommittee

Professional Publications

- "Estimation of Calibration Functions for Predicting Crashes on Rural Two-Lane Roads in Arizona," co-author, Transportation Research Record #2583, 2016.

Over the last 29 years, Mike Colety has been responsible for the planning and design of transportation facilities, specializing in road safety planning, systemic safety, quantitative safety analysis, bicycle and pedestrian facilities, and intelligent transportation systems (ITS). Many of these projects have required extensive stakeholder and public involvement components. Mike's experience includes numerous projects that prioritize road safety and he is currently working extensively on transportation safety in California, Nevada, and Arizona. This experience ranges from serving as Senior Road Safety Professional on the Santa Clara Vision Zero Plan and numerous other local safety plans throughout California and managing the California Strategic Highway Safety Plan (SHSP), Nevada Strategic Highway Safety Plan, California Traffic Safety On-call, and Nevada Safety Management Plans. His experience also includes leading over 30 Road Safety Audits, the Nevada Highway Capacity Building Project focusing on Highway Safety Manual (HSM) Implementation, Nevada Safety Management Plans (corridor studies), and Arizona DOT HSIP Before and After Studies. Mike has led a management-level training course on the HSM for NDOT and completed formal training on Setting Safety Performance Measures, SHSPs, HSM, Interactive Highway Safety Design Model (IHSDM), RSAs, and Human Factors Guidelines for Road Systems. Additionally, he has presented at the TRB Annual Meeting on Highway Safety applications several years and is past chair of the TRB Toward Zero Deaths subcommittee. Mike also provided support to several Federal Highway Administration (FHWA) projects, including the Scale and Scope of HSM Implementation, Scalable Risk Assessment Methods for Pedestrians and Bicyclists, and RSAs for the U.S. Forest Service (USFS).

RELEVANT EXPERIENCE

- ▶ **City of Santa Clara, Vision Zero, Santa Clara, CA** – Senior Road Safety Professional
- ▶ **City of Goleta, Vision Zero Strategy, Goleta, CA** – Project Principal
- ▶ **Caltrans, California Strategic Highway Safety Plan, Statewide, CA** – Project Manager
- ▶ **Caltrans, Safety Program Support Services On-Call, Statewide, CA** – Project Manager
- ▶ **Caltrans, HSIP Implementation Plan, Statewide, CA** – Project Manager
- ▶ **City of Los Angeles, Vision Zero Program Independent Evaluation, Los Angeles, CA** – Kimley-Horn Project Manager
- ▶ **Nevada DOT, Strategic Highway Safety Plan, Statewide, NV** – Project Principal
- ▶ **Nevada DOT, Flamingo Safety Management Plan, NV** – Senior Advisor
- ▶ **Arizona DOT, Arizona Strategic Highway Safety Plan, AZ** – Senior Advisor
- ▶ **Contra Costa Countywide Transportation Safety Action Plan**
- ▶ **FHWA, Scale and Scope of Highway Safety Manual Implementation, Nationwide, US** – Project Manager
- ▶ **City of Bakersfield, Active Transportation Plan, Bakersfield, CA** – Principal-in-Charge
- ▶ **City of Compton, LRSP, Compton, CA** – Principal-in-Charge
- ▶ **City of San Clemente, LRSP, San Clemente, CA** – Principal-in-Charge
- ▶ **City of San Clemente, LRSP, San Clemente, CA** – Principal-in-Charge
- ▶ **City of Ventura, SSARP, Ventura, CA** – Principal-in-Charge
- ▶ **City of Moreno Valley, Curve Assessment RSA and RSSA, Moreno Valley, CA** – Project Manager



Jason Melchor, PE

QC/QA Manager

Professional Credentials

- Bachelor of Science, Civil Engineering, University of California, Irvine
- Professional Engineer in California #65218

Jason has over 26 years of experience in the management, design, and review of traffic engineering projects and has worked with clients in Los Angeles, Orange, Riverside, San Diego, and Santa Barbara counties on a multitude of traffic engineering projects. He has served as project manager on several similar on-call contracts, including leading projects for the Cities of Industry, Anaheim, Santa Ana, and Newport Beach. His traffic engineering experience includes traffic signal design, signing and striping, traffic control, street lighting, and signal interconnect and ITS design plans, and he has served as a key staff member on many transportation studies, traffic and civil engineering design and active transportation projects. He has also acted as in-house staff for the Cities of Irvine and Huntington Beach to review development studies and design plans. In that role, he worked directly with developers and City staff to provide comments on plan and document submittals.

RELEVANT EXPERIENCE

- ▶ **City of Goleta, Vision Zero Strategy, Goleta, CA** – Project Manager
- ▶ **City of Costa Mesa, LRSP, Costa Mesa, CA** – Project Engineer
- ▶ **City of Palm Desert, LRSP, Palm Desert, CA** – Project Engineer
- ▶ **City of Menifee, LRSP, Menifee, CA** – Project Engineer
- ▶ **City of Perris, LRSP, Perris, CA** – Project Engineer
- ▶ **City of Eastvale, SSAR, Eastvale, CA** – Project Engineer
- ▶ **City of Eastvale, LRSP, Eastvale, CA** – Project Engineer
- ▶ **City of Riverside, LRSP, Riverside, CA** – Project Manager
- ▶ **City of Whittier, LRSP, Whittier, CA** – Project Manager and Project Engineer
- ▶ **City of Corona, LRSP, Corona, CA** – Project Manager
- ▶ **City of Anaheim, LRSP, Anaheim, CA** – Project Manager
- ▶ **City of Orange, LRSP, Orange, CA** – Project Manager
- ▶ **City of Seal Beach, LRSP, Seal Beach, CA** – Project Manager
- ▶ **City of La Quinta, SSAR, La Quinta, CA** – Project Engineer
- ▶ **City of San Clemente, LRSP, San Clemente, CA** – Project Engineer
- ▶ **City of Artesia, LRSP, Artesia, CA** – Project Engineer
- ▶ **City of Maywood, LRSP, Maywood, CA** – Project Engineer
- ▶ **City of Santa Clarita, Citywide SSAR, Santa Clarita, CA** – Project Engineer
- ▶ **City of Santa Cruz, LRSP, Santa Cruz, CA** – Project Engineer
- ▶ **County of Ventura, LRSP, Ventura County, CA** – Project Engineer
- ▶ **County of Imperial, SSAR for Varied Roadways, Imperial County, CA** – Project Engineer
- ▶ **County of Riverside, I-215/Van Buren Blvd Interchange PA/ED and PS&E, Riverside, CA** – Project Engineer
- ▶ **County of Riverside Transportation Department, Mission Blvd Bridge Replacement, Riverside, CA** – Project Engineer
- ▶ **City of Corona, McKinley Street Grade Separation, Corona, CA** – Project Engineer



Darryl DePencier,
AICP, GISP, RSP_{2B}

*Planning and Safety Analysis
Task Lead*

Professional Credentials

- Master of Science, Urban Spatial Analytics, University of Pennsylvania
- Bachelor of Arts, Geography, Carleton University
- Certificate of Geographic Information Systems, Algonquin College
- Geographic Information Systems Professional #59317
- American Institute of Certified Planners #026552
- Road Safety Professional 1 #279
- Road Safety Professional 2 Behavioral #17

Darryl has been leading transportation safety projects for over 17 years, including over 40 recent SSARs, LRSPs, and RSAs. He has developed a number of tools to root out the spatial relationships between collision events to determine the factors and conditions that increase the probability of vehicle crashes. His experience ranges from establishing safety policy language, to network screening, to crash site engineering reviews, to developing countermeasure toolboxes. Darryl also conducts statistical analyses of crash activity using methods presented in the Highway Safety Manual, the Local Roadway Safety Manual, and customized analyses for unusual locations or conditions. He has worked on studies at the statewide, regional, local, and site-specific levels that incorporate all of the five Es of safety (engineering, education, enforcement, encouragement, and emergency services). Work products include guidance documents, local roadway safety plans, safety thresholds, safety audits, and local countermeasure recommendations.

RELEVANT EXPERIENCE

- ▶ **City of Monterey Park, Planning and Engineering Services for the Preparation of a LSRP, Monterey Park, CA** – Project Planner
- ▶ **Caltrans, Vulnerable Road User Safety Assessment, Statewide, CA** – Project Manager
- ▶ **Caltrans, Local Development Safety Review Guidelines, Statewide, CA** – Project Manager
- ▶ **City of Los Angeles, Vision Zero Program Independent Evaluation, Los Angeles, CA** – Project Planner
- ▶ **Caltrans, 2020-2024 Strategic Highway Safety Plan, Statewide, CA** – Project Planner
- ▶ **Caltrans, CMAS Safety Performance Management Target Setting Analysis, CA** – Project Planner
- ▶ **City of Santa Clara, Vision Zero Plan, Santa Clara, CA** – Safety Planning Lead
- ▶ **City of Monterey, SS4A Complete Action Plan Grant, Monterey, CA** – Project Manager
- ▶ **City of Indian Wells, SS4A Comprehensive Safety Action Plan, Indian Wells, CA** – Project Manager
- ▶ **City of Palm Desert, SS4A Grant, Palm Desert, CA** – Project Manager
- ▶ **City of Mount Shasta, SS4A Comprehensive Safety Action Plan, Mount Shasta, CA** – Project Manager
- ▶ **City of Coachella, LRSP, Coachella, CA** – Project Manager
- ▶ **City of Artesia, LRSP Artesia, CA** – Project Manager
- ▶ **City of Seal Beach, LRSP, Seal Beach, CA** – Project Planner
- ▶ **City of Anaheim, LRSP, Anaheim, CA** – Project Planner
- ▶ **City of Eastvale, LRSP, Eastvale, CA** – Project Manager
- ▶ **City of Lynwood, LRSP, Lynwood, CA** – Project Manager
- ▶ **City of Tracy, LRSP, Tracy, CA** – Project Manager
- ▶ **City of Monterey, LRSP, Monterey, CA** – Project Manager
- ▶ **City of Alhambra, LRSP, Alhambra, CA** – Project Manager
- ▶ **City of Costa Mesa, SRTS Action Plan, Costa Mesa, CA** – Project Manager



Tatiana Lundstrom,
PE, RSP₁

*Engagement and Outreach
Task Lead*

Professional Credentials

- Bachelor of Science, Civil Engineering, Clemson University
- Bachelor of Arts, Modern Languages (Mandarin), Clemson University
- Professional Engineer in California #95416
- Road Safety Professional 1 #1559
- Conversational in Spanish and Mandarin

Tatiana has nearly 10 years of experience working on a variety of transportation projects, bringing expertise in both design and public outreach. As a designer, she has contributed to projects involving bicycle and pedestrian facilities, intersections, signing and pavement marking, roundabouts, and other safety improvements. In her role as an outreach coordinator, she has led public project workshops, community event canvassing, school walk audits, safe school outreach initiatives, and the scheduling, planning, and coordination of active transportation plans and transportation safety action plans. Tatiana has led outreach on multiple projects, planning project specific outreach events that had over 500 attendees.

Conversational in Spanish and Mandarin Chinese, in addition to English, Tatiana's multilingual skills allow her to engage effectively with diverse communities, making outreach efforts more inclusive and accessible. Her strong written and verbal communication skills, combined with her ambition, passion for the industry, and drive to develop creative solutions, have enabled her to deliver high-quality work efficiently and effectively.

RELEVANT EXPERIENCE

- ▶ **City of Bakersfield, Active Transportation Plan, Bakersfield, CA** – Outreach and Engagement Lead
- ▶ **City of San Marcos, Active Transportation Plan, San Marcos, CA** – Engagement Lead
- ▶ **Caltrans, Statewide Vulnerable Road Users Safety Assessment, Statewide, CA** – Deputy Project Manager and Stakeholder Coordinator
- ▶ **City of Bakersfield, Old Town Kern Core Area Vision Plan, Downtown Bakersfield, CA** – Outreach and Engagement Lead
- ▶ **City of Santa Clara, Vision Zero Plan, Santa Clara, CA** – Outreach and Engagement Lead
- ▶ **Caltrans, SHSP Update and Implementation, Statewide, CA** – Deputy Project Manager
- ▶ **Jamul Indian Village, SR 94 Improvements, National Environmental Policy Act (NEPA), Environmental Impact Report (EIR), Project Approval/Environmental Document (PA/ED), and PS&E** – Deputy Project Manager
- ▶ **City of Moreno Valley, Pedestrian Access Plan, Moreno Valley, CA** – Outreach and Engagement Lead
- ▶ **City of Costa Mesa, Development of Safe Routes to School Action Plan, Costa Mesa, CA** – Outreach and Engagement Lead
- ▶ **Caltrans, State Route (SR) 78 Asset Management Plans, Specifications, and Estimates (PS&E), San Marcos, CA** – Deputy Project Manager
- ▶ **San Diego Association of Governments (SANDAG), Orange Bikeway Final Design, San Diego, CA** – Task Manager
- ▶ **Caltrans District 11, Voigt Drive/Interstate 5 (I-5) North Coast Corridor (NCC) Improvements (PS&E), San Diego, CA** – Task Manager
- ▶ **Caltrans District 11, I-5 NCC PS&E, Construction Support, and Express Lanes, San Diego, CA** – Task Manager
- ▶ **Caltrans District 11, A&E On-Call Roadway Design Services, 11A3332 - SR 52 PS&E (Asset Management Task Orders (TOs) 1, 6, 27), San Diego, CA** – Task Manager



Ryan Calad, PE, TE

*Safety and Countermeasure
Task Lead*

Professional Credentials

- Bachelor of Science, Ecology, University of California, Irvine
- Professional Engineer in California #91422 and Arizona #63514
- Professional Traffic Engineer in California #2692
- ITE Member
- Intelligent ITS America, Member
- Orange County Traffic Engineering Council (OCTEC), Past President

Ryan has nearly 20 years of experience in traffic engineering and is a recognized leader in the transportation and public works field. He has served in leading roles on many transportation and public works projects and has extensive experience managing safety projects. He has completed extensive work for bicycle and pedestrian improvements, roadway improvement plans, assessments, and safety studies. Ryan has also served as the engineering and countermeasure lead for several ATP, bike, pedestrian, and SRTS projects.

RELEVANT EXPERIENCE

- ▶ **City of Costa Mesa, SRTS Action Plan, Costa Mesa, CA** – Action Plan Task Manager
- ▶ **Town of Apple Valley, SRTS Master Plan, Apple Valley, CA** – Project Manager*
- ▶ **City of Twentynine Palms, SSARP Project, Twentynine Palms, CA** – Project Manager*
- ▶ **City of San Bernardino, SSARP Project, San Bernardino, CA** – Countermeasure Task Manager*
- ▶ **City of Anaheim, HSIP Cycle 12 Grant Application Support, Anaheim, CA** – Project Manager
- ▶ **City of Rialto, SRTS Master Plan, City of Rialto, CA** – Engineering/Countermeasure Task Leader*
- ▶ **Town of Apple Valley, Town-Wide School Zone Analysis and LRSP, Apple Valley, CA** – Project Manager*
- ▶ **City of Culver City, Culver Boulevard Class IV Bike Lane Gap Closure, Culver City, CA** – Project Manager*
- ▶ **San Bernardino County Transportation Authority (SBCTA), Safe Routes to School Phase II Master Plan, San Bernardino County, CA** – Engineering/Countermeasure Task Leader*
- ▶ **City of Escondido, Local Road Safety Plan, Escondido, CA** – Countermeasure Lead*
- ▶ **City of Palm Springs, Local Road Safety Plan, Palm Springs, CA** – Countermeasure Lead*
- ▶ **City of Long Beach, Studebaker Road Complete Streets Project, Long Beach, CA** – Task Manager*
- ▶ **City of Baldwin Park, SRTS Plan, Baldwin Park, CA** – Task Manager*
- ▶ **Town of Apple Valley, The “Village” SR 18 Corridor Enhancement Plan, Apple Valley, CA** – Project Manager*
- ▶ **Caltrans, Coast Highway Intersection Improvement Feasibility Study, Laguna Beach, CA** – Project Manager*
- ▶ **City of Anaheim, On-Call Traffic Engineering Services, Anaheim, CA** – Contract Manager*
- ▶ **SBCTA Metrolink Station First Mile/Last Mile Improvement Project PS&E, San Bernardino County, CA** – Project Manager*
- ▶ **City of La Habra, Imperial Middle School/Las Positas Elementary School Circulation Analysis, La Habra, CA** – Project Manager*

* Prior to joining Kimley-Horn

6. REFERENCES

Metro, Safe Streets, Data Sharing, Collaboration Policy and Action Plan, Los Angeles, CA

Kimley-Horn and Lemmon Planning are supporting Metro in its implementation of the Safe Streets, Data Sharing, Collaboration Policy, and Action Plan through technical assistance for the various regional safety action items and implementation of a Regional Safety Action Plan, in support of Vision Zero objectives. The project involves extensive coordination with internal Metro stakeholders and external partner agencies to inventory and integrate a variety of data sources into a single regional database. The project team is also responsible for developing annual reports that outline the progress of policy implementation and the reduction in traffic injuries and fatalities. **This Regional Vision Zero strategy is funded by the master grant of which Monterey Park is a participant.**

Reference:	Mariko Toy, Senior Transportation Planner, Metro
Email:	ToyM@metro.net
Phone:	213.547.4330
Project Date:	10/24-Ongoing

City of Bakersfield, Active Transportation Plan (ATP), Bakersfield, CA

Kimley-Horn is working with the City of Bakersfield to develop a comprehensive ATP that will inform the City's Capital Improvement Program for the next 10 years. The plan supports the development of a long-term vision for a citywide bicycle and pedestrian system, identifies gaps in the current network, and prioritizes improvements to enhance multimodal transportation opportunities and provide a more equitable transportation system **in preparation for the upcoming citywide Vision Zero program.**

As part of the ATP's implementation, Kimley-Horn organized and led the Bakersfield Active Transportation Summit and Festival Spotlight, an exciting and creative engagement event that drew over 500 participants. This event successfully engaged a diverse audience, providing information about the ATP while fostering collaboration with local community organizations and stakeholders. Additionally, innovative virtual outreach tools were integrated into the engagement process, helping to shape the Vision Plan and ensuring broad and inclusive community participation.

Reference:	Ed Murphy, Civil Engineer III, City of Bakersfield
Email:	Emurphy@bakersfieldcity.us
Phone:	661.326.3958
Project Date:	5/2023-Ongoing

City of Goleta, Vision Zero Strategy, Goleta, CA

The City of Goleta was awarded a SSARP subsidiary grant and selected Kimley-Horn to prepare a SSARP. The SSARP focused on selected major corridors within the City, and was informed by citywide safety performance to determine what crash patterns stand out and lend themselves to cost-effective countermeasures. The selected crash locations will be used to develop template projects that will be part of a toolbox that the City can use to simplify the process of identifying higher risk locations and appropriate treatments citywide. **Our staff developed a Vision Zero program and secured federal funding to develop a citywide Vision Zero Plan.**

Reference:	Teresa Lopes, Senior Project Manager, City of Goleta
Email:	tlopes@cityofgoleta.org
Phone:	805.961.7563
Project Date:	12/2018-11/2021

7. REQUIRED STATEMENTS

- ✓ All charges for services will be a “Not-To-Exceed” fee, as submitted with Kimley-Horn’s quote.
- ✓ Kimley-Horn shall adhere to all federal laws and regulations notwithstanding any state or local laws and regulations. In case of conflict between federal, state, or local laws or regulations, we shall adhere to the strictest law.
- ✓ The Consultant shall exercise the professional standard of care to comply with published laws and regulations in effect as of the date of this Agreement. In case of conflict between federal, state, or local laws or regulations, the Consultant’s sole obligation is to exercise the professional standard of care in an effort to resolve such conflicts.
- ✓ Kimley-Horn will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin.
- ✓ Kimley-Horn shall comply with the California Labor Code, pursuant to said regulations entitled: Federal Labor Standards provisions; Federal Prevailing Wage Decision; and State of California Prevailing Wage Rates, respectively.
- ✓ Kimley-Horn shall comply with the Copeland Antikickback Act (18 USC 874 C) and the implementation regulation (29 CFR 3) issued pursuant thereto, and any amendments thereof.

Kimley-Horn Hourly Rate Schedule

This hourly rate schedule is part of Kimley-Horn's quote for use in invoicing for progress payments and for extra work incurred that is not part of this RFP.

Kimley-Horn and Associates, Inc.

Hourly Labor Rate Schedule

Effective July 1, 2025, through June 30, 2026.

Classification	Rate
Analyst I	\$140.75
Analyst II	\$162.33
Professional I	\$179.40
Professional II	\$206.87
Senior Professional I	\$252.13
Senior Professional II	\$285.26
Senior Professional III	\$357.24
Sr. Project Manager, Jean Fares	\$434.54
Principal-in-Charge, Mike Colety	\$435.33
QC/QA Manager, Jason Melchor	\$330.03
Technical Support	\$98.11
Project Support	\$143.95

Rates are subject to annual escalation on 7/1/2026.

Consultant's hourly rate schedule is part of the Consultant's quote for use in invoicing for progress payments and for extra work incurred that is not part of this RFP.

Other Direct Costs: Outside Printing/Reproduction, Delivery Services/USPS, Misc. Field Equipment/Supplies, and Travel Expenses will be billed at actual cost. Mileage will be billed at the Federal Rate.

8. FORMS

RFP FORM __ – BIDDERS LIST

Kimley-Horn and Associates, Inc.

CIP 96044

Proposer

RFP Number

The U.S. Department of Transportation (DOT) requires CITY OF MONTEREY PARK to create and maintain a Bidders List containing information about all firms (DBEs and non-DBEs) that bid, propose, or quote on CITY OF MONTEREY PARK's DOT-assisted contracts in accordance with 49 C.F.R., Part 26.11. The "Bidders List" is intended to be a count of all firms that are participating, or attempting to participate, on DOT-assisted contracts, whether successful or unsuccessful in their attempt to obtain a contract.

The Proposer is to complete all requested information for every firm that submitted a bid, proposal, or quote, including the Proposer itself and any proposed subconsultants. The Bidders List form shall be submitted with each proposal submitted by the Proposer to CITY OF MONTEREY PARK and for all bids, proposals, or quotes received by the Proposer for the pre-construction phase of this Project. Please note that CITY OF MONTEREY PARK will request that this form be executed again if Proposer is awarded construction work on the Project as new subcontractors will then need to be identified. ***s. The Bidders List content will not be considered in evaluating the proposal or determining award of any contract.***

1.0 Proposer's Information

Name of Prime's Firm: Kimley-Horn and Associates, Inc.			Phone: (213) 354 - 9402
Firm Address: 660 S. Figueroa St., Suite. 2050			Email Address: jean.fares@kimley-horn.com
City Los Angeles	ST CA	ZIP 90017	Type of work/services/materials provided: Traffic Safety Planning
Number of years in business: 58			
Contact Person: Jean B. Fares, PE			Title: Senior Vice President
Is the firm currently certified as a DBE under 49 C.F.R., Part 26? ☐ Yes ☒ No			Check the box below for your firm's annual gross receipts last year:
Proposer has DBE Certification in the following categories (place an "X"): ☐ Black American ☐ Asian Pacific American ☐ Native American ☐ Women ☐ Hispanic American ☐ Subcontinent Asian American ☐ Other			☐ Less than \$1 million ☐ Less than \$5 million ☐ Less than \$10 million ☐ Less than \$15 million ☒ More than \$15 million
Race and gender of firm's majority owner: Male, Caucasian			North American Industry Classification System (NAICS) code applicable to each scope of work the firm seeks to perform in its bid. 541330

RFP FORM __ (CONT'D) – BIDDERS LIST

Note: Each proposed subconsultant shall complete this form, and the Proposer will submit it with its proposal.

1.0 Subconsultant's Information			
Name of Subconsultant's Firm: Lemmon Planning LLC		Phone: (213) 446-4415	
Firm Address: 26855 Live Oak Ln 4160		Email Address: katie@lemmonplanning.com	
City Idyllwild	ST CA	ZIP 92549	Type of work/services/materials provided: Transportation planning community engagement services
Number of years in business: 2.5			
Contact Person: Katie Lemmon		Title: Principal	
Is the subconsultant's firm currently certified as a DBE under 49 C.F.R., Part 26? ☒ Yes ☐ No		Check the box below for your firm's annual gross receipts last year:	
Subconsultant has DBE Certification in the following categories (place an "X"):		☒ Less than \$1 million ☐ Less than \$5 million ☐ Less than \$10 million ☐ Less than \$15 million ☐ More than \$15 million	
☐ Black American ☐ Asian Pacific American ☐ Native American ☒ Women ☐ Hispanic American ☐ Subcontinent Asian American ☐ Other			
Race and gender of firm's majority owner: White, woman		North American Industry Classification System (NAICS) code applicable to each scope of work the firm seeks to perform in its bid. 541614	

If necessary, this Bidders List form can be duplicated to include all firms (DBEs and non-DBEs) that have submitted a bid, proposal, or quote on this DOT-assisted Project, whether successful or unsuccessful in their attempt to obtain a contract.

Byrd Anti-Lobbying Amendment Certification

Certification for Contracts, Grants, Loans, and Cooperative Agreements

(To be submitted with each bid or offer exceeding \$100,000)

The undersigned [Contractor] certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

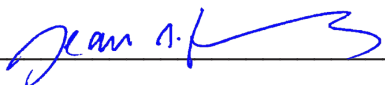
(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for making lobbying contacts to an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form--LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions [as amended by "Government wide Guidance for New Restrictions on Lobbying," 61 Fed. Reg. 1413 (1/19/96). Note: Language in paragraph (2) herein has been modified in accordance with Section 10 of the Lobbying Disclosure Act of 1995 (P.L. 104-65, to be codified at 2 U.S.C. 1601, *et seq.*.)]

(3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of the fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31, U.S.C. § 1352 (as amended by the Lobbying Disclosure Act of 1995). Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

[Note: Pursuant to 31 U.S.C. § 1352(c)(1)-(2)(A), any person who makes a prohibited expenditure or fails to file or amend a required certification or disclosure form shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such expenditure or failure.]

The Contractor, Kimley-Horn and Associates, Inc., certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the Contractor understands and agrees that the provisions of 31 U.S.C. A 3801, *et seq.*, apply to this certification and disclosure, if any.

 Signature of Contractor's Authorized Official

Jean B. Fares, PE Name of Contractor's Authorized Official

Senior Vice President Title of Contractor's Authorized Official

August 21, 2025 Date

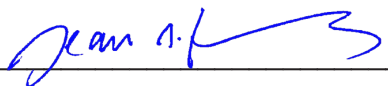
Certification for Suspension and Debarment

CERTIFICATION REGARDING DEBARMENT, SUSPENSION,
INELIGIBILITY and VOLUNTARY EXCLUSION
LOWER TIER COVERED TRANSACTION

(To be submitted with all bids exceeding \$25,000.)

- (1) The prospective lower tier participant (Bidder/Contractor) certifies, by submission of this bid or proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
- (2) The prospective Bidder/Contractor also certifies by submission of this bid or proposal that all subcontractors and suppliers (this requirement flows down to all subcontracts at all levels) are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
- (3) Where the prospective lower tier participant (Bidder/Contractor) is unable to certify any of the statements in this certification, such prospective participant shall attach an explanation to this bid or proposal.

The lower tier participant (Bidder/Contractor), Kimley-Horn and Associates, Inc., certifies or affirms the truthfulness and accuracy of this statement of its certification and disclosure, if any.

 _____ Signature of Contractor's Authorized Official

Jean B. Fares, PE _____ Name of Contractor's Authorized Official

Senior Vice President _____ Title of Contractor's Authorized Official

August 21, 2025 _____ Date

Certification for Suspension and Debarment

CERTIFICATION REGARDING DEBARMENT, SUSPENSION,
INELIGIBILITY and VOLUNTARY EXCLUSION
LOWER TIER COVERED TRANSACTION

(To be submitted with all bids exceeding \$25,000.)

- (1) The prospective lower tier participant (Bidder/Contractor) certifies, by submission of this bid or proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
- (2) The prospective Bidder/Contractor also certifies by submission of this bid or proposal that all subcontractors and suppliers (this requirement flows down to all subcontracts at all levels) are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
- (3) Where the prospective lower tier participant (Bidder/Contractor) is unable to certify any of the statements in this certification, such prospective participant shall attach an explanation to this bid or proposal.

The lower tier participant (Bidder/Contractor), Lemmon Planning LLC certifies or affirms the truthfulness and accuracy of this statement of its certification and disclosure, if any.

Katie Lemmon Signature of Contractor's Authorized Official

____Katie Lemmon____ Name of Contractor's Authorized Official

____Principal____ Title of Contractor's Authorized Official

____Aug 5, 2025____ Date

PROPOSAL FOR MONTEREY PARK Vision Zero Action Plan

OMB Control #2105-0586 (Exp. 5/31/2027)



U.S. Department of
Transportation

DBE Regular Dealer/Distributor Affirmation Form

Bidder Name:

Kimley-Horn and Associates, Inc.

Contract Name/Number:

Sections 26.53(c)(1) of Title 49 Code of Federal Regulations requires recipients to make a preliminary counting determination for each DBE listed as a regular dealer or distributor to assess its eligibility for 60 or 40 percent credit, respectively, of the cost of materials and supplies based on its demonstrated capacity and intent to perform as a regular dealer or distributor, as defined in section 26.55(e)(2)(iv)(A),(B),(C), and (3) under the contract at issue. The regulation requires the recipient's preliminary determination to be made based on the DBE's written responses to relevant questions and its affirmation that its subsequent performance of a commercially useful function will be consistent with the preliminary counting of such participation. The U.S. Department of Transportation is providing this form as a tool for recipients, prime contractors, regular dealers, and distributors to use to carry out their respective responsibilities under this regulation. The form may be used by each DBE supplier whose participation is submitted by a bidder for regular dealer or distributor credit on a federally-assisted contract with a DBE participation goal. The form may also be used by prime contractors in connection with DBE regular dealer or distributor participation submitted after a contract has been awarded provided such participation is subject to the recipient's prior evaluation and approval. If this form is used, it should be accompanied by the bidder's commitment, contract, or purchase order showing the materials the DBE regular dealer or distributor is supplying. Use of this tool is not mandatory. If a recipient chooses a different method for complying with Section 26.53(c)(1), it must include that method in its DBE Program Plan.

DBE Name:

Total Subcontract/Purchase Order Amount:

Authorized DBE Representative (Name and Title):

**NOT APPLICABLE TO
KIMLEY-HORN**

NAICS Code(s) Related to the Items to be Sold/Leased:

1. Will all items sold or leased be provided from the on-hand inventory at your establishment? ☐ YES ☐ NO

(If "YES," you have indicated that your performance will satisfy the regular dealer requirements and may be counted at 60%. **STOP here. Read and sign the affirmation below.** If "NO" Continue.)

- a) Are you selling bulk items (e.g., petroleum products, steel, concrete, concrete products, sand, gravel, asphalt, etc.) or items not typically stocked due to their unique characteristics (aka specialty items)? ☐ YES ☐ NO (If "YES," Go to Question 2. If "NO" Continue.)

- b) Will at least 51% of the items you are selling be provided from the inventory maintained at your establishment, and will the minor quantities of items delivered from and by other sources be of the general character as those provided from your inventory?

☐ YES ☐ NO* (If "YES," you have indicated that your performance will satisfy the regular dealer requirements and may be counted at 60%. **STOP here. Read and sign the affirmation below.**

*If 1., 1.a), and 1. b) above are "NO," your performance on the whole will not satisfy the regular dealer requirements; therefore, only the value of items to be sold or leased from inventory can be counted at 60%. (Go to Question 3. to determine if the items delivered from and by other sources are eligible for Distributor credit.)

2. Will you deliver all bulk or specialty items using distribution equipment you own (or under a long-term lease) and operate?

☐ YES ☐ NO¹

(If "YES," you have indicated that your performance will satisfy the requirements for a regular dealer of bulk items and may be counted at 60%. **STOP here. Read and sign the affirmation below.**)

¹ If "NO," your performance will not satisfy the requirements for a regular dealer of bulk items; the value of items to be sold or leased cannot be counted at 60%. (Go to Question 3.)

3. Will the written terms of your purchase order or bill of lading from a third party transfer responsibility, including risk for loss or damage, to your company at the point of origin (e.g. a manufacture's facility)? ☐ YES² ☐ NO³

- a) Will you be using sources other than the manufacturer (or other seller) to deliver or arrange delivery of the items sold or leased? ☐ YES² ☐ NO³

² If your responses to 3 and 3.a) are "YES," you have indicated that your performance will satisfy the requirements of a distributor; therefore, the value of items sold or leased may be counted at 40%.

³ If you responded "NO" to either 3 or 3.a), counting of your participation is limited to the reasonable cost of fees or commissions charged, including transportation charges for the delivery of materials or supplies; the cost of materials or supplies may not be counted.

I affirm that the information that I provided above is true and correct and that my company's subsequent performance of a commercially useful function will be consistent with the above responses. I further affirm that my company will independently negotiate price, order specified quantities, and pay for the items listed in the bidder's commitment. This includes my company's responsibility for the quality of such items in terms of necessary repairs, exchanges, or processing of any warranty claims for damaged or defective materials.

Printed Name and Signature of DBE Owner/Authorized Representative:

The bidder acknowledges its responsibility for verifying the information provided by the DBE named above and ensuring that the counting of the DBE's participation is accurate. Any shortfall caused by errors in counting are the responsibility of the bidder.

Printed Name and Signature of Bidder's Authorized Representative:

Jean B. Fares, PE, Senior Vice President

PROPOSAL FOR MONTEREY PARK Vision Zero Action Plan

OMB Control #2105-0586 (Exp. 5/31/2027)



U.S. Department of
Transportation

DBE Regular Dealer/Distributor Affirmation Form

Bidder Name:

Lemmon Planning LLC

Contract Name/Number:

City of Monterey Park, Vision Zero

Sections 26.53(c)(1) of Title 49 Code of Federal Regulations requires recipients to make a preliminary counting determination for each DBE listed as a regular dealer or distributor to assess its eligibility for 60 or 40 percent credit, respectively, of the cost of materials and supplies based on its demonstrated capacity and intent to perform as a regular dealer or distributor, as defined in section 26.55(e)(2)(iv)(A),(B),(C), and (3) under the contract at issue. The regulation requires the recipient's preliminary determination to be made based on the DBE's written responses to relevant questions and its affirmation that its subsequent performance of a commercially useful function will be consistent with the preliminary counting of such participation. The U.S. Department of Transportation is providing this form as a tool for recipients, prime contractors, regular dealers, and distributors to use to carry out their respective responsibilities under this regulation. The form may be used by each DBE supplier whose participation is submitted by a bidder for regular dealer or distributor credit on a federally-assisted contract with a DBE participation goal. The form may also be used by prime contractors in connection with DBE regular dealer or distributor participation submitted after a contract has been awarded provided such participation is subject to the recipient's prior evaluation and approval. If this form is used, it should be accompanied by the bidder's commitment, contract, or purchase order showing the materials the DBE regular dealer or distributor is supplying. Use of this tool is not mandatory. If a recipient chooses a different method for complying with Section 26.53(c)(1), it must include that method in its DBE Program Plan.

DBE Name:

Lemmon Planning LLC

Authorized DBE Representative (Name and Title):

Katie Lemmon, Principal

Total Subcontract/Purchase Order Amount:

TBD

NAICS Code(s) Related to the Items to be Sold/Leased:

N/A

1. Will all items sold or leased be provided from the on-hand inventory at your establishment? ☐ YES ☐ NO **Not Applicable. Consulting services only.**
(If "YES," you have indicated that your performance will satisfy the regular dealer requirements and may be counted at 60%. **STOP here. Read and sign the affirmation below.** If "NO" Continue.)

- a) Are you selling bulk items (e.g., petroleum products, steel, concrete, concrete products, sand, gravel, asphalt, etc.) or items not typically stocked due to their unique characteristics (aka specialty items)? ☐ YES ☐ NO (If "YES," Go to Question 2. If "NO" Continue.)

- b) Will at least 51% of the items you are selling be provided from the inventory maintained at your establishment, and will the minor quantities of items delivered from and by other sources be of the general character as those provided from your inventory?

☐ YES ☐ NO* (If "YES," you have indicated that your performance will satisfy the regular dealer requirements and may be counted at 60%. **STOP here. Read and sign the affirmation below.**

* If 1., 1.a), and 1. b) above are "NO," your performance on the whole will not satisfy the regular dealer requirements; therefore, only the value of items to be sold or leased from inventory can be counted at 60%. (Go to Question 3. to determine if the items delivered from and by other sources are eligible for Distributor credit.)

2. Will you deliver all bulk or specialty items using distribution equipment you own (or under a long-term lease) and operate?

Not Applicable. Consulting services only.

☐ YES ☐ NO¹

(If "YES," you have indicated that your performance will satisfy the requirements for a regular dealer of bulk items and may be counted at 60%. **STOP here. Read and sign the affirmation below.**)

¹ If "NO," your performance will not satisfy the requirements for a regular dealer of bulk items; the value of items to be sold or leased cannot be counted at 60%. (Go to Question 3.)

3. Will the written terms of your purchase order or bill of lading from a third party transfer responsibility, including risk for loss or damage, to your company at the point of origin (e.g. a manufacture's facility)? **Not Applicable. Consulting services only.** ☐ YES² ☐ NO³

- a) Will you be using sources other than the manufacturer (or other seller) to deliver or arrange delivery of the items sold or leased? ☐ YES² ☐ NO³

² If your responses to 3 and 3.a) are "YES," you have indicated that your performance will satisfy the requirements of a distributor; therefore, the value of items sold or leased may be counted at 40%.

³ If you responded "NO" to either 3 or 3.a), counting of your participation is limited to the reasonable cost of fees or commissions charged, including transportation charges for the delivery of materials or supplies; the cost of materials or supplies may not be counted.

I affirm that the information that I provided above is true and correct and that my company's subsequent performance of a commercially useful function will be consistent with the above responses. I further affirm that my company will independently negotiate price, order specified quantities, and pay for the items listed in the bidder's commitment. This includes my company's responsibility for the quality of such items in terms of necessary repairs, exchanges, or processing of any warranty claims for damaged or defective materials.

Printed Name and Signature of DBE Owner/Authorized Representative:

Katie Lemmon

Katie Lemmon

The bidder acknowledges its responsibility for verifying the information provided by the DBE named above and ensuring that the counting of the DBE's participation is accurate. Any shortfall caused by errors in counting are the responsibility of the bidder.

Printed Name and Signature of Bidder's Authorized Representative:

Jean B. Fares, PE, Senior Vice President

Jean B. Fares

DBE INFORMATION - GOOD FAITH EFFORTS

Federal-aid Project No. CIP 96044 Bid Opening Date: July 22, 2025

CITY OF MONTEREY PARK has established a Disadvantaged Business Enterprise (DBE) goal of 5% for this project. The information provided herein shows that a good faith effort was made. Good Faith Efforts documentation must be submitted with the Bid/Proposal or Contractor will be deemed non-responsive to the DBE requirements.

Lowest, second lowest and third lowest Proposers shall submit the following information to document adequate good faith efforts. Proposers should submit the following information even if the "Local Agency Bidder – DBE Commitment" form indicates that the Proposer has met the DBE contract goal. This will protect the Proposer's eligibility for award of the contract if the administering agency determines that the Proposer failed to meet the goal for various reasons, e.g., a DBE firm was not certified at bid opening, or the Proposer made a mathematical error.

Submittal of only the "Local Agency Bidder DBE Commitment" form may not provide sufficient documentation to demonstrate that adequate good faith efforts were made.

The following types of actions will be considered as part of the Proposer's Good Faith Efforts to obtain DBE participation:

- a. The names and dates of each publication in which a request for DBE participation for this project was placed by the Proposer. Attach copies of advertisements or proofs of publication:

Publications

Dates of Advertisement

**THIS FORM IS NOT REQUIRED AS KIMLEY-HORN WILL MEET
 THE CITY'S 5% DBE GOAL AS INDICATED ON THE LOCAL
 AGENCY PROPOSER DBE COMMITMENT FORM**

- b. The names and dates of written notices sent to certified DBEs soliciting bids for this project and the dates and methods used for following up initial solicitations to determine with certainty whether the DBEs were interested. Attach copies of solicitations, telephone records, fax confirmations etc.

Names of
 DBEs
 Solicited

Date of Initial
 Solicitation

Follow Up
 Methods and
 Dates

- c. The items of work which the Proposer made available to DBE firms, including, where appropriate, any break down of the contract work items (including those items normally performed by the Proposer with its own forces) into economically feasible units to facilitate DBE participation. It is the Proposer's responsibility to demonstrate that sufficient work was made available to facilitate DBE participation as follows (please provide documents that sufficiently evidence the effort):

Items of Work	Proposer Normally Performs Item (Y/N)	Breakdown of Items	Amount (\$)	Percentage Of Contract
---------------	--	--------------------	----------------	------------------------------

THIS FORM IS NOT REQUIRED AS KIMLEY-HORN WILL MEET
 THE CITY'S 5% DBE GOAL AS INDICATED ON THE LOCAL
 AGENCY PROPOSER DBE COMMITMENT FORM

- d. The names, addresses and phone numbers of rejected DBE firms, the reasons for the Proposer's rejection of the DBEs, the firms selected for that work (please attach copies of quotes from the firms involved), and the price difference for each DBE if the selected firm is not a DBE.

1. Names, addresses and phone numbers of rejected DBEs and the reasons for the Proposer's rejection of the DBEs:

2. Names, addresses and phone numbers of firms selected for the work identified above:

- e. Efforts made to assist interested DBEs in obtaining bonding, lines of credit or insurance, and any technical assistance or information related to the plans, specifications and requirements for the work which was provided to DBEs:

- f. Efforts made to assist interested DBEs in obtaining necessary equipment, supplies, materials, or related assistance or services, excluding supplies and equipment the DBE subcontractor purchases or leases from the prime contractor or its affiliate:

THIS FORM IS NOT REQUIRED AS KIMLEY-HORN WILL MEET
THE CITY'S 5% DBE GOAL AS INDICATED ON THE LOCAL
AGENCY PROPOSER DBE COMMITMENT FORM

- g. The names of agencies, organizations or groups contacted to provide assistance in contacting, recruiting and using DBE firms. Attach copies of requests to agencies and any responses received, i.e., lists, Internet page download, etc.

Name of Agency/Organization	Method/Date of Contact	Results

- h. Any additional data to support a demonstration of good faith efforts please include here.

**Proposers are advised to attach all requested documents to this form.
Include any and all supplemental materials necessary in order to demonstrate Good Faith Efforts.**

Certified Profile

CLOSE WINDOW 

[Print](#)

Business & Contact Information

BUSINESS NAME	Lemmon Planning LLC
OWNER	Ms Katherine Lemmon
ADDRESS	26855 Live Oak Ln 4160 Idyllwild, CA 92549 [map]
PHONE	213-446-4415
EMAIL	katie@lemmonplanning.com
WEBSITE	http://www.lemmonplanning.com
ETHNICITY	Caucasian
GENDER	Female
COUNTY	Riverside (CA)

Certification Information

CERTIFYING AGENCY	Los Angeles County Metropolitan Transportation Authority
CERTIFICATION TYPE	DBE - Disadvantaged Business Enterprise
CERTIFIED BUSINESS DESCRIPTION	Transportation Management Consulting Services

Commodity Codes

Code	Description
NAICS 541614	Process, Physical Distribution, and Logistics Consulting Services
NAICS 541614	Transportation management consulting services

Additional Information

WORK DISTRICTS/REGIONS	All work districts/regions
CUCP PUBLIC DIRECTORY CERTIFICATION NUMBER	51737

This profile was generated on 8/13/2025



CONTACT

Jean Fares, PE

 jean.fares@kimley-horn.com

 213.354.9402

 660 South Figueroa Street
Suite 2050
Los Angeles, CA 90017

Kimley»Horn

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ATTACHMENT 2

Kimley-Horn Cost Proposal

CITY OF MONTEREY PARK
Vision Zero Action Plan

		Kimley-Horn and Associates, Inc.										TOTAL HOURS TOTAL COST		
197.39%	Overhead%	Name	Jean Fares	Mike Colety	Jason Melchor	Sr. Professional III	Sr. Professional II	Sr. Professional I	Professional II	Professional I	Analyst			Project Support
			Project Manager	Principal-in-Charge	QC/QA Manager									
			Category/Title	Direct Rate	Billing Rate									
196.29%	Overhead% w/o FCCM		\$132.88	\$133.12	\$100.92	\$109.24	\$87.23	\$77.10	\$63.26	\$54.86	\$49.64	\$44.02		
10%	Fee%		\$434.54	\$435.33	\$330.03	\$357.24	\$285.26	\$252.13	\$206.87	\$179.40	\$162.33	\$143.95		
Task 1	Program Management		43		12		27		24	28	84		218	\$ 53,971.77
1.1	Project Kick-Off		2				4			4			10	\$ 2,727.73
1.2	Progress Meetings		36		12		15		24	24	24		135	\$ 37,049.32
1.3	Vision Zero Management		5				8				60		73	\$ 14,194.72
Task 2	Vision Zero Baselining		2	5	21		33		110	180	260		611	\$ 116,644.64
2.1	Document Review		2	5	6		8		10	40	40		111	\$ 23,046.08
2.2	Data Collection						10		20	20	60		110	\$ 20,318.02
2.3	Collision and Roadway Analysis				15		15		80	120	160		390	\$ 73,280.54
Task 3	Safe Routes to School Program		15	4	36	15	45	37	220	355	200	60	987	\$ 197,967.98
3.1	Project Management		10	4	16		20		5	5			60	\$ 19,003.73
3.2	Existing Conditions and Safety Assessment				20	10	5	13	85	210	120		463	\$ 89,615.47
3.3	Community Stakeholder Engagement						10	16	40	20	20	20	126	\$ 24,875.35
3.4	Compilation of Final Action Plan Document		5			5	10	8	90	120	60	40	338	\$ 64,473.43
Task 4	Active Transportation Plan		17		16	10	47	34	115	185	190	55	669	\$ 133,960.03
4.1	Technical Advisory Committee		2				15	8	20	10	5		60	\$ 13,908.15
4.2	Public and Community Groups Engagement		5				5	4	15	15	5		49	\$ 11,213.32
4.3	Existing Conditions Inventory						2	8	15	60	30		115	\$ 21,324.78
4.4	Identification of Active Transportation Needs and Project List		10				15	8	20	20	10		83	\$ 19,990.18
4.5	Develop Monterey Park Active Transportation Plan													
4.5.1	Draft ATP				12	5	5	3	30	60	80	40	235	\$ 43,644.25
4.5.2	Final ATP				4	5	5	3	15	20	60	15	127	\$ 23,879.35
Task 5	Complete Streets Plan		52		45	9	53	76	140	285	180	15	855	\$ 186,414.27
5.1	Existing Conditions Report		2				5		30	60	30		127	\$ 24,135.67
5.2	Public Engagement		15				8	8	10	25	30	10	106	\$ 23,680.56
5.3	Walk Audits and Surveys						2	4	40	50	70		166	\$ 30,187.32
5.4	Draft Corridor Conceptual Designs and Recommendations		10		15	3	15	26	20	60	20		169	\$ 39,350.10
5.5	Final Corridor Conceptual Designs and Recommendations		15		15	3	8	12	10	30	10		103	\$ 26,922.04
5.6	Neighborhood Traffic Calming Plan		10		15	3	15	26	30	60	20	5	184	\$ 42,138.59
Task 6	Vision Zero Action Plan		27	10	11	22	54	28	158	195	150	30	685	\$ 146,376.84
6.1	Vision Zero Goals and Objectives		2				4		5	10	10		31	\$ 6,461.83
6.2	Emphasis Area					10	5		10	10	20		55	\$ 12,108.04
6.3	Vision Zero Governance and Task Force		5				5		20	5	5		40	\$ 9,445.13
6.4	Equity Assessment					2	5		8	30	30		75	\$ 14,047.79
6.5	Best Practices Assessment						10		5	20	10		45	\$ 9,098.32
6.6	Safety Countermeasures Toolbox						10		20	40	30		100	\$ 19,036.10
6.7	Vision Zero Action Plan Report		20	10	11	10	15	28	90	80	45	30	339	\$ 76,179.63
	TOTAL HOURS		156	19	141	56	259	175	767	1228	1064	160	4025	
	Subtotal Labor:		\$67,788.68	\$8,271.23	\$46,533.89	\$20,005.19	\$73,882.00	\$44,123.04	\$158,670.99	\$220,306.42	\$172,721.49	\$23,032.60		\$ 835,335.53
	Other Direct Costs													\$ 121,804.78
	Travel/Mileage													\$ 2,000.00
	Public Coordinate													\$ 5,000.00
	Outside Printing													\$ 756.22
	Fed Ex/Overnight Delivery													\$ 550.22
	Lemon Consulting-See attached breakdown												\$ 113,498.34	
	TOTAL COST:													\$ 957,140.31

CITY OF MONTEREY PARK
Vision Zero Action Plan

		Name Category/Title Direct Rate Billing Rate	Lemmon Consulting			Total Hours	Total Costs
			Katie Lemmon	Project Manager			
			Principal				
120.00%	Overhead %		\$100.59	\$57.20			
10%	Fee%		\$243.43	\$138.42			
Task 1			25	25		50	\$ 9,546.25
1.1	Project Kick-Off		2	2		4	\$ 763.70
1.2	Progress Meetings		15	15		30	\$ 5,727.75
1.3	Vision Zero Management		8	8		16	\$ 3,054.80
Task 2	Vision Zero Baselineing						
Task 3	Safe Routes to School Program		107	156		263	\$ 47,640.53
3.1	Project Management						
3.2	Existing Conditions and Safety Assessment						
3.3	Community Stakeholder Engagement		105	150		255	\$ 46,323.15
3.4	Compilation of Final Action Plan Document		2	6		8	\$ 1,317.38
Task 4	Active Transportation Plan		75	132		207	\$ 36,528.69
4.1	Technical Advisory Committee		21	42		63	\$ 10,925.67
4.2	Public and Community Groups Engagement		46	77		123	\$ 21,856.12
4.3	Existing Conditions Inventory						
4.4	Identification of Active Transportation Needs and Project List		4	6		10	\$ 1,804.24
4.5	Develop Monterey Park Active Transportation Plan						
4.5.1	Draft ATP		3	5		8	\$ 1,422.39
4.5.2	Final ATP		1	2		3	\$ 520.27
Task 5	Complete Streets Plan		14	42		56	\$ 9,221.66
5.1	Existing Conditions Report						
5.2	Public Engagement		7	28		35	\$ 5,579.77
5.3	Walk Audits and Surveys		7	14		21	\$ 3,641.89
5.4	Draft Corridor Conceptual Designs and Recommendations						
5.5	Final Corridor Conceptual Designs and Recommendations						
Task 6	Vision Zero Action Plan		19	12		31	\$ 6,286.21
6.1	Vision Zero Goals and Objectives		2	3		5	\$ 902.12
6.2	Emphasis Area						
6.3	Vision Zero Governance and Task Force		14	5		19	\$ 4,100.12
6.4	Equity Assessment		2	2		4	\$ 763.70
6.5	Best Practices Assessment						
6.6	Safety Countermeasures Toolbox						
6.7	Vision Zero Action Plan Report		1	2		3	\$ 520.27
	TOTAL HOURS		240	367		607	
	Subtotal Labor:		\$58,423.20	\$50,800.14			\$ 109,223.34
	Other Direct Costs						\$ 4,275.00
	Printing						\$ 3,600.00
	Travel						\$ 675.00
	TOTAL COST:						\$ 113,498.34

ATTACHMENT 3

Kimley-Horn Schedule

PROPOSAL FOR MONTEREY PARK

Vision Zero Action Plan

Schedule

Kimley-Horn will complete the Vision Zero Action Plan by Month 12 following Project Kickoff. Vision Zero programs require consistent follow through and public awareness, so our team has included an additional six months of ongoing support for public messaging and implementation activities that will aid further project advancement and establish City messaging processes.



Legend													
	Draft Due		Final Submission		Kickoff Meeting		Ongoing Engagement After April		Memo or Deliverable Due		Walking Tours		Project Website/Public Coordinate

ATTACHMENT 4

Resolution No. 2022-R36 Complete Streets Policy

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.

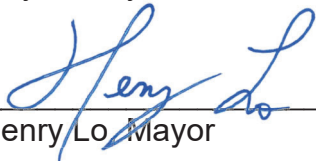
SECTION 3: If any part of this Resolution or its application is deemed invalid by a court of competent jurisdiction, the City Council intends that such invalidity will not affect the effectiveness of the remaining provisions or applications and, to this end, the provisions of this Resolution are severable.

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.

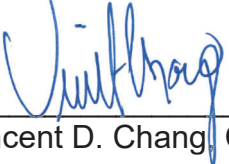
SECTION 5: This Resolution will become effective immediately upon adoption and remain effective unless superseded by a subsequent resolution.

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:

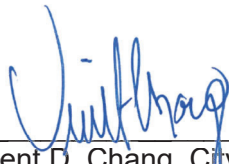

Karl H. Berger, City Attorney

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. _____ 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 5
Resolution No. 2022-R74 Local Road Safety Plan

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.

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

SECTION 1: The City Council finds and declares that:

- A. A Local Road Safety Plan (LRSP) provides a framework for organizing stakeholders to identify, analyze, and prioritize roadway safety improvements on local and rural roads;
- B. The LRSP will promote safety for all road users in the City of Monterey Park;
- C. An LRSP will be required for an agency to be eligible to apply for federal Highway Safety Improvement Program (HSIP) funds;
- D. The LRSP was developed with focus on applying the 5 E's of traffic safety (Engineering, Enforcement, Education, Emergency Services, and Emerging Technologies) to the traffic safety emphasis areas identified for Monterey Park including distracted driving, bicyclists, pedestrians, aging drivers, and intersections;
- E. Upon adoption of the LRSP, the City Manager, or designee, will review the safety improvement countermeasures identified and start to pursue grant funding for the short-term, easier to implement projects. Long-term higher-cost projects will be developed further and included in the City's 5-year Capital Improvement Program (CIP);
- F. The LRSP is intended to be a living document that is periodically evaluated and updated, allowing for identification of new emphasis areas and safety improvements as traffic patterns, behaviors, and emerging technologies continue to evolve and new projects are constructed; and
- G. It is in the public interest for the City to adopt the Local Road Safety Plan to help protect public health and safety.

SECTION 2: *Adoption.* The LRSP attached as Exhibit "A," and incorporated by reference, is adopted as the City's LRSP. The City Manager, or designee, is authorized to utilize the LRSP for all lawful purposes including, without limitation, obtaining additional monies from the HSIP.

SECTION 3: *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

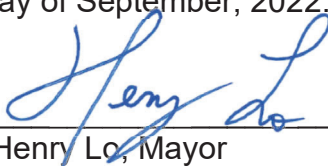
affect the effectiveness of the remaining provisions or applications and, to this end, the provisions of this Resolution are severable.

SECTION 4: *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 his duly appointed deputy, may attest thereto.

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.

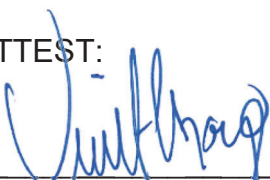
SECTION 6: *Effective Date*. This Resolution will become effective immediately upon adoption and remain effective unless superseded by a subsequent resolution.

PASSED AND ADOPTED this 7th day of September, 2022.



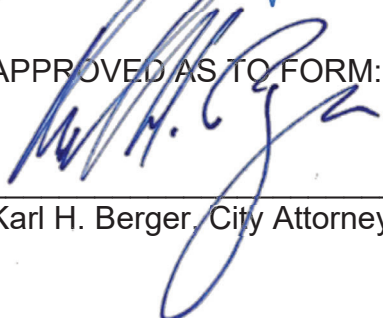
Henry Lo, Mayor

ATTEST:



Vincent D. Chang, City Clerk

APPROVED AS TO FORM:



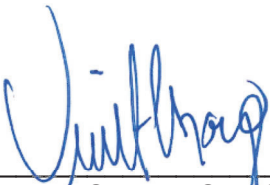
Karl H. Berger, City Attorney

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-R74 was duly adopted and passed at a regular meeting of the Monterey Park City Council on the 7th day of September, 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 7th day of September, 2022.



Vincent D. Chang, City Clerk
Monterey Park, California

Exhibit A



MONTEREY PARK

Local Roadway Safety Plan





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Executive Summary

The City of Monterey Park Local Road Safety Plan (LRSP) identifies emphasis areas to inform and guide further safety evaluation of the City's transportation network. The emphasis areas include type of crash, certain locations, and notable relationships between current efforts and crash history. The LRSP analyzes crash data on an aggregate basis as well as at specific locations to identify high-crash locations, high-risk locations, as well as city-wide trends and patterns. The analysis of crash history throughout the City's transportation network allows for opportunities to:

1. Identify factors in the transportation network that inhibit safety for all roadway users,
2. Improve safety at specific high-crash locations, and
3. Develop safety measures using the four E's of safety: Engineering, Enforcement, Education, and Emergency Response to encourage safer driver behavior and better severity outcomes.

With this LRSP, the City continues its safety efforts by identifying areas of emphasis and systemic recommendations to enhance safety.

The City's vision is to enhance the transportation network and reduce traffic fatalities and serious injury related crashes, and the goals for the City of Monterey Park include the following:

Goal #1: Identify areas with a high risk for crashes.

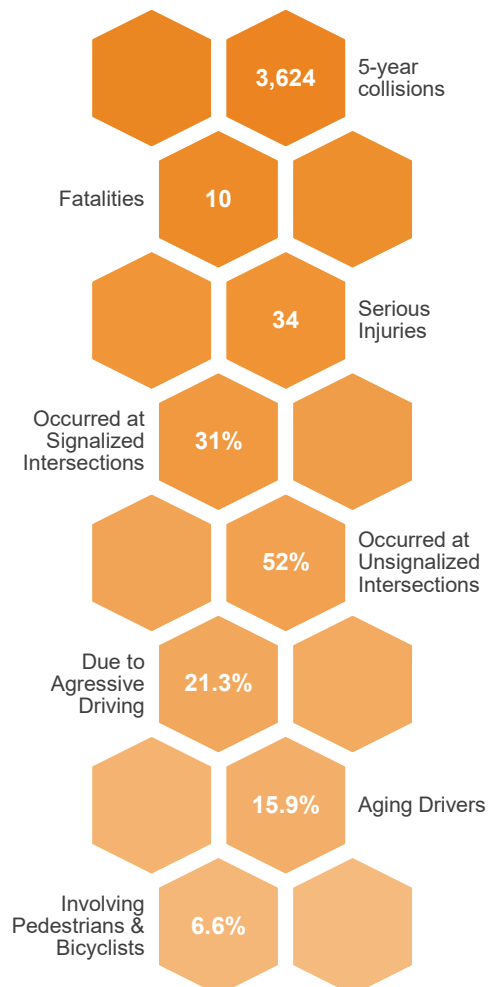
Goal #2: Illustrate the value of a comprehensive safety program and the systemic process.

Goal #3: Plan future safety improvements for near-, mid- and long-term.

Goal #4: Define safety projects for HSIP and other program funding consideration.

This LRSP analyzes the most recent range of crash data (January 1, 2017 – December 31, 2021) and roadway improvements to assess historic trends, patterns, and areas of increasing concern.

Further, the collision history was analyzed to identify locations with elevated risk of collisions either through their collision histories or their similarities to other locations with more active collision patterns. Using a network screening



Source: Monterey Park Collision Database (2017- 2021)



process, locations were identified within the City that will most likely benefit from safety enhancements. Using historic collision data, collision risk factors for the entire network were derived. The outcomes informed the identification and prioritization of engineering and non-infrastructure safety measures to address certain roadway characteristics and related behaviors that contribute to motor vehicle collisions with active transportation users. Active transportation includes any self-power mode of transportation, including walking or bicycling.

Emphasis areas were developed by revisiting the vision and goals developed at the onset of the planning process and comparing them with the trends and patterns identified in the crash analysis.

Emphasis Area #1: Vulnerable Road Users (Pedestrians & Bicyclists)

Emphasis Area #2: Aging Drivers

Emphasis Area #3: Intersection Improvements

Emphasis Area #4: Aggressive Driving

The following 10 locations were chosen to be representative of the corridor and intersection configurations throughout the City.

1. Roadway Segment: Newmark Ave – Ramona Ave to Garfield Ave
2. Signalized Intersection: Garfield Ave & Garvey Ave
3. Unsignalized Intersection: Newmark Ave & Orange Ave
4. Unsignalized Intersection: New Ave & Hershey Ave
5. Roadway Segment: Atlantic Blvd – Garvey Ave to Emerson Ave
6. Unsignalized Intersection: Atlantic Blvd & Mabel Ave
7. Roadway Segment: Monterey Pass Rd – Vagabond Dr to Davidson Dr
8. Signalized Intersection: Atlantic Blvd & 1st St
9. Signalized Intersection: Atlantic Blvd & Riggins St
10. Signalized Intersection: Atlantic Blvd & Brightwood St

These locations were identified through the analysis process based on their crash histories, stakeholder engagement, the observed crash patterns, and their different characteristics to provide the most insight into potential systemic safety countermeasures that the City can employ to achieve the most cost-effective safety benefits. Countermeasures were subjected to a benefit/cost assessment and scored according to their potential return on investment. These case studies can be used to select the most appropriate countermeasure, and to potentially phase improvements over the longer-term. The potential benefit of these countermeasures at locations with similar design characteristics can then be extrapolated regardless of crash history, allowing for proactive safety enhancements that can prevent future safety challenges from developing. Additionally, this information can be used to help the City apply for grants and other funding



opportunities to implement these safety improvements. These opportunities were assembled into the “countermeasure toolbox” shown below.



Citywide Countermeasure Toolbox

ID	Potential Countermeasures	Where to apply?	Crash Reduction Factor	Per Unit Cost	Unit
S02	Improve signal hardware: back-plates with retroreflective borders	Signalized intersections with significant broadside and rear-end collisions due to signal visibility	15%	\$12,000	per intersection
S03	Re-evaluate signal timing for westbound left turn to provide sufficient time for trucks	Signalized intersections with a significant collision history related to clearance intervals, high-risk movements, and signal timing coordination.	15%	\$5,000	per intersection
S04	Provide Advanced Dilemma Zone Detection for high-speed approaches	Signalized intersections with significant right-angle and rear-end collisions due to unsafe stopping during yellow phases	40%	\$30,000	per intersection
S07	Install protected left turn phasing on north bound approach	Signalized intersections that have an existing left turn pocket and permissive left turn or no left turn protection.	30%	\$40,000	per intersection
S10	Install flashing beacons as advance warning for signalized intersections	Locations with sight distance issues	30%	\$3,000	per beacon
S21PB	Modify signal phasing to implement a Leading Pedestrian Interval (LPI) with new controller	Signalized Intersections – especially those with high pedestrian activity	60%	\$30,000	per intersection
NS05	Convert intersection to mini-roundabout	Unsignalized intersections with crashes at various points of contact	30%	\$100,000	per location
NS06	Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs at unsignalized intersections	Unsignalized intersections with crash history showing running stop signs	15%	\$1,500	per sign
NS08	Install Flashing Beacons at Stop-Controlled Intersections	Unsignalized intersections with crash history showing running stop signs	15%	\$3,000	per beacon
NS10	Install transverse striping on approaches	Unsignalized intersections with crash history showing running stop signs	20%	\$10,000	per location



ID	Potential Countermeasures	Where to apply?	Crash Reduction Factor	Per Unit Cost	Unit
NS11	Sight Distance Evaluation on westbound right turn	Unsignalized intersections that with significant collision patterns due to restricted sight distance.	20%	\$3,000	per intersection
NS21PB	Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)	Unsignalized intersections with high pedestrian activity	35%	\$20,000	per location
R23	Install chevron signs on horizontal curves	Roadway segments that have a significant amount of collision activity at sharp curves.	40%	\$1,500	per sign
R24	Install flashing beacons on curve chevron signage	Roadway segments that have a significant amount of collision activity at sharp curves.	25%	\$4,500	per sign
R25	Install curve advance warning signs (flashing beacon)	Roadway segments that have a significant amount of collision activity at sharp curves.	30%	\$5,000	per sign
R26	Install dynamic/variable speed warning sign	Roadway segments with a significant number of collisions due to unsafe speeds.	30%	\$16,000	per sign
R27	Install delineators, reflectors and/or object markers	Locations with crash history with a high number of crashes at night or with careless driving	15%	\$75	per linear foot
R28	Install safety edges	Roadway segments with collisions that resulted in run-off-road right/left, head-on, or opposite-direction-sideswipe.	25%	\$8,000	per mile
R35PB	Install/upgrade pedestrian crossing (with enhanced safety features)	Intersections with high number of pedestrian activity	35%	\$9,500	per curb ramp



Near-term action items were identified to accelerate the City's achievement of the goals and vision of this LRSP. The City can:

- Actively seek other funding opportunities to improve safety for all modal users,
- Collaborate with established safety partners & neighboring municipalities as improvements are made to create a cohesive transportation network, and
- Iteratively evaluate existing and proposed transportation safety programs and capital improvements to design a safer transportation network in Monterey Park.

The City will regularly monitor and update the analysis performed in this plan. A full plan update will be completed five years from the City Council's adoption of this plan which will maintain eligibility for HSIP funding.



1. Introduction

Located in Los Angeles County about 8 miles east of Downtown Los Angeles, the City of Monterey Park is a suburban city with a population of 60,269 according to the 2020 census. Monterey Park is a small city with shopping, food, entertainment, and outdoor recreation. Based on University of California Berkeley's Transportation Injury Mapping System (TIMS) and California Department of Transportation (Caltrans) Vehicle Operation Cost Parameters, Monterey Park's economic losses due to traffic injuries amounted to approximately \$430M from 2017 to 2021. This report identifies factors associated with the most vehicle crashes particular to the City and proposes matching countermeasures to reduce or eliminate those crashes.

This Local Road Safety Plan (LRSP) identifies emphasis areas to inform and guide further safety evaluation of the City's transportation network. The emphasis areas include the type of crash, certain locations, and notable relationships between current efforts and crash history. The LRSP analyzes crash data on an aggregate basis as well as at specific locations to identify high-crash locations, high-risk locations, and city-wide trends and patterns. The analysis of crash history throughout the City's transportation network allows for the following opportunities:

1. Identify factors in the transportation network that inhibit safety for all roadway users,
2. Improve safety at specific high-crash locations, and
3. Develop safety measures using the four E's of safety (Engineering, Enforcement, Education, and Emergency Response) to encourage safer driver behavior and better severity outcomes.

Monterey Park has taken steps to enhance all modal safety throughout the City and with this LRSP, Monterey Park is continuing to prioritize safety in its planning processes. The Office of Traffic Safety (OTS) most recently ranked Monterey Park 21 out of 105 peer cities for traffic injuries after normalizing for population and VMT in 2019. With number one (1) in the OTS crash rankings considered the highest, or "worst," this positions the City at slightly below average for roadway safety performance. This LRSP analyzes the most recent range of crash data from Crossroads, a software for reporting and analytics of traffic collisions and citations, from January 1, 2017 – December 31, 2021 and roadway improvements to assess historic trends, patterns, and areas of increasing concern.

The intent of the LRSP is to:

- Create a greater awareness of road safety and risks
- Reduce the number of fatal and severe-injury crashes
- Develop lasting partnerships
- Support for grant/funding applications, and
- Prioritize investments in traffic safety.



2. Vision and Goals

The Monterey Park LRSP evaluates the transportation network as well as non-infrastructure programs and policies within the City. Mitigation measures are evaluated using criteria to analyze the safety of road users (drivers, bicyclists, and pedestrians), the interaction of modes, the influences on the roadway network from adjacent municipalities, and the potential benefits of safety countermeasures. Through historical data and trends, proactive identification and safety opportunities can be identified and implemented without relying solely on a reaction and response to crashes as they occur.

As cities across the country have implemented LRSPs and systemically addressed the conditions leading to fatal and severe-injury crashes, the Federal Highway Administration (FHWA) has found that LRSPs effectively improve safety. LRSPs provide a locally developed and customized roadmap to directly address the most common safety challenges in the given jurisdiction. This project's vision, goals, and objectives have been established to reflect discussions with Monterey Park staff, various stakeholders identified by City staff, and a review of existing plans/policies in the area.

VISION:

To enhance the transportation network for all users to move towards zero traffic fatalities and serious injuries

Goal #1: Identify areas with a high risk for crashes.

Objectives:

- Identify intersections and segments that would most benefit from mitigation.
- Identify areas of interest with respect to safety concerns for vulnerable users (pedestrians and bicyclists).

Goal #2: Illustrate the value of a comprehensive safety program and the systemic process.

Objectives:

- Demonstrate the systemic process' ability to identify locations with higher risk for crashes based on present characteristics closely associated with severe crashes.
- Demonstrate, through the systemic process, the gaps and data collection activities that can be improved upon.

Goal #3: Plan future safety improvements for near-, mid- and long-term.

Objectives:

- Identify safety countermeasures for specific locations (case studies).
- Identify safety countermeasures that can be applied city-wide.



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Goal #4: Define safety projects for future Highway Safety Improvement Plan (HSIP) and other program funding consideration.

Objectives:

- Create the outline for a prioritization process that can be used in this and forth-coming cycles to apply for funding.
- Use the systemic process to create Project Case Studies.
- Use Case Studies to apply for HSIP and other funding consideration.
- Demonstrate the correlation between the proposed safety countermeasures with the Vision Zero Initiative and the California State Highway Safety Plan.



3. Process

The primary goal for the City of Monterey Park and their safety partners is to provide safe, sustainable, and efficient mobility choices for their residents and visitors. Through the development and implementation of this LRSP, the City will continue its collaboration with safety partners to identify and discuss safety issues within the community.

Guidance on the LRSP process is provided at both the national (FHWA) and state (Caltrans) level, and both agencies have developed a general framework of data and recommendations for a LRSP.

FHWA encourages the following:

- The establishment of a working group (stakeholders) to participate in developing an LRSP
- A review of crash, traffic, and roadway data to identify areas of concern
- The identification of goals, priorities, and countermeasures to recommend improvements at spot locations, systemically, and comprehensively

Caltrans guidance follows a similar outline with the following steps:

- Establish leadership
- Analyze the safety data
- Determine emphasis areas
- Identify strategies
- Prioritize and incorporate strategies
- Evaluate and update the LRSP

This LRSP documents the results of data and information obtained, including the preliminary vision and goals for the LRSP, existing safety efforts, initial crash analysis, and developed emphasis areas. The LRSP recommendations consider the four E's of traffic safety defined by the California Strategic Highway Safety Plan (SHSP): Engineering, Enforcement, Education, and Emergency Response.

3.1 Guiding Manuals

This section describes the analysis process undertaken to evaluate safety within Monterey Park at a systemic level. This report identifies specific locations within the City that will benefit from safety enhancements and derives crash risk factors based on historic crash data using a network screening process. The outcome will inform the identification and prioritization of engineering and non-infrastructure safety measures by addressing certain roadway characteristics and related driving behaviors contributing to crashes. This process uses the latest national and state best practices for statistical roadway analysis described.



3.1.1 Local Roadway Safety Manual

The *Local Roadway Safety Manual: A Manual for California's Local Road Owners* (Version 1.5, April 2020) encourages local agencies to pursue a proactive approach when identifying and analyzing safety issues and preparing to compete for project funding opportunities. A proactive approach is the analyzation of safety in an entire roadway network through either a one-time network wide analysis or a routine analysis of the roadway network.¹

According to the *Local Roadway Safety Manual* (LRSM), “the California Department of Transportation (Caltrans) – Division of Local Assistance is responsible for administering California’s federal safety funding intended for local safety improvements.”

To provide the most beneficial and competitive funding approach, the analysis leading to countermeasure selection should focus on both intersections and roadway segments and maintain consideration of roadway characteristics and traffic volumes. The result should reflect a list of locations that are most likely to benefit from cost-effective countermeasures, preferably prioritized by benefit/cost ratio. The manual suggests using a mixture of quantitative and qualitative measures to identify and rank locations using both crash frequency and crash rates. These findings should then be screened for crash type and severity patterns to determine the cause of crashes and the potential effective countermeasures. Qualitative analysis should include field visits and a review of existing roadway characteristics and devices. The specific roadway context can then be used to assess conditions that may decrease safety at the site and at systematic levels.

Countermeasure selection should be supported using Crash Modification Factors (CMFs). These factors are a peer reviewed product of research quantifying the expected rate of crash reduction expected from a given countermeasure. If more than one countermeasure is under consideration, the LRSM provides guidance on appropriate application of CMFs.

3.1.2 Highway Safety Manual

The American Association of State Highway and Transportation Officials (AASHTO) *Highway Safety Manual* (HSM), published in 2010, presents a variety of methods for quantitatively estimating crash frequency or severity at a variety of locations.² This four-part manual is divided into the following parts: A) Introduction, Human Factors, and Fundamentals, B) Roadway Safety Management Process, C) Predictive Method, D) Crash Modification Factors.

In Chapter 4 of Part B in the HSM, the “Network Screening Process” is a tool for an agency to analyze the entire network and identify/rank locations that are most likely or least likely to realize a reduction in the frequency of crashes.

¹ Local Roadway Safety Manual (Version 1.5) 2020. Page 5.

² AASHTO, Highway Safety Manual, 2010, Washington D.C.,
<http://www.highwaysafetymanual.org/Pages/About.aspx>



The HSM identifies five steps in this process:³

1. **Establish Focus:** Identify the purpose or intended outcome of the network screening analysis. This decision will influence data needs, the selection of performance measures and the screening method that can be applied.
2. **Identify Network and Establish Reference Populations:** Specify the types of sites or facilities being screened (i.e., segments, intersections, geometrics) and identify groupings of similar sites or facilities.
3. **Select Performance Measures:** There are a variety of performance measures available to evaluate the potential to reduce crash frequency at a site. In this step, the performance measure is selected as a function of the screening focus and the data and analytical tools available.
4. **Select Screening Method:** There are three principal screening methods described in this chapter (i.e., ranking, sliding window, peak searching). Each method has advantages and disadvantages; the most appropriate method for a given situation should be selected.
5. **Screen and Evaluate Results:** The final step in the process is to conduct the screening and analysis and evaluate the results.

The HSM provides several statistical methods for screening roadway networks and identifying high risk locations based on overall crash histories.

3.2 Analysis Techniques

3.2.1 Collision Analysis

The initial steps of a collision analysis involve establishing sub-populations of roadway segments and intersections that have similar characteristics. For this LRSP, intersections were grouped by their control type (signalized and unsignalized), and segments were grouped by their roadway category (primary arterial, secondary arterial, collector, local). Individual collision rates were then calculated for each sub-population. The population level collision rates were used to assess the number of collisions at a specific location. These sub-populations were also used to determine typical collision patterns to highlight locations where an unusual number of specific collision types occurred.

3.2.2 Network Screening Analysis

The network screening process lists intersections and roadway segments by the number of collisions over the analysis period and identifies areas with a higher number of a given collision type than would be expected for the location.

The different collisions were organized by the following categories:

³ AASHTO. *Highway Safety Manual*. 2010. Washington, DC. Page 4-2.



1. Collision injury (fatal, serious injury, other visible injury, complaint of pain, property damage only),
2. Collision type (broadside, rear-end, sideswipe, head-on, hit object, overturned, bicycle, pedestrian, other),
3. Environmental factors (lighting, wet roads), and
4. Driver behavior (impaired, aggressive, and distracted driving).

3.3 Future Analysis

The City can plan to conduct regular collision monitoring as described in Section 10.2. The City will then refresh the analysis and update the LRSP every 5 years to maintain eligibility for HSIP funding, as described in **Section 10.2**.



4. Safety Partners

Local stakeholders were included in the development of this report to ensure the local perspective was maintained at the forefront of planning efforts. A stakeholder group of City staff and external partners consisted of representatives from the City economic development staff, the Monterey Park Police Department, Fire Department, Public Works, Alhambra School District, East LA College, and LA Community College District.

The local stakeholders were called together to offer insight on the safety issues present in the City's transportation network. After the initial network screening and safety analysis, the stakeholder group met to discuss potential countermeasures and challenge areas through a field visit. The summary of the field visit meeting are outlined below.

4.1 Stakeholder Meeting #1

The first stakeholder meeting was conducted virtually on June 21, 2022. At the meeting, stakeholders were introduced to the project and provided an overview of the data used, the required outputs, and the potential outcomes of the study.

In addition to the overview, stakeholders were asked to provide local insight and knowledge at ten "case study" locations that were identified after the initial network screening and crash analysis process.

4.2 Field Tour Stakeholder Workshop

On July 7, 2022, the project team visited each of the 10 locations to identify potential issues that are contributing to the collision patterns. Potential countermeasures were identified and discussed.

4.3 Stakeholder Meeting #2

The second stakeholder meeting was conducted virtually on July 27, 2022. During this meeting case study locations were presented to the stakeholders with a list of observations and potential countermeasures. Emphasis/challenge areas were discussed, specifically aggressive driving and impaired driving as a major factor in collisions throughout the City.

Stakeholder feedback was reviewed and incorporated into the study process for the development of the LRSP.

5. Existing Efforts

Existing plans, policies, and projects that were recently completed, planned, or on-going were compiled at the start of the LRSP process to gain perspective on the existing efforts for transportation-related improvements within the City. High-level key points regarding transportation improvements and safety-related topics were identified to inform decision making in this LRSP.

Table 2 outlines the relevant existing City plans and their improvements and funding sources.



Table 3 outlines the relevant existing City projects and their timelines.

Table 1 – Review of Existing City Plans

Document Name	Transportation Policies/Improvements
General Plan	The City of Monterey Park General Plan is a planning document which serves as a guide to the long-term physical development of the community in a series of six chapters called elements which cover land use, economic development, circulation, housing, safety and community services, and resources.
Pedestrian Linkages Plan	- This plan provides a direction for future public investment, private development, and community action in downtown Monterey Park. - This plan focuses on a positive trajectory in terms of public amenities, transportation infrastructure, new and existing development, and community cohesion.
Climate Action Plan	The goal of this plan is to set forth a comprehensive strategy to address GHG emissions related to land use patterns, transportation, building design, energy use, water demand, and waste generation.
San Gabriel Valley Regional Bicycle Master Plan	This plan is intended to guide the development and maintenance of a comprehensive bicycle network and set of programs within the cities of Baldwin Park, El Monte, Monterey Park, San Gabriel and South El Monte for the next 20 years.
The Garfield Village Specific Plan	- This will be a guide for property owners and businesses to help improve their properties and buildings. - This plan will guide how buildings, streets, sidewalks, and public spaces are designed and will improve parking, vehicle circulation and transit access.
City of Monterey Park Pedestrian Safety Assessment (performed by UC Berkeley)	2010 report analyzed pedestrian safety in the City and identified area of opportunity and enhancement - Areas of enhancement included crosswalk installation, speed limits, and pedestrian safety audits - Areas of opportunity included pedestrian improvements to Garvey & Garfield Avenues, Atlantic Bl north of Garvey Avenue, and areas near East LA College



Table 2 – Review of Existing City Projects

Project Name	Timeline	Transportation Policies/Improvements
Slurry Seal Project	Summer 2022-ongoing	Enhance appearance and drivability of the street and protect the base of the roadway from water damage and weathering
Southern California Edison Pole Replacement	Ongoing	Replacement of SCE owned old steel streetlight poles with new concrete poles and light fixtures
N. Atlantic Boulevard Sewer Main Improvements	Summer 2022 – Fall 2022	Replacement of sewer mains, primarily along N Atlantic Blvd and Garvey Ave
Street Rehabilitation at Various Locations	August 2022-December 2022	Removal of existing pavement and the application of Asphalt Rubber Hot Mix and AC Overlay on various city streets on the southwest side
Slurry Seal Project	July 2022-August 2022	Enhance the appearance and drivability of the street and protect the base of the roadway from water damage and weathering
HSIP Cycle 9	Ongoing	Install signal hardware improvements to the lenses, back-plates with retroreflective borders, mounting, size, and number, as well as installation of pedestrian countdown signal heads. Implementation on various signalized intersections along Garfield Ave between northern and southern city limits.
ATP Project	Ongoing	The proposed project involves pedestrian safety improvements around school sites at various locations Citywide. The proposed improvements include installation of crosswalk, pedestrian crossing signage, rapid flashing beacon signs, construction of ADA curb ramps, sidewalk, curb and gutter, overhead pedestrian flashing beacon system, installation of red curb, pavement markers, signage and striping. The work locations around schools sites are at the following intersections:
Monterey Pass Road Undergrounding District	2027	Undergrounding utilities along Monterey Pass Road from Garvey Ave to Vagabond Dr
Sidewalk Replacement Project	FY 2022-2023	Citywide sidewalk replacement project to eliminate tripping hazards for pedestrians
Citywide Bond Improvement Project	Ongoing	\$21 million in bond money to pave roads throughout the City and improve sidewalks, ADA ramps, crosswalks, and other infrastructure improvements.



6. Data Summary

This section describes the data sources used for the analysis process of this LRSP.

6.1 Roadway Network

The California Department of Transportation (Caltrans) California Road System (CRS) GIS database was used to build the base roadway network used for this analysis. Intersections and roadway segments were divided into control and classification categories so that each set could have its own crash rates and be compared with similar facilities or control type. Functional Classifications were imported from the city's General Plan and confirmed by city staff. Information on intersection traffic control was provided by the city and included in the analysis network. The collision analysis requires each intersection to be classified by type: Signalized or Unsignalized. **Figure 1** illustrates the City of Monterey Park's roadway functional classification and intersection control type, respectively, as used for this study.

6.2 Collision Data

Collision data was collected from Crossroads software for the period from January 1, 2017 through December 31, 2021, displayed in **Figure 2**. Five years of data are utilized instead of the standard three years to provide more history to evaluate trends or patterns. Analysis of the raw collision data is the first step in understanding the specific and systemic challenges faced throughout the city. Analyzing the five years of data provided insight on the collision trends and patterns detailed in **Section 7**. The locations of fatal and severe injury collisions are displayed in **Figure 3**.



Figure 1 : Functional Classification & Signalized Intersections

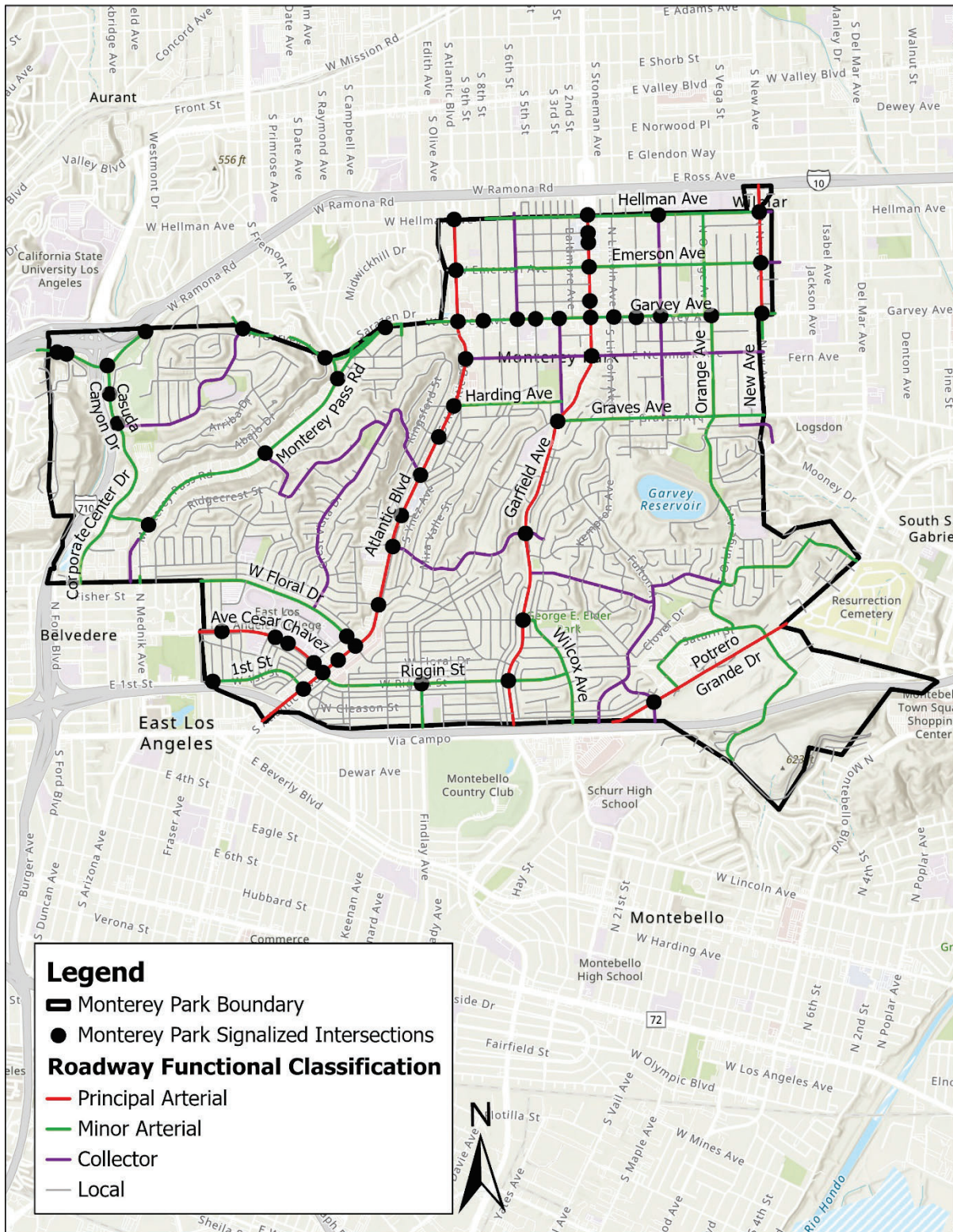
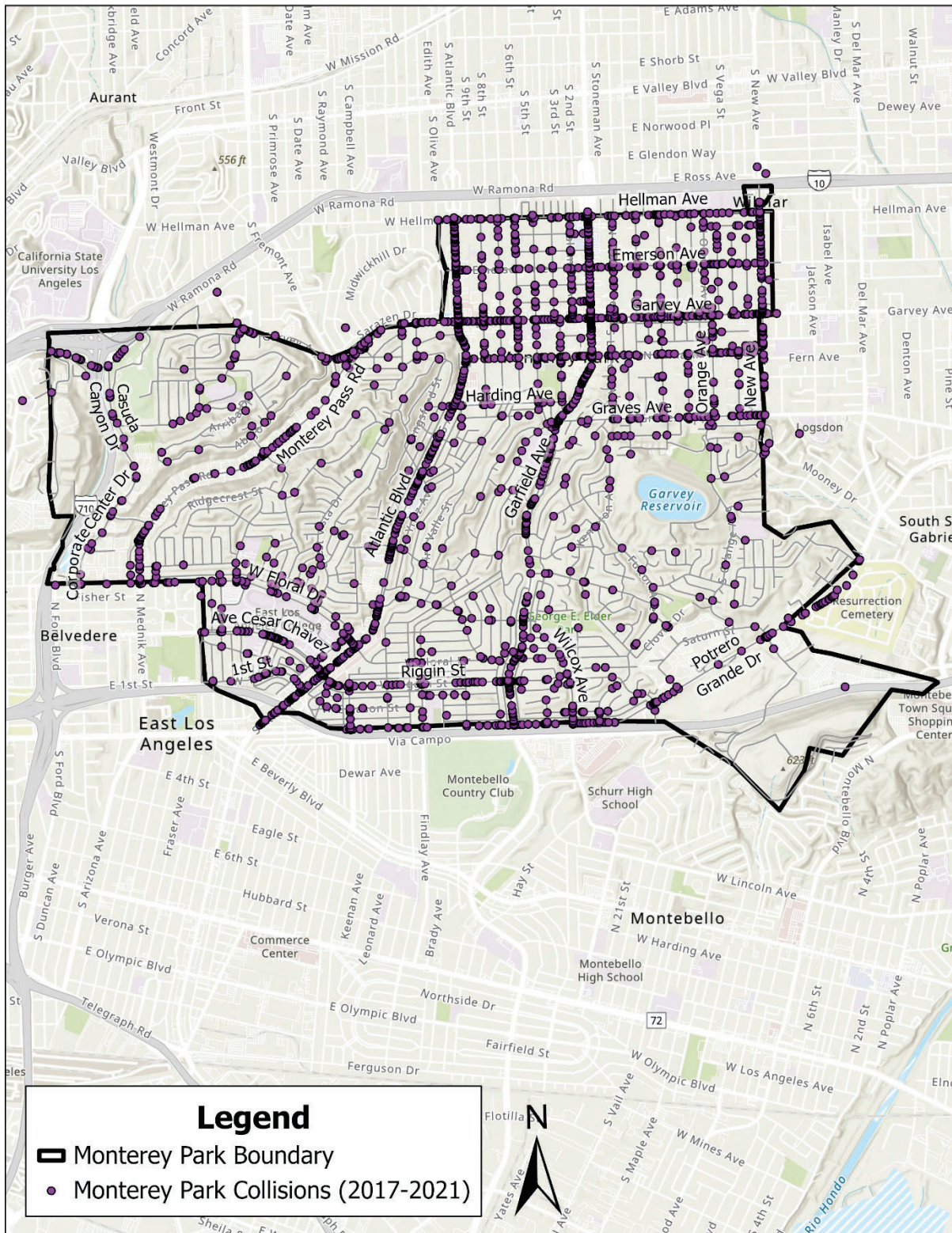


Figure 2: All Collisions (2017-2021)







7. Crash Safety Trends

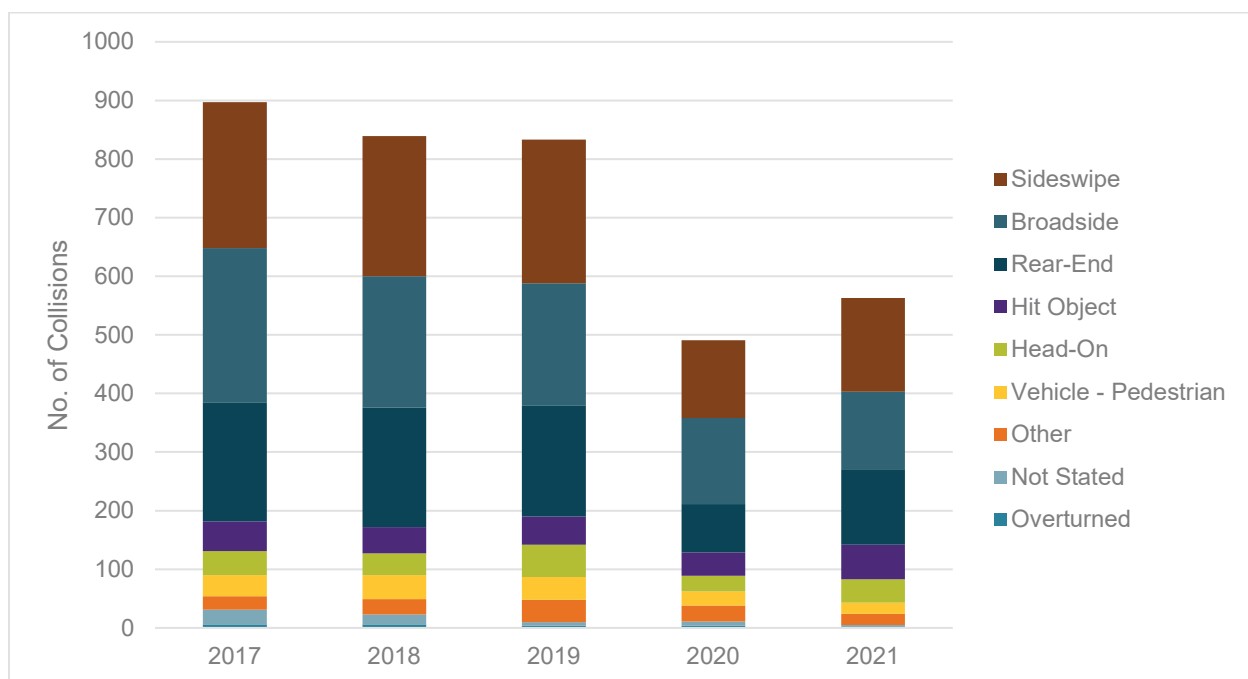
The analysis was conducted using a network screening process for the City-maintained roadway system based on collision records spanning from January 1, 2017 through December 31, 2021. This section contains the results of the analysis, which included the evaluation of Monterey Park's fatal and serious injury (generally denoted as K+SI) collisions, statewide K+SI collisions, pedestrian collisions, bicycle collisions, collision severity levels, and collision causes.

7.1 All Collisions

This report utilized collision data for a five-year period to provide a better understanding of trends and to reflect the patterns in crashes that have occurred on city streets. Data used for this report was extracted from Crossroads Software on June 2, 2022 and was current as of that date. Collision data from January 1, 2017, through December 31, 2021 as reported to Crossroads from the local enforcement indicated that during this time there were 3,624 collisions recorded within Monterey Park.

During this time, the most common occurring collision types were Sideswipes (28%) and Broadsides (27%). The total number of collisions decreased throughout the study period, with an increase during the last year, 2021, as shown in **Figure 4**.

Figure 4: Collision Type by Year (2017-2021)



Source: Monterey Park Crossroads Database (2017-2021)



7.2 Fatalities & Severe Injuries

During the study period, 20 fatal collisions and 34 severe injury collisions occurred during the study period, as seen in **Figure 3**. **Table 3** outlines the fatal collisions categorized by modes involved.

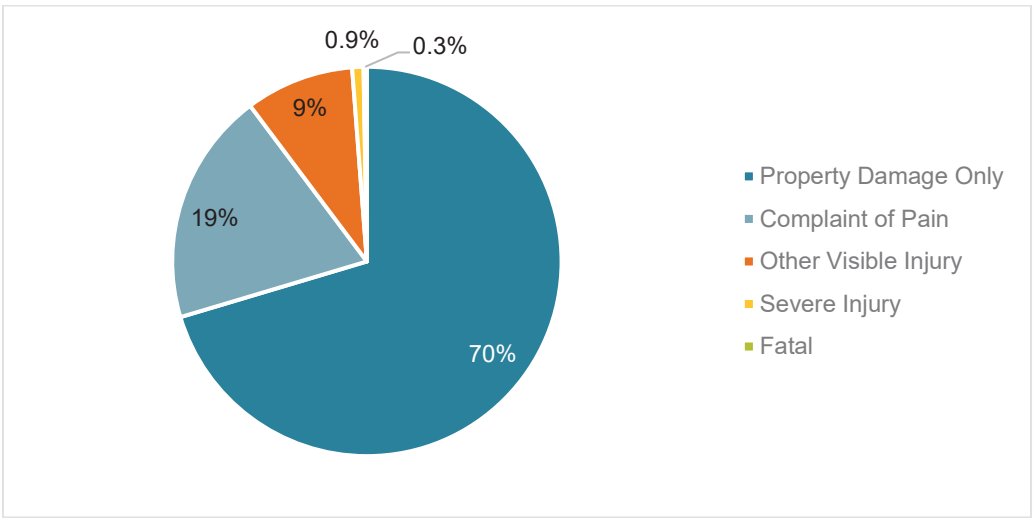
Table 3 – Fatal and Severe Injury Collisions Categorized by Modes Involved (2017-2021)

Involved With	# of Severe Injury Collisions	# of Fatal Collisions
Bicycle	2	1
Fixed Object	7	1
Other Motor Vehicle	7	1
Non-Collision	1	0
Other Object	1	1
Parked Motor Vehicle	6	1
Pedestrian	10	5

7.3 Injury Levels

As shown in **Figure 5**, 70% of the collisions reported during the time-period resulted in property damage only. Fatalities and severe injuries totaled 1.2% of all collisions.

Figure 5 – Collisions by Injury Levels (2017-2021)



Source: Monterey Park Crossroads Database (2017 – 2021)



7.4 Cause of Collision

The highest recorded cause of collisions in Monterey Park during the study period is Improper Turning at 20.81%, followed by Automobile Right-of-Way Violation at 15.58% and Unsafe Speed at 15.47%. **Table 4** shows the distribution of collision cause.

Table 4: - Cause of Collisions (2017-2021)

Primary Collision Factor	No. of Collisions	%
Improper Turning	749	20.8%
Auto R/W Violation	561	15.6%
Unsafe Speed	557	15.5%
Unknown	447	12.4%
Other Improper Driving	319	8.9%
Traffic Signals and Signs	191	5.3%
Unsafe Starting or Backing	187	5.2%
Driving Under Influence	179	5.0%
Other Hazardous Movement	130	3.6%
Pedestrian Violation	63	1.8%
Unsafe Lane Change	47	1.3%
Improper Passing	41	1.1%
Wrong Side of Road	41	1.1%
Other Than Driver	25	0.7%
Following Too Closely	19	0.5%
Ped R/W Violation	17	0.5%
Hazardous Parking	7	0.2%
Not Stated	5	0.1%
Impeding Traffic	5	0.1%
Other Than Driver or Ped	4	0.1%
Other	3	0.1%
Lights	1	0.03%
Brakes	1	0.03%
Other Equipment	1	0.03%

Source: Monterey Park Crossroads Database (2017 – 2021)

7.5 Vulnerable Users

7.5.1 Pedestrian Collisions

176 pedestrian involved collisions occurred during the study period, resulting in 5 fatal collisions, 10 severe injuries, and 151 collisions with some form of reported injury or pain. **Figure 6** shows the locations of pedestrian collisions during the study period.

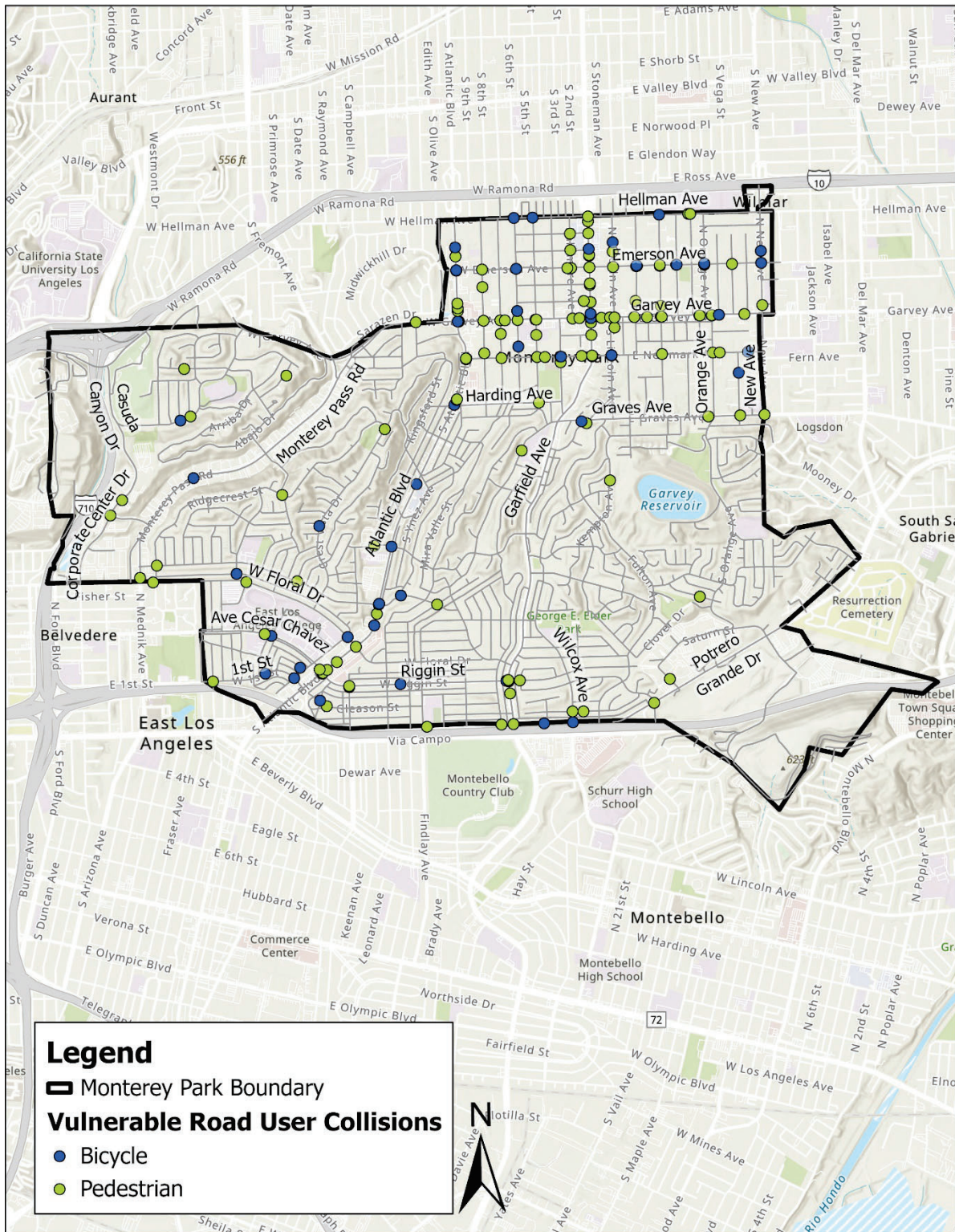


7.5.2 Bicycle Collisions

During the study period, 64 collisions involving bicycles were reported. There was 1 fatal injury, 2 resulted in severe injuries, and 54 resulted in some form of reported injury or pain. **Figure 6** shows the location of bicycle collisions during the study period.



Figure 6 – Pedestrian & Bicycle Collisions (2017-2021)





7.6 Other Significant Trends

In addition, the following trends were observed:

- 27% of collisions occurred at night or during the dusk/dawn hours.
- Drivers aged 16-20 were at fault in 15.7% of all collisions.
- Drivers aged 65+ were at fault in 12.8% of all collisions.

7.7 Collision Network Screening Analysis Results

Figure 7 below show the results of the collision network screening analysis, with the number of collisions at both intersections and mid-block roadway segments.



Figure 7 – Collision Network Screening Analysis Results (2017-2021)

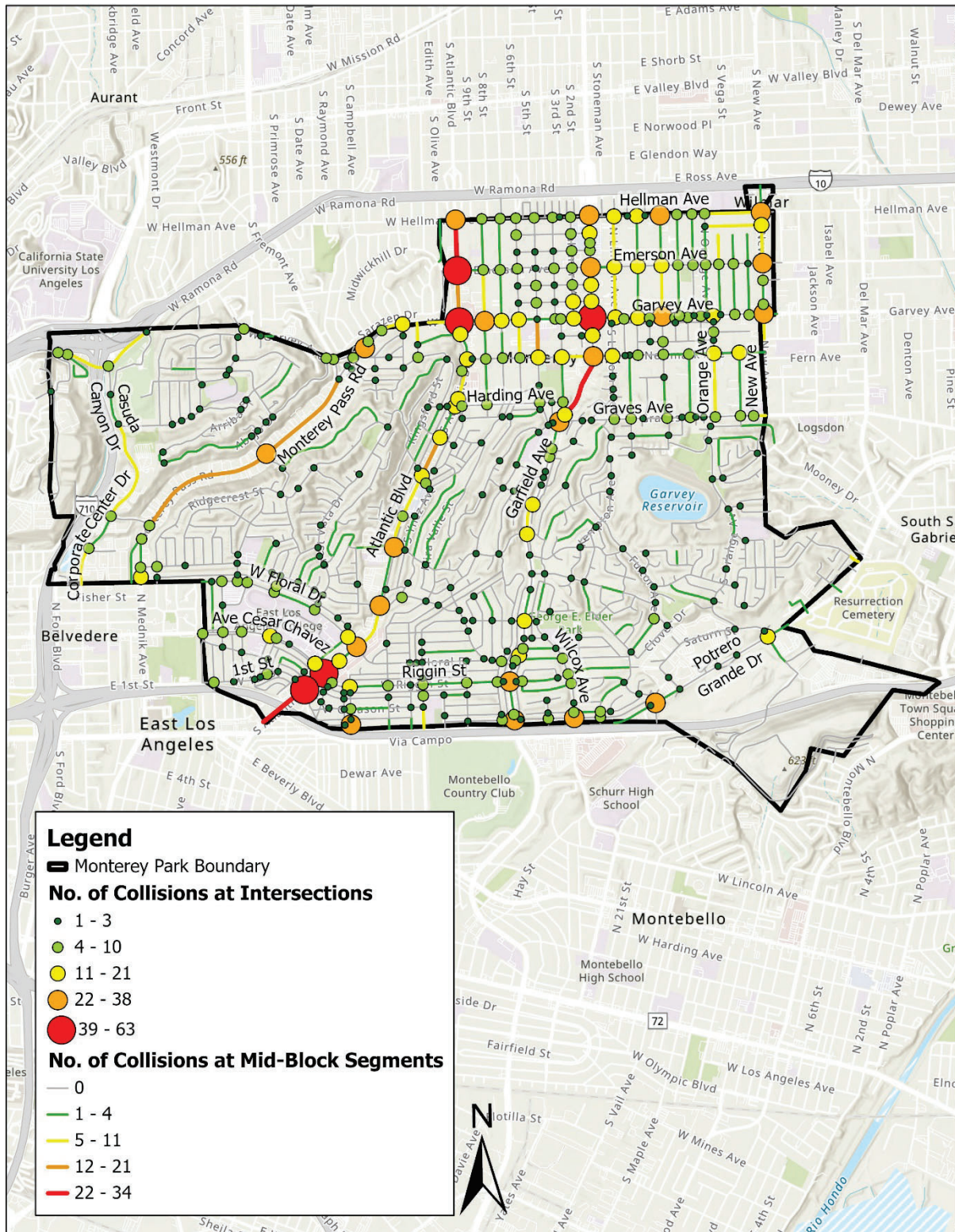




Table 6 and 7 show the number of crashes occurring at the top ten locations in Monterey Park by crash type for the locations that will be studied further in the Report, and highlights locations in which the probability of those crash types exceeding the threshold proportion is greater than 33%.

The tables are ordered by the number of collisions that occurred at that segment or intersection. To be statistically significant, only locations where more than two collisions occurred are represented. At locations with two or less collisions, random chance can account for crash history as much or more than specific roadway characteristics.

After this analysis was completed, the locations were ranked against other similar locations within the City by their categories according to the expected proportion of that crash type within Monterey Park. Locations with higher-than-expected crashes of that type were identified by the probability that random chance would not account for exceedances.

Additionally, it should be noted that the columns for Collision Severity, Type, Involved With, and Behavior are additional characteristics of the collisions and should not be counted as a separate collision.

The following provides an example of how to read **Tables 6 and 7**.

Table Definitions:

- **Total Collisions:** Number of collisions observed at the intersection or segment from January of 2017 through December of 2021.
- **Local Critical Crash Rate (CCR) Differential:** The Critical Crash Rate specific to the intersection or segment. This is the difference between local (actual) crash rate and the critical crash rate, which is how many collisions per million vehicle miles are expected for a location of this type and volume. This tells us how many more collisions are occurring more than is expected. Locations with positive values have more collisions than expected, while locations with negative values have less collisions than expected.
- **Equivalent Property Damage Only (EPDO):** This method assigns weighting factors to crashes based on injury level (severe, injury, property damage only) to develop a property damage only score. In this analysis, the injury crash costs were calculated for each location (based on the latest Caltrans injury costs) and then normalized by dividing by the value of a property damage only collision. Fatal and severe injury collisions are estimated at \$2.19 million, Other Visible Injury (OVI) collisions at \$142,300, Complaint of Pain (COP) collisions at \$80,900, and Property Damage Only (PDO) collisions at \$13,300.
- **Severity:** The number of severe injury and fatal collisions that occurred at this location in the study period.
- **Fatality:** The number of fatal collisions that occurred at this location in the study period.



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- **Broadside, Sideswipe, Rear-End, Head-On, Hit Object, Overturned, Other, Pedestrian, Bicycle:** The number of these types of collisions that occurred at this location in the study period.
- **Other:** The number of miscellaneous collision types (mostly single vehicle) that occurred at this location in the study period.
- **Aggressive, Dark, Wet:** The number of the collisions with this factor identified as the cause of collision.



Table 5— Analysis Rankings: Intersections (Top 10 Per Type)

Intersection	Crashes	Local CCR Differential ¹	EPDO ²	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	PDO	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overtaken	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
Signalized Intersections																						
Garfield Ave & W Garvey Ave	63	0.10	173	0	0	3	16	44	17	21	20	0	2	0	1	2	3	23	1	4	0	3
S Atlantic Blvd & W Garvey Ave	53	-0.02	138	0	0	4	9	40	14	18	15	3	2	0	1	0	3	19	0	1	0	2
W Riggan St & S Atlantic Blvd	51	0.01	116	0	0	2	9	40	10	11	21	3	1	1	0	5	1	18	2	0	0	3
1st St & S Atlantic Blvd	50	3.93	314	0	1	3	14	32	19	6	15	1	5	0	4	0	0	16	2	1	0	4
N Atlantic Blvd & W Emerson Ave	43	0.07	161	0	0	8	8	27	16	10	9	4	0	0	0	4	3	13	0	2	1	1
Garfield Ave & Hellman Ave	38	0.25	83	0	0	2	5	31	8	8	10	4	4	1	0	3	0	13	0	6	0	0
Garfield Ave & E Newmark Ave	33	-0.06	113	0	0	3	10	20	12	10	5	1	1	0	0	4	1	9	1	1	0	0
New Ave & Garvey Ave	32	-0.10	92	0	0	2	8	22	7	13	9	1	1	0	1	0	0	12	0	0	0	1
S Atlantic Blvd & Brightwood St	31	-0.12	260	0	1	1	11	18	3	6	15	2	4	0	0	2	3	17	0	1	0	2
Atlantic Blvd & Hellman Ave	31	0.38	90	0	0	5	2	24	12	6	7	4	1	0	1	0	0	6	1	0	0	2
Unsignalized Intersections																						
S Atlantic Blvd & W Mabel Ave	19	0.00	257	1	0	5	5	8	1	3	6	2	5	2	0	0	0	4	0	2	0	0
S Moore Ave & W Garvey Ave	19	12.63	54	0	0	1	5	13	6	5	1	1	3	0	1	2	0	1	1	0	0	1
Gerhart Ave & W Riggan St	17	0.39	47	0	0	1	4	12	6	5	3	1	0	0	0	2	0	6	0	1	1	0
S Orange Ave & E Newmark Ave	17	0.29	210	1	0	2	2	12	8	4	1	1	1	0	0	2	0	2	0	2	0	1



Intersection	Crashes	Local CCR Differential ¹	EPDO ²	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	PDO	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overtaken	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
N Garfield Ave & Garcelon Ave	17	-0.02	206	0	1	1	3	12	6	5	3	0	1	0	0	2	0	4	0	0	0	2
Newmark Ave & Nicholson Ave	17	0.45	42	0	0	1	3	13	8	2	3	2	2	0	0	0	0	3	0	0	0	0
New Ave & Hershey Ave	16	0.07	180	0	1	0	0	15	2	8	4	0	1	0	1	0	0	3	0	1	0	0
N Baltimore Ave & W Garvey Ave	15	0.01	50	0	0	2	3	10	2	5	5	1	0	0	0	3	0	1	1	0	1	0
N Nicholson Ave & E Emerson Ave	15	0.85	35	0	0	0	4	11	4	2	3	2	1	0	1	2	1	3	0	0	0	1
N Alhambra Ave & E Emerson Ave	15	0.26	59	0	0	3	3	9	6	2	3	1	0	0	0	3	0	5	0	0	0	2
1. Local Critical Crash Rate Differential																						
2. Equivalent Property Damage Only Crashes																						



Table 6 – Analysis Rankings: Segments (Top 10 Per Type)

Facility	Limits	Crashes	Local CCR Differential ¹	EPDO ²	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	PDO	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overtaken	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
Primary Arterial																							
Garfield Ave	E Newmark Ave - Ramona Ave	34	1.68	103	0	0	4	6	24	11	13	7	0	1	0	2	0	0	7	1	3	0	2
S Atlantic Blvd	W 1st St - Pomona Fwy Off Ramp	31	1.04	96	0	0	2	9	20	6	5	15	0	3	0	2	0	0	17	0	2	0	3
N Atlantic Blvd	W Emerson Ave - Hellman Ave	29	1.07	79	0	0	2	6	21	5	12	6	1	0	0	4	1	1	3	0	2	0	4
N Atlantic Blvd	W Garvey Ave - W Emerson Ave	21	0.51	398	1	1	3	4	12	3	6	7	1	1	0	0	3	0	5	2	0	0	1
S Atlantic Blvd	El Portal Pl - Cadiz St	13	0.21	212	0	1	1	5	6	4	2	5	0	2	0	0	0	0	3	1	0	0	1
S Atlantic Blvd	Brightwood St - W Floral Dr	11	-0.14	51	0	0	2	4	5	5	3	2	0	1	0	0	0	1	1	0	0	0	1
New Ave	E Emerson Ave - Hershey Ave	9	0.24	19	0	0	0	2	7	1	5	3	0	0	0	0	0	1	2	0	0	0	0
S Atlantic Blvd	El Mercado Ave - Harding Ave	6	-0.31	36	0	0	2	2	2	1	1	2	0	1	1	0	0	0	1	0	0	0	0
S Garfield Ave	Roca Way - El Repetto Dr	6	-0.28	16	0	0	0	2	4	1	1	2	0	2	0	0	0	0	4	0	1	0	2
S Atlantic Blvd	Sevilla St - El Repetto Dr	6	-0.33	11	0	0	0	1	5	1	3	1	1	0	0	0	0	0	0	1	0	0	0
Minor Arterial																							
Monterey Pass Rd	Fremont Ave - Vagabond Dr	15	0.40	54	0	0	3	2	10	3	6	5	0	0	0	1	0	0	2	0	1	0	0



Facility	Limits	Crashes	Local CCR Differential ¹	EPDO ²	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	PDO	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
Monterey Pass Rd	Vagabond Dr - Davidson Dr	15	-0.17	59	0	0	3	3	9	9	5	1	0	0	0	0	0	1	1	1	1	0	1
W Ramona Blvd	Centre Plaza Dr - Casuda Canyon Dr	10	1.18	25	0	0	1	1	8	3	3	0	2	2	0	0	0	0	1	0	0	0	1
Corporate Center Dr	Davidson Dr - Casuda Canyon Dr	7	0.13	22	0	0	1	1	5	2	2	0	0	1	0	1	1	0	0	1	0	0	0
W Ramona Blvd	Corporate Center Dr - MP Golf Club Entrance	6	0.19	30	0	0	2	1	3	3	1	0	1	1	0	0	0	0	1	1	1	0	0
E Hellman Ave	N Orange Ave - New Ave	5	0.07	5	0	0	0	0	5	0	4	1	0	0	0	0	0	0	0	0	0	0	2
Collector																							
N Alhambra Ave	Garvey Ave - E Emerson Ave	7	0.82	22	0	0	1	1	5	3	2	1	0	0	0	0	1	0	1	0	0	0	0
W Newmark Ave	Garfield Ave - S Ramona Ave	6	1.42	184	0	1	1	1	3	3	1	1	0	0	0	0	1	0	0	1	0	0	0
E Newmark Ave	S Pomelo Ave - New Ave	3	0.06	8	0	0	0	1	2	1	0	2	0	0	0	0	0	1	0	1	0	0	0
Local																							
Marguerita Ave	Garvey Ave - W Mabel Ave	9	26.2	24	0	0	0	3	6	5	2	1	0	0	0	0	1	0	0	0	0	0	0
N Lincoln Ave	Hellman Ave - Emerson Ave	6	6.01	30	0	0	2	1	3	1	1	1	1	0	0	1	1	1	0	0	0	0	1
N Chandler Ave	Garvey Ave - Emerson Ave	6	5.90	16	0	0	1	0	5	1	3	1	0	0	0	0	1	0	0	0	0	0	0
Hershey Ave	N Orange Ave - New Ave	5	3.90	5	0	0	0	0	5	0	2	3	0	0	0	0	0	0	2	0	0	0	1
Gladys Ave	E Emerson Ave - Driveway	5	8.90	5	0	0	0	0	5	3	1	0	0	0	0	1	0	0	0	0	2	0	0
N Lincoln Ave	Garvey Ave - E Emerson Ave	5	4.51	15	0	0	1	0	4	2	3	0	0	0	0	0	0	0	1	0	0	0	1
S Ynez Ave	Garvey Ave - W Newmark Ave	5	3.60	15	0	0	0	2	3	3	1	1	0	0	0	0	0	1	1	0	0	0	0



Facility	Limits	Crashes	Local CCR Differential ¹	EPDO ²	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	PDO	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overtaken	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
S Mc Pherrin Ave	Garvey Ave - W Newmark Ave	3	8.67	167	0	1	0	0	2	0	1	1	0	0	0	0	1	0	0	0	1	2	1
N Nicholson Ave	Garvey Ave - E Hellman Ave	3	1.61	3	0	0	0	0	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0
N Moore Ave	W Emerson Ave - Hellman Ave	3	1.57	3	0	0	0	0	3	0	2	1	0	0	0	0	0	0	0	0	2	0	0
1. Local Critical Crash Rate Differential																							
2. Equivalent Property Damage Only Crashes																							



8. Best Practices Evaluation and Emphasis Areas

8.1 Best Practices Evaluation

Table 8 identifies existing plans and policies that were recently completed, or are planned, or on-going within the City of Monterey Park. The intent of this review is to provide an idea of the types of strategies in place or encouraged by the City that may impact the safety analysis process. It will also identify opportunity areas where the City could adopt non-infrastructure countermeasures. This table also ties each topic and enhancement to the emphasis areas that are laid out in **Section 8.2**.

Table 7 – Summary of Program, Policies, and Practices

Topic	Initiatives/ Current Status	Opportunities for Implementation or Enhancement
COMMITTEES / ROLES		
Does the City have an Active Transportation Coordinator?	City Engineer performs this role	Formalize duties in City Engineer positions
Does the City have a Safety or Active Transportation Advisory Committee?	Traffic commission serves this role	Continue to identify traffic safety issues and meet on regular basis
Does the City have an Active Transportation Safety Education Program?	No	Implement an Active Transportation Safety Education program
POLICY / PLANS		
Does the City have a Complete Streets Plan?	The City has adopted a complete streets policy and will plan to develop guidelines	Implement a Complete Streets Plan to formalize complete streets policies. 'Complete Streets' are streets that are designed and operated to enable safe usage and support mobility for all users. Develop guidelines for implementation going forward.
Does the City assess Traffic Impact Fees?	The City has development impact fees, but nothing specific to traffic	Continue to assess Development Impact Fees and use proceeds for traffic safety improvements
Does the City have a Safe Routes to School program?	No	Implement a Safe Routes to School program to reflect changing trends
Does the City implement Traffic Calming Policies?	No	Formalize Traffic Calming Policies and implement where appropriate



Does the City regularly conduct Speed Surveys?	Yes	Continue to conduct speed surveys every 7 years as required by the CA MUTCD
Does the City utilized Warrants for Stop Signs and Signals?	Yes	Continue to utilize warrants for stop signs and signals
Is the City planning for Density and Walkable Areas?	City has some dense and walkable areas, no formal policy	Consider updating general plan and zoning to allow for high density and additional mixed-use developments
Does the City have Transportation Demand Management (TDM) or Vehicle Miles Travelled (VMT) Reduction policies?	SGVCOG is developing a regional program/ Traffic city guidelines allows for VMT	Continue implementing TDM and VMT policies
Does the City perform Traffic Crash Monitoring?	Monterey Police department performs monitoring.	Regularly monitor crash data to identify any trends or hotspots
Does the City have an Active Transportation Master Plan?	City does not have an Active Transportation Master Plan	Consider creating an Active Transportation Master Plan
Does the City have MUTCD-compliant Pedestrian Signal Timing?	LA County implements pedestrian signal timing	Continue to implement MUTCD compliant pedestrian signal timing where appropriate
Does the City implement Crosswalks at high pedestrian locations?	City has crosswalks at high pedestrian locations	Continue to implement crosswalks at high pedestrian volume locations as trends change
What type of traffic enforcement does the City conduct?	Monterey Park PD conducts regular traffic enforcement	Continue to enforce traffic laws in collision and aggressive driving hotspots
What is the City's Bicycle Policy?	City uses SGVCOG master plan	Formalize bicycle policies in City's transportation element
What types of transit does the City have?	Fixed route local bus service (Monterey Park Spirit Bus) and Metro	Coordinate with transit agencies to identify any transit-related improvements to traffic safety
What types of wayfinding does the City have?	Some wayfinding exists at city entrances	Identify areas where wayfinding signage could contribute to increased roadway safety
DATA COLLECTION / INVENTORY		
Does the City have an Inventory of Pedestrian Signs and Signals?	City does not currently have an inventory	Create GIS database of pedestrian signals and signs



Does the City have an Inventory/Mapping of Active Transportation Routes?	SCAG has an inventory of active transportation routes, including bicycle lanes and pedestrian paths	Continue to regularly update inventory; assemble in GIS if appropriate
Does the City utilize Crossroads Database for collisions?	City utilizes Crossroads database	Continue to utilize Crossroads database and regularly update
Does the City have Active Transportation Volume Counting?	City currently does not have active transportation volume counting	Implement Active Transportation Volume counting at key locations to gauge active transportation usage
COORDINATION / FEEDBACK		
What ways can citizens give feedback about roadway safety?	GOMPK and traffic commission-traffic complaint form	Continue to solicit citizen feedback on traffic safety and transportation planning efforts
What types of Coordination with other City organization does your department perform?	City coordinates with PD and fire departments	Continue coordinating with development department and other City departments
What types of School Engagement does the City perform?	PD coordinates with school districts	Continue to identify areas of coordination with local schools
What types of Law Enforcement/Emergency Service Engagement does the City perform?	City engages with police and fire department	Continue to identify areas of coordination with police and fire department



8.2 Emphasis Areas

Emphasis areas represent crash factors that are common in the City and provide the opportunity to reduce the largest number of traffic injuries with strategic investment. Emphasis areas were developed by revisiting the vision and goals of this planning process and comparing them with the trends and patterns identified in the crash analysis.

8.2.4 Emphasis Area #1: Vulnerable Road Users (Pedestrians & Bicyclists)

Description: Pedestrians and bicyclists are classified by Caltrans as vulnerable users, meaning they possess the highest potential for severe harm during a crash. These groups need appropriate infrastructure to travel to key destinations such as schools, workplaces, and core commercial areas. The City's Circulation element lays out plans and standards for non-motorized transportation. Of the 240 crashes involving vulnerable road users, 6 resulted in a fatal injury and 12 resulted in a severe injury. The City should aim to implement countermeasures to further protect these users from injury.

Goals for Emphasis Area #1:

- Improve active transportation infrastructure by adding pedestrian facilities, bike lanes, and other amenities to make it safer for employees and community members to get to key destinations such as school, commercial centers, transit centers, and recreation areas
- Encourage healthier lifestyles through active transportation infrastructure
- Apply for HSIP and other funding to implement countermeasures to address vulnerable road user crashes

Strategies for Emphasis Area #1:

- Provide outreach, education, and enforcement to encourage more separation between vehicular and pedestrian traffic
- Install high-visibility crosswalk markings at the intersection of key destinations
- Ensure all signalized intersections have completed crosswalks
- Provide dedicated pedestrian and bicycle infrastructure to and from bus stops
- Install adequate street lighting
- Widen street shoulders
- Provide signage (e.g., pedestrian crossing ahead) to help drivers expect to slow down for pedestrians and bikes
- Install bicycle lanes along key corridors
- Install bicycle storage facilities in public areas, such as parks and schools, to encourage bicycle use



- Implement recommendations from Safe Routes to School plan and consider opportunities for more systemic implementation where appropriate.
- Install curb extensions
- Install ADA ramps
- Modify signal phasing to implement a Leading Pedestrian Interval (LPI) with new controller
- Install/upgrade pedestrian crossing at uncontrolled locations
- Establish rotating enforcement targets for high visibility campaigns
- Incorporate GIS bicycle facilities into interactive map on City website
- These strategies will be implemented by the City, law enforcement, and community organizations, such as CalWalks, and Active SGV. Funding sources for these strategies may include OTS, NHTSA, and SB1 grant programs.

8.2.1 Emphasis Area #2: Aging Drivers

Description: Collisions involving aging drivers, as defined by the Caltrans SHSP, includes instances where the driver of the motor vehicles is 65 years or older. During the period of 2017-2021, 16% of the collisions in the City involved aging drivers.

Goal for Emphasis Area #2:

- Reduce the number of crashes involving aging drivers
- City will evaluate progress of the goal every two years and make any necessary changes to implementation strategies

Strategies for Emphasis Area #2:

- Education campaign to target aging drivers with messages regarding road safety, common mistakes and challenges
- Increased enforcement near hotspots of aging drivers
- Increased communication with community organizations

These strategies will be implemented by the City, law enforcement, and community organizations, such as CalWalks and Active SGV. Funding sources for these strategies may include OTS, NHTSA, and SB1 grant programs.

8.2.2 Emphasis Area #3: Intersection Improvements

Description: Collisions involved at intersections, interchanges, and other roadway access. About 82% of total of collisions took place at or near intersections. 46.2% of the fatal and severe injury collisions in Monterey Park involved intersections, compared to 23.8% statewide.



Goal for Emphasis Area #3:

- Reduce the number of crashes at intersections, interchanges, and other roadway access.
- Identify hot spots and prioritize locations for intersection improvements.
- Apply for funding and implement countermeasures to address collisions at intersections for improvement.

Strategies for Emphasis Area #3:

- Engineering improvements are not limited but could include backplates with reflective borders, left-and right turn lanes at two-way controlled intersections, and protected left-turn movements.

These strategies can be implemented by the City with assistance from emergency services and community organizations. Funding sources for these strategies may include HSIP, OTS, and SB1 grant programs.

8.2.3 Emphasis Area #4: Aggressive Driving

Description: Aggressive driving, as defined by the Caltrans SHSP, includes several behaviors including speeding, tailgating, and ignoring traffic signals and signs. Aggressive driving behaviors (unsafe speed or following too closely) accounted for 21 percent of collisions. 1 percent of these collisions resulted in a severe injury, 9 percent of these collisions resulted in some other form of injury.

Goal for Emphasis Area #4:

- Reduce the number of crashes due to aggressive driving in the City
- Identify hot spots and priority corridors for aggressive driving
- Apply for funding and implement countermeasures to address aggressive driving

Strategies for Emphasis Area #4:

- Educational campaign to target aggressive drivers
- Increased law enforcement presence near aggressive driving hotspots
- Increased coordination with law enforcement and other community organizations

These strategies will be implemented by the City, while partnering with Caltrans, Southern California Association of Governments (SCAG), California Highway Patrol (CHP), and other community partners. Funding sources for these strategies may include HSIP, Active Transportation Program (ATP), OTS, SB 1, and SS4A grant programs.



9. Countermeasure Toolbox

This section provides information on general identified issues, crash reduction factors, improvements, and countermeasures identified for the City of Monterey Park, as well as for specific project locations identified as part of this analysis. Countermeasures for each of the Safety Project Case Studies are based on data analysis, stakeholder input, and site visits.

9.1 Infrastructure Improvements

9.1.1 Countermeasure Selection Process

Part D of the HSM provides information on CMFs for roadway segments, intersections, interchanges, special facilities, and road networks. CMFs are used to estimate the safety effects of highway improvements, specifically to compare and select highway safety improvements. A CMF less than 1.0 indicates that a treatment has the potential to reduce crashes. A CMF greater than 1.0 indicates that a treatment has the potential to increase crashes. A Crash Reduction Factor (CRF) is directly connected to the CMF and is “mathematically defined as $(1 - \text{CMF})$ (the higher the CRF, the greater the expected reduction in crashes)⁴.” CMFs can help decision makers weigh potential alternative projects, but are only one measure of a project's value and should be considered part of a larger decision making process. Furthermore, it is important to note that not all CMFs are as reliable as others. The FHWA maintains a federal depository of CMFs and includes a star rating system to help users determine which CMFs are bolstered by the best and most thorough research. Key factors to consider when applying CMFs include:

1. Selection of an appropriate CMF;
2. Estimation of crashes without treatment;
3. Application of CMFs by type and severity; and,
4. Estimation of the combined effect for multiple treatments.

Examples of Safety Countermeasures can be found through several sources. This Report utilizes the countermeasures found in the California LRSM and the CMF Clearinghouse (CMF CH) website. Countermeasures for each of the Safety Project Case Studies are based on the data analysis and site visits. Additional countermeasures were identified for the high-level issues on a city-wide level and are discussed in **Section 9.2**.

⁴ Local Roadway Safety Manual (Version 1.5) 2020. Page 27.



9.1.2 Safety Project Case Studies

From the city-wide analysis, eleven (10) project case study locations were selected for further evaluation and countermeasure development. For each of these locations, Safety Project Case Studies were developed to provide a balanced understanding of common safety patterns at a variety of location types that can be used to associate countermeasures with specific roadway configurations and conditions. These locations were identified through the analysis process based on their crash histories, stakeholder engagement, the observed crash patterns, and their different characteristics to provide the most insight into potential systemic safety countermeasures that the City can employ to achieve the most cost-effective safety benefits.

A Safety Project Case Study was developed for each of the following locations:

1. Signalized Intersection: Monterey Park Pkwy & Vincent Ave
2. Signalized Intersection: Garfield Ave & Garvey Ave
3. Unsignalized Intersection: Newmark Ave & Orange Ave
4. Unsignalized Intersection: New Ave & Hershey Ave
5. Roadway Segment: Atlantic Blvd – Garvey Ave to Emerson Ave
6. Unsignalized Intersection: Atlantic Blvd & Mabel Ave
7. Roadway Segment: Monterey Pass Rd – Vagabond Dr to Davidson Dr
8. Signalized Intersection: Atlantic Blvd & 1st St
9. Signalized Intersection: Atlantic Blvd & Riggins St
10. Signalized Intersection: Atlantic Blvd & Brightwood St

The following pages summarize conditions at each location, and potentially beneficial countermeasures. Countermeasures were subjected to a benefit/cost assessment and scored according to their potential return on investment. These case studies can be used to select the most appropriate countermeasure, and to potentially phase improvements over the longer-term. These case study sheets can also be used to position the City for future grant funding opportunities.

The potential benefit of each countermeasure was calculated using each countermeasure's Crash Reduction Factor (CRF) and the latest Caltrans injury level cost data. Fatal and severe injury collisions are estimated at \$2.19 million, Other Visible Injury collisions at \$142,300, Complaint of Pain collision at \$80,900, and Property Damage Only collisions at \$13,300. The 5-year benefit is extrapolated out to a 20-year safety benefit.

The 20-year safety benefit was then compared to the 20-year cost estimates, which is used to calculate a benefit-cost ratio. The benefit-cost ratio can be used to compare different countermeasures for their effectiveness and competitiveness for grant funding.



Case Study Sheet: Location #1

Project Name: Monterey Park LRSP
Agency Name: City of Monterey Park

Prepared by: Kimley-Horn
Checked by: Kyle McGowan
Date: August 2022

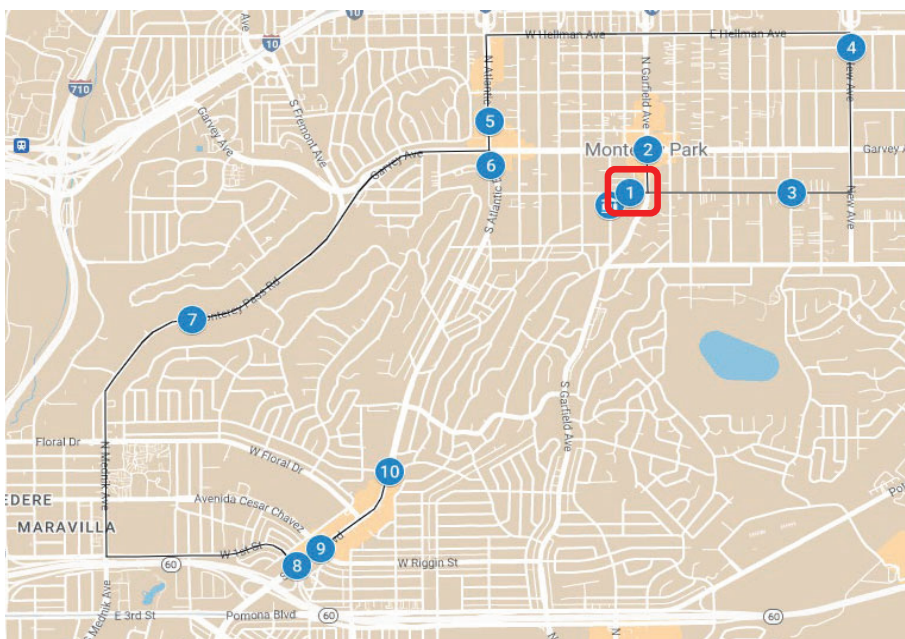


**ROADWAY
SEGMENT**

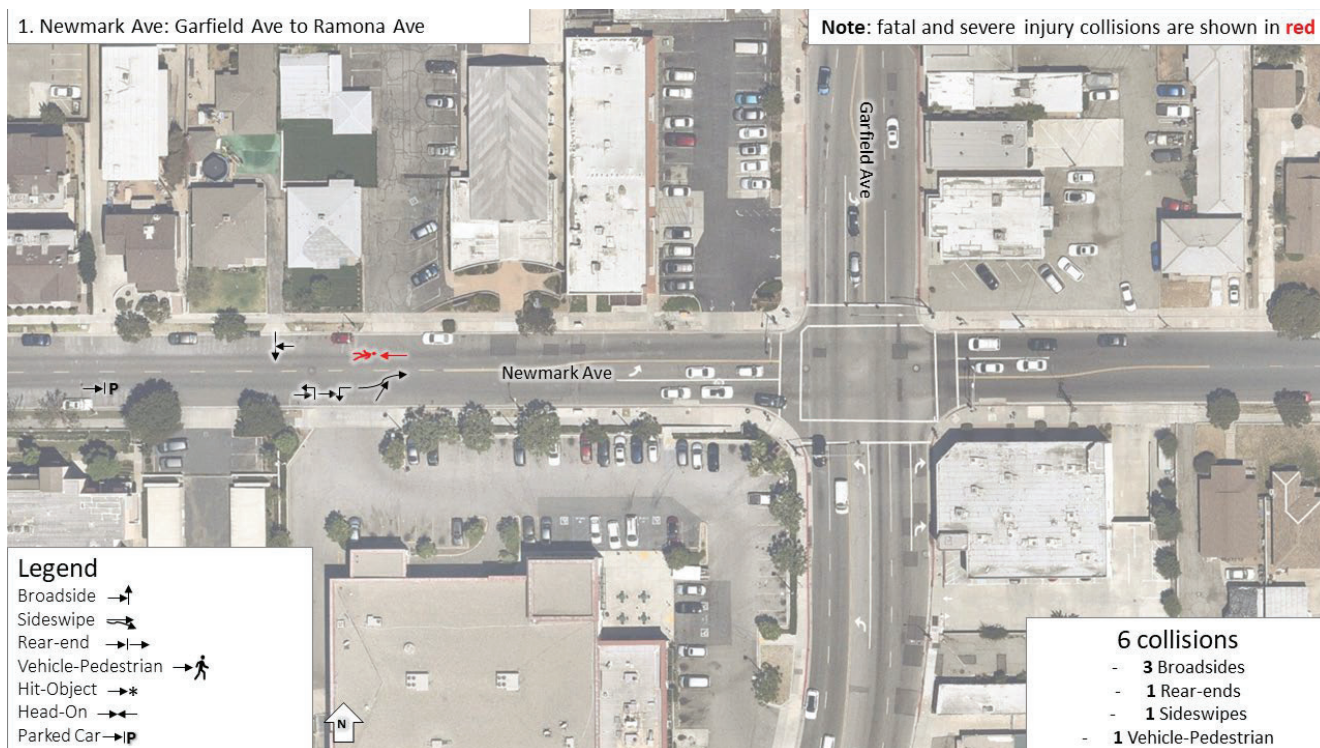
Project Location, Description & Maps

Segment: Newmark Ave: Ramona Ave to Garfield Ave

Example of Similar Segments: Chandler Ave: Newmark Ave to Garvey Ave; Lincoln Ave: Emerson Ave to Garvey Ave



1. Newmark Ave: Garfield Ave to Ramona Ave



Project Location, Description & Maps

Collision Data	
Total Collisions	6
Fatal and Severe Injury Collisions	1
Top 3 Collision Types (%)	Broadside (50%) Rear-end (16%) Sideswipe (16%) Vehicle-Pedestrian (16%)
Dark Collisions	2
Impaired Collisions	0

Collision Data	
Average Daily Traffic (ADT)	7,399
Lighting	Well-lit
Median	Single dashed yellow
Highest Posted Speed Limit	30

Collisions Involved With		
Vehicular	Pedestrian	Bicycle
5	1	0

Field Visit Notes

- High no. of collisions around CVS driveway on Newmark
- Limited visibility from driveway, looking west, due to parked cars
- Speeding, more common eastbound
- Eastbound speeds generally higher than westbound, possibly due to vehicles having more distance to speed up from the intersection to the west

Countermeasure Evaluation

Potential Countermeasures	Crash Reduction Factor (LRSM/CMF ID)	20 Year Safety Benefit	Total 20-Year Costs	Safety Related B/C Ratio
Implement no parking any time zone (signage and red curb) just west of CVS driveway on Newmark, in eastbound direction	15% (NS06)	\$367,965	\$3,000	122.66
Install edge-lines striping to separate parking lanes from travel lanes	25% (R28)	\$613,275	\$3,000	204.43
Install 'stop ahead' signage at Ramona Ave & Newmark Ave intersection	15% (NS06)	\$367,965	\$1,500	245.32



Case Study Sheet: Location #2

Project Name: Monterey Park LRSP
Agency Name: City of Monterey Park

Prepared by: Kimley-Horn
Checked by: Kyle McGowan
Date: August 2022

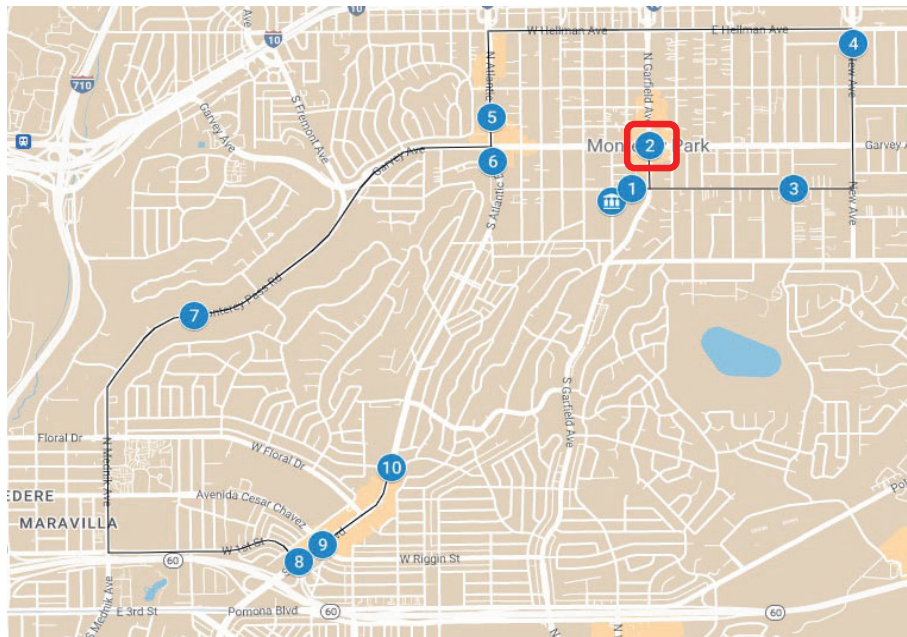


**SIGNALIZED
INTERSECTION**

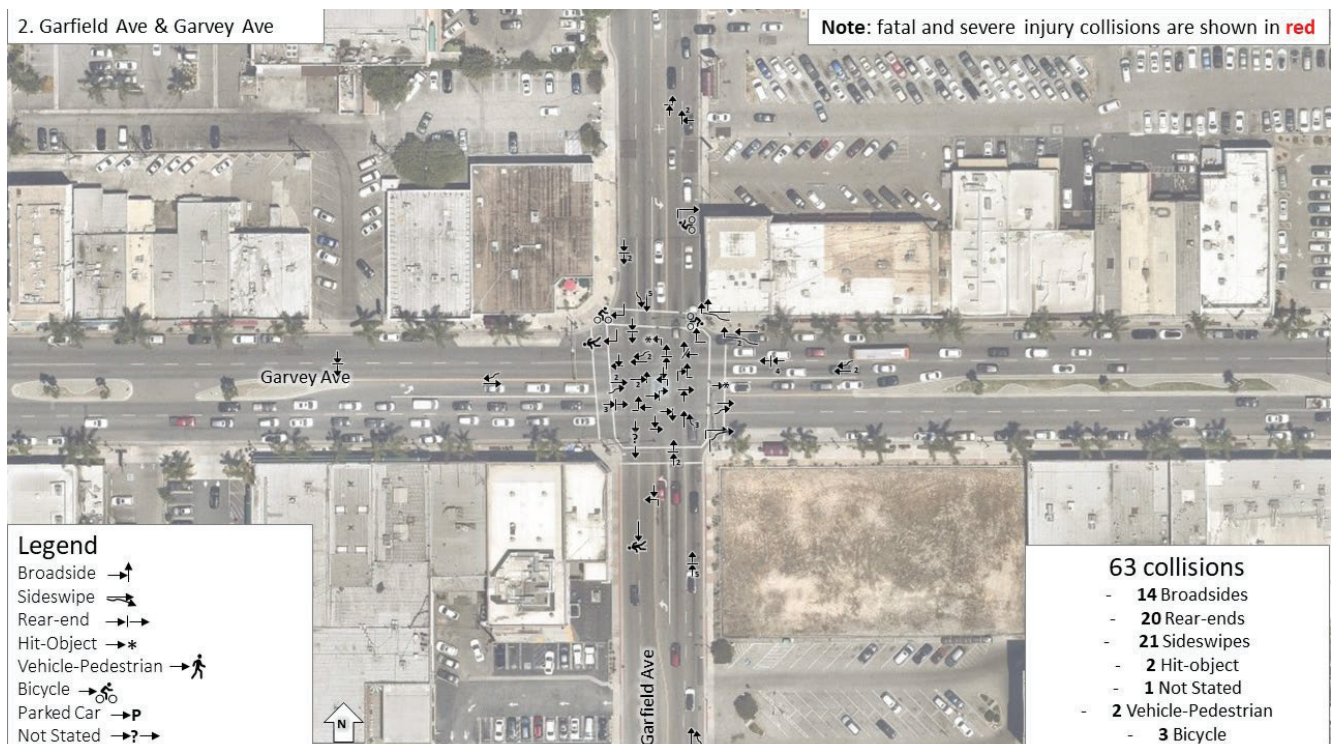
Project Location, Description & Maps

Intersection: Garfield Ave and Garvey Ave

Example of Similar Intersections: Atlantic Blvd and Garvey Ave; Atlantic Blvd and Riggan St



2. Garfield Ave & Garvey Ave



Project Location, Description & Maps

Collision Data	
Total Collisions	63
Fatal and Severe Injury Collisions	0
Top 3 Collision Types (%)	Sideswipe (33%) Rear-end (32%) Broadside (27%)
Dark Collisions	16
Impaired Collisions	8

Collision Data	
Number of Approaches	4
Total Entering Vehicles	51,092
Crosswalk Condition	Good
Control Type	Signal
Lighting	Well-lit
Highest Posted Speed Limit	30

Collisions Involved With		
Vehicular	Pedestrian	Bicycle
58	2	3

Field Visit Notes

- High volumes of pedestrians on northbound/southbound crosswalks
- Issues with northbound/southbound right-turning drivers due to high ped volumes
- Elderly pedestrians
- High no of broadside collisions in intersection
- Rear ends and sideswipes around intersection
- Several right-turn sideswipes in intersection
- Deteriorated bus pad on southeast corner

Countermeasure Evaluation

Potential Countermeasures	Crash Reduction Factor (LRSM/CMF ID)	20 Year Safety Benefit	Total 20-Year Costs	Safety Related B/C Ratio
Install retroreflective backplates	15% (S02)	\$345,975	\$12,000	28.83
Review and adjust signal timing	15% (S03)	\$345,975	\$7,667	45.13

Countermeasure Evaluation (continued)

Potential Countermeasures	Crash Reduction Factor (LRSM/CMF ID)	20 Year Safety Benefit	Total 20-Year Costs	Safety Related B/C Ratio
Modify signal phasing to implement a Leading Pedestrian Interval (LPI)	60% (S21PB)	\$202,140	\$7,667	26.36
Install/upgrade pedestrian crossing (including audible pedestrian signals)	35% (R35PB)	\$117,915	\$9,500	14.16
Install advanced dilemma zone detection system	40% (S04)	\$922,600	\$40,000	3.84
Repair/move bus stop on southeast corner	-	varies	varies	varies



FOUR-WAY-STOP INTERSECTION

Case Study Sheet: Location #3

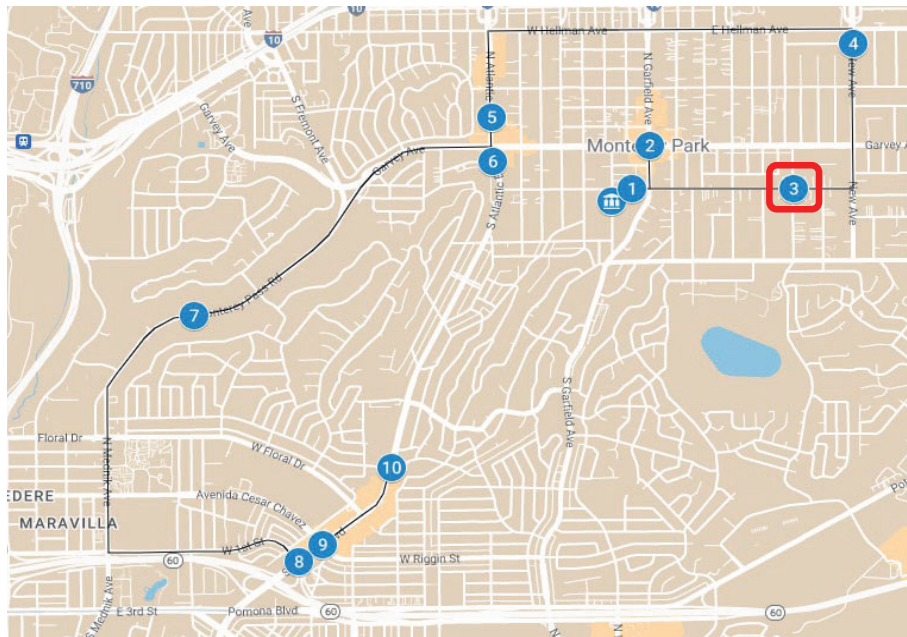
Project Name: Monterey Park LRSP
Agency Name: City of Monterey Park

Prepared by: Kimley-Horn
Checked by: Kyle McGowan
Date: August 2022

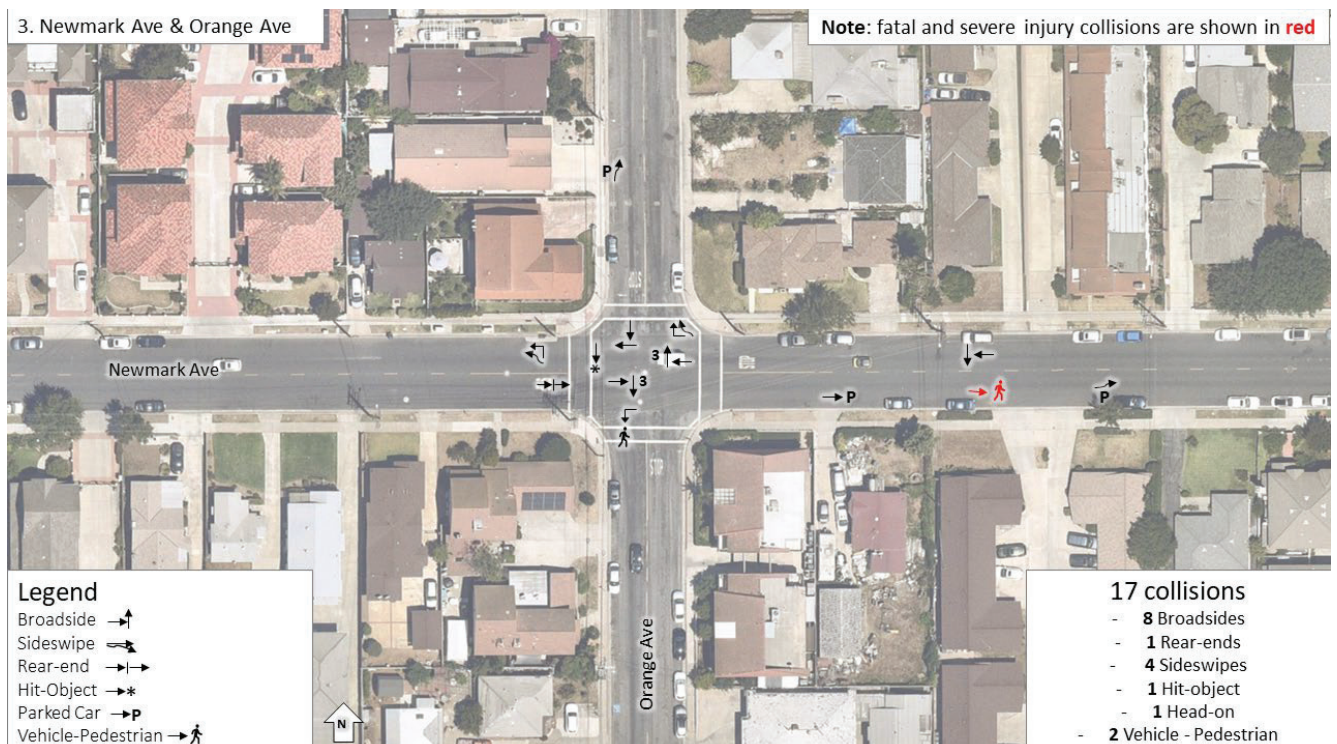
Project Location, Description & Maps

Intersection: Newmark Ave and Orange Ave

Example of Similar Intersections: Newmark Ave and Alhambra Ave; Graves Ave and Russell Ave



3. Newmark Ave & Orange Ave



Project Location, Description & Maps

Collision Data	
Total Collisions	17
Fatal and Severe Injury Collisions	1
Top 3 Collision Types (%)	Broadside (47%) Sideswipe (24%) Vehicle-Pedestrian (12%)
Dark Collisions	1
Impaired Collisions	1

Collision Data	
Number of Approaches	4
Total Entering Vehicles	13,399
Crosswalk Condition	Good
Control Type	Stop sign
Lighting	Poorly-lit
Highest Posted Speed Limit	30

Collisions Involved With		
Vehicular	Pedestrian	Bicycle
15	2	0

Field Visit Notes

- Cut-through traffic
- High speeds
- Vehicles not completely stopping at stop signs
- May be hard to notice stop sign at low volumes
- Marketplace development south on Orange Ave

Countermeasure Evaluation

Potential Countermeasures	Crash Reduction Factor (LRSM/CMF ID)	20 Year Safety Benefit	Total 20-Year Costs	Safety Related B/C Ratio
Install 'stop ahead' signage	15% (NS06)	\$419,400	\$6,000	69.90
Install Flashing Beacons at Stop-Controlled Intersections	15% (NS08)	\$419,400	\$12,000	34.95
Install transverse rumble stripes on approaches	20% (NS10)	\$559,200	\$10,000	55.92

Countermeasure Evaluation (continued)

Potential Countermeasures	Crash Reduction Factor (LRSM/CMF ID)	20 Year Safety Benefit	Total 20-Year Costs	Safety Related B/C Ratio
Install continental cross-walks	35% (NS21PB)	\$816,305	\$20,000	40.82
Install dynamic/variable speed warning signs	30% (R26)	\$838,800	\$64,000	13.11
Install edge-lines to delineate parking lanes from travel lanes	25% (R28)	\$699,000	\$3,800	183.95
Targeted enforcement	-	Varies	Varies	varies



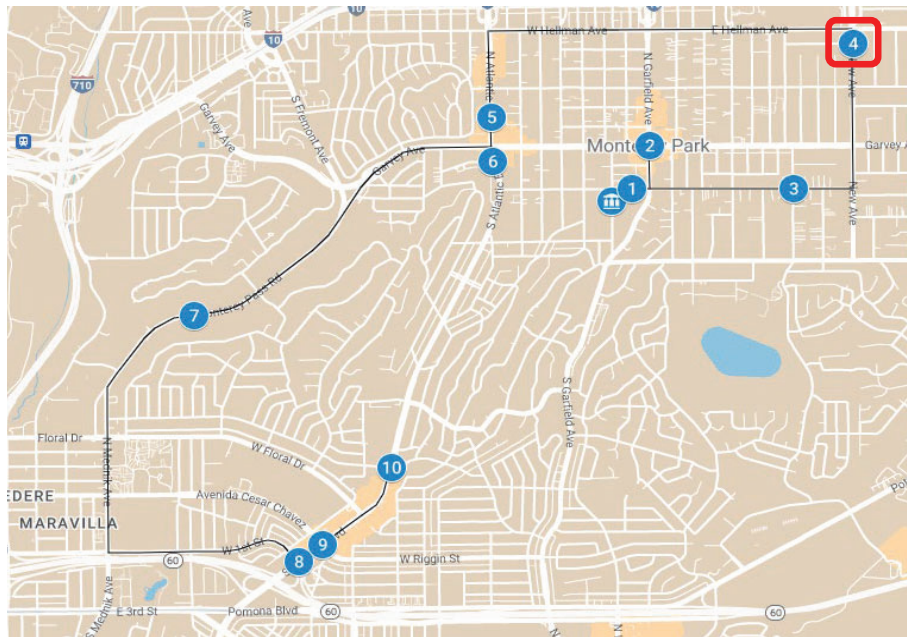
Prepared by: Kimley-Horn
Checked by: Kyle McGowan
Date: August 2022

ONE-WAY-STOP INTERSECTION

Project Location, Description & Maps

Intersection: New Ave and Hershey Ave

Example of Similar Intersections: Garfield Ave and Garcelon Ave



Project Location, Description & Maps

Collision Data	
Total Collisions	16
Fatal and Severe Injury Collisions	1
Top 3 Collision Types (%)	Sideswipe (44%) Rear-end (25%) Broadside (13%)
Dark Collisions	6
Impaired Collisions	2

Collision Data	
Number of Approaches	3
Total Entering Vehicles	20,227
Crosswalk Condition	Good
Control Type	Stop sign
Lighting	Poorly-lit
Highest Posted Speed Limit	35

Collisions Involved With		
Vehicular	Pedestrian	Bicycle
16	0	0

Field Visit Notes

- High speeds from freeway traffic
- High no. of collisions with parked vehicles
- Parking allowed only south of Hershey as lane widens
- Former marked crosswalk across New at Hershey removed in late 2000's

Countermeasure Evaluation

Potential Countermeasures	Crash Reduction Factor (LRSM/CMF ID)	20 Year Safety Benefit	Total 20-Year Costs	Safety Related B/C Ratio
Install striping and delineators/bollards north of Hershey to encourage movement to left edge of outside lane as parking begins south of Hershey	15% (R27)	\$358,425	\$41,250	8.69
Install striping to separate parking lanes from travel lanes	25% (R28)	\$597,375	\$5,000	119.48



Case Study Sheet: Location #5

Project Name: Monterey Park LRSP
Agency Name: City of Monterey Park

Prepared by: Kimley-Horn
Checked by: Kyle McGowan
Date: August 2022

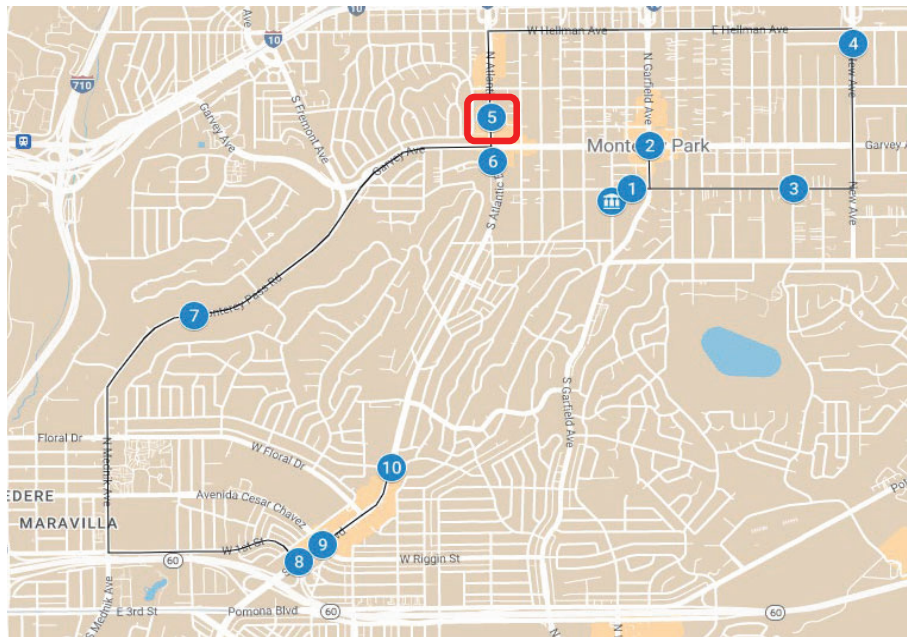


**ROADWAY
SEGMENT**

Project Location, Description & Maps

Segment: Atlantic Blvd: Garvey Ave to Emerson Ave

Example of Similar Segments: Atlantic Blvd: Emerson Ave to Hellman Ave; Garfield Ave: Emerson Ave to Hampton Ave



5. Atlantic Bl: Garvey Ave to Emerson Ave



Project Location, Description & Maps

Collision Data	
Total Collisions	21
Fatal and Severe Injury Collisions	2
Top 3 Collision Types (%)	Rear-end (33%) Sideswipe (29%) Broadside (14%) Vehicle-Pedestrian (14%)
Dark Collisions	8
Impaired Collisions	1

Collision Data	
Average Daily Traffic (ADT)	32,011
Lighting	Well-lit
Median	Two-way left turn lane
Highest Posted Speed Limit	30

Collisions Involved With		
Vehicular	Pedestrian	Bicycle
18	3	0

Field Visit Notes

- High no. of pedestrian collisions
- High no. of left turn conflicts at southern end
- Audible pedestrian signals at mid-block signalized intersection
- Bus stop over area
- Protected-permissive left turn signal heads in northbound and southbound directions at mid-block signal
- Major north-south corridor between I-10 and SR-60
- High volumes on weekends
- Businesses attract high volumes in afternoons and on weekends
- Driveway on east side of mid-block signal serves as main driveway for Ralphs
- High no. of parked vehicles in southbound direction during busy periods

Countermeasure Evaluation

Potential Countermeasures	Crash Reduction Factor (LRSM/CMF ID)	20 Year Safety Benefit	Total 20-Year Costs	Safety Related B/C Ratio
Protected left turn signals in northbound and southbound directions at mid-block signal	30% (S07)	\$1,587,030	\$40,000	39.68
Install 'signal ahead' signage	30% (S10)	\$1,587,030	\$6,000	264.51
Install/upgrade pedestrian crossing (audible pedestrian signal with multiple languages; 'use crosswalk' signage, re-stripe crosswalk)	35% (R35PB)	\$11,537,655	\$19,000	97.45



Case Study Sheet: Location #6

Project Name: Monterey Park LRSP
Agency Name: City of Monterey Park

Prepared by: Kimley-Horn
Checked by: Kyle McGowan
Date: August 2022

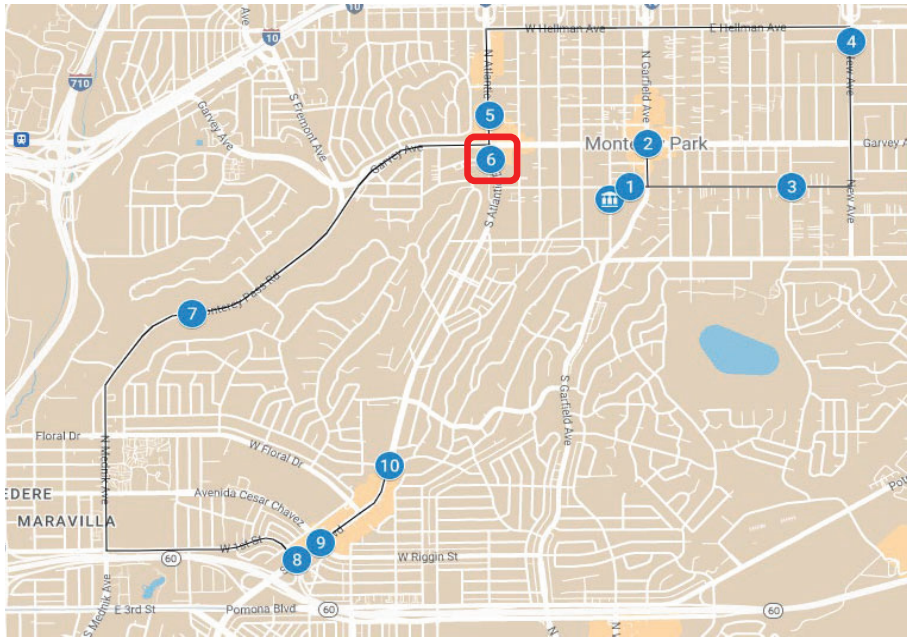


**ONE-WAY-STOP
INTERSECTION**

Project Location, Description & Maps

Intersection: Atlantic Blvd and Mabel Ave

Example of Similar Intersections: Garfield Ave and Newmark Ave



6. Atlantic Bl & Mabel Ave



Project Location, Description & Maps

Collision Data	
Total Collisions	19
Fatal and Severe Injury Collisions	1
Top 3 Collision Types (%)	Rear-end (37%) Hit-object (26%) Sideswipe (16%)
Dark Collisions	9
Impaired Collisions	5

Collision Data	
Number of Approaches	3
Total Entering Vehicles	31,437
Crosswalk Condition	None
Control Type	Stop sign
Lighting	Well-lit
Highest Posted Speed Limit	35

Collisions Involved With		
Vehicular	Pedestrian	Bicycle
19	0	0

Field Visit Notes

- Curve catches drivers off guard, especially in northbound direction
- High no. of collisions northbound as curve begins, especially fixed-object collisions
- Northbound vehicles lose control as curve begins and leave the roadway, causing property damage
- Limited visibility northbound due to curve; vehicles may not see signal to the north

Countermeasure Evaluation

Potential Countermeasures	Crash Reduction Factor (LRSM/CMF ID)	20 Year Safety Benefit	Total 20-Year Costs	Safety Related B/C Ratio
Install flashing beacons as signal advance warning	30% (S10)	\$1,023,720	\$3,000	341.24
Install chevron signs on horizontal curves	40% (R23)	\$1,364,960	\$7,500	181.99
Install curve advance warning signs	25% (R24)	\$853,100	\$1,500	568.73
Install curve advance warning signs (flashing beacon)	30% (R25)	\$1,023,720	\$10,000	102.37

Countermeasure Evaluation (continued)

Potential Countermeasures	Crash Reduction Factor (LRSM/CMF ID)	20 Year Safety Benefit	Total 20-Year Costs	Safety Related B/C Ratio
Install dynamic/variable speed warning signs	30% (R26)	\$1,023,720	\$16,000	63.98
Install reflective pavement markings	15% (R27)	\$511,860	\$75,000	6.82
Install edge-lines striping	25% (R28)	\$853,100	\$1,900	449.00



Case Study Sheet: Location #7

Project Name: Monterey Park LRSP
Agency Name: City of Monterey Park

Prepared by: Kimley-Horn
Checked by: Kyle McGowan
Date: August 2022

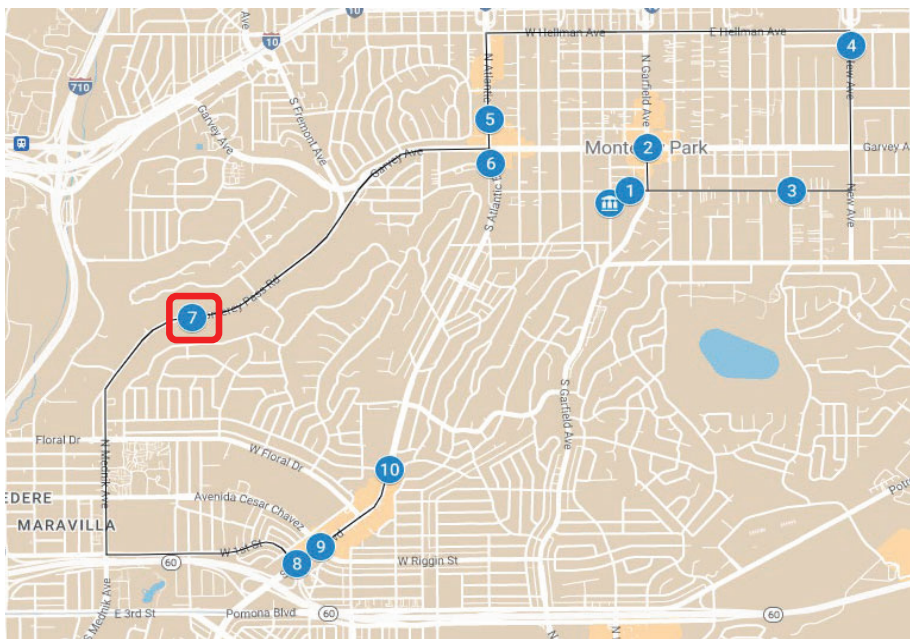


**ROADWAY
SEGMENT**

Project Location, Description & Maps

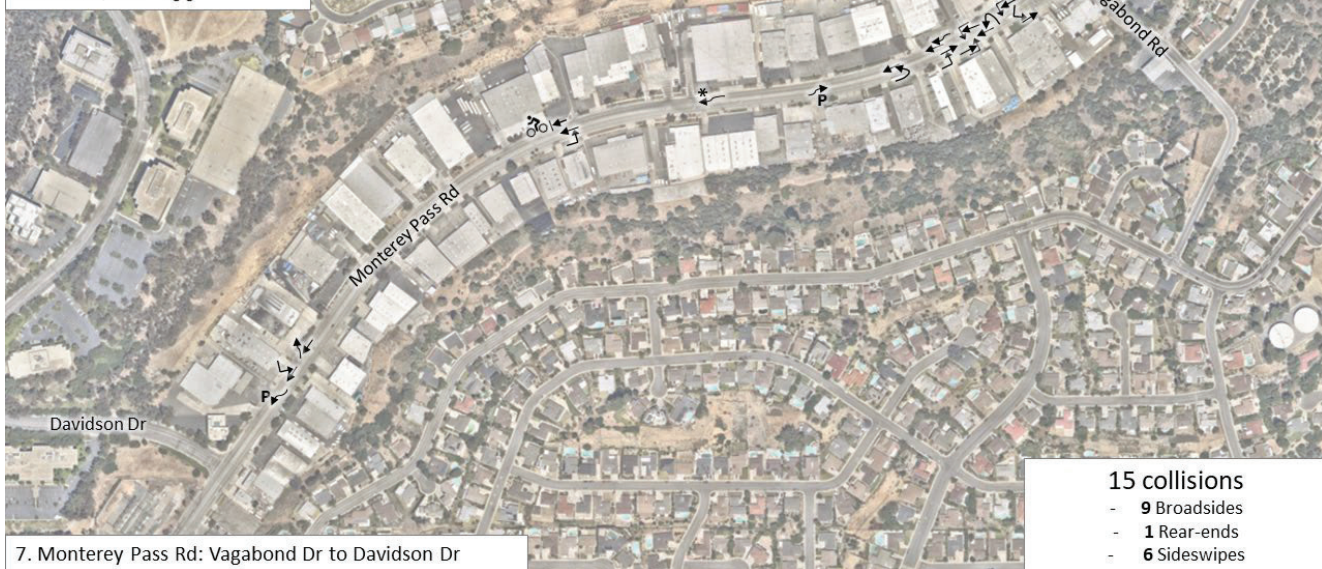
Segment: Monterey Pass Rd: Vagabond Dr to Davidson Dr

Example of Similar Segments: Monterey Pass Rd: Fremont Ave to Vagabond Dr



Legend

- Broadside →↔
- Sideswipe →↔↔
- Rear-end →↔↔
- Hit-Object →*
- Parked Car →P
- Vehicle-Bicyclist →↔



15 collisions

- 9 Broadsides
- 1 Rear-ends
- 6 Sideswipes

7. Monterey Pass Rd: Vagabond Dr to Davidson Dr

Project Location, Description & Maps

Collision Data	
Total Collisions	15
Fatal and Severe Injury Collisions	0
Top 3 Collision Types (%)	Broadside (60%) Sideswipe (33%) Rear-end (7%)
Dark Collisions	2
Impaired Collisions	1

Collision Data	
Average Daily Traffic (ADT)	16,829
Lighting	Well-lit
Median	Two-way left turn lane
Highest Posted Speed Limit	40

Collisions Involved With		
Vehicular	Pedestrian	Bicycle
14	0	1

Field Visit Notes

- Industrial; high truck volumes, passing through or using driveways & curb space
- Trucks parked or moving in roadway cause vehicles to perform unsafe maneuvers
- 40 mph speed limit; vehicles going 50 mph
- Cut-through traffic during peak periods due to proximity & similarity to nearby freeway routes

Countermeasure Evaluation

Potential Countermeasures	Crash Reduction Factor (LRSM/CMF ID)	20 Year Safety Benefit	Total 20-Year Costs	Safety Related B/C Ratio
Install edge-line striping and median striping	25%	\$197,325	\$14,000	14.09
Targeted speed enforcement	-	Varies	Varies	Varies



Case Study Sheet: Location #8

Project Name: Monterey Park LRSP
Agency Name: City of Monterey Park

Prepared by: Kimley-Horn
Checked by: Kyle McGowan
Date: August 2022

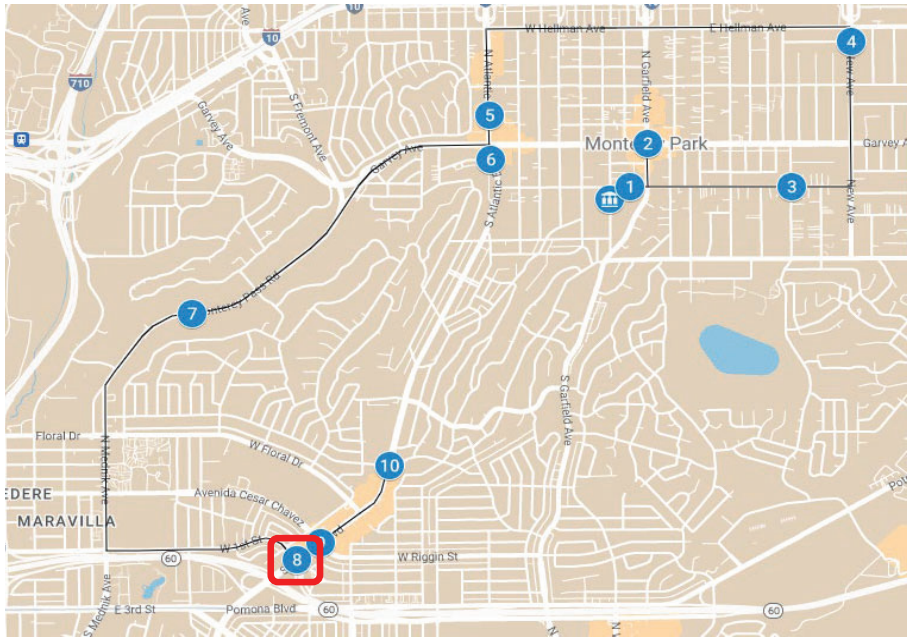


**SIGNALIZED
INTERSECTION**

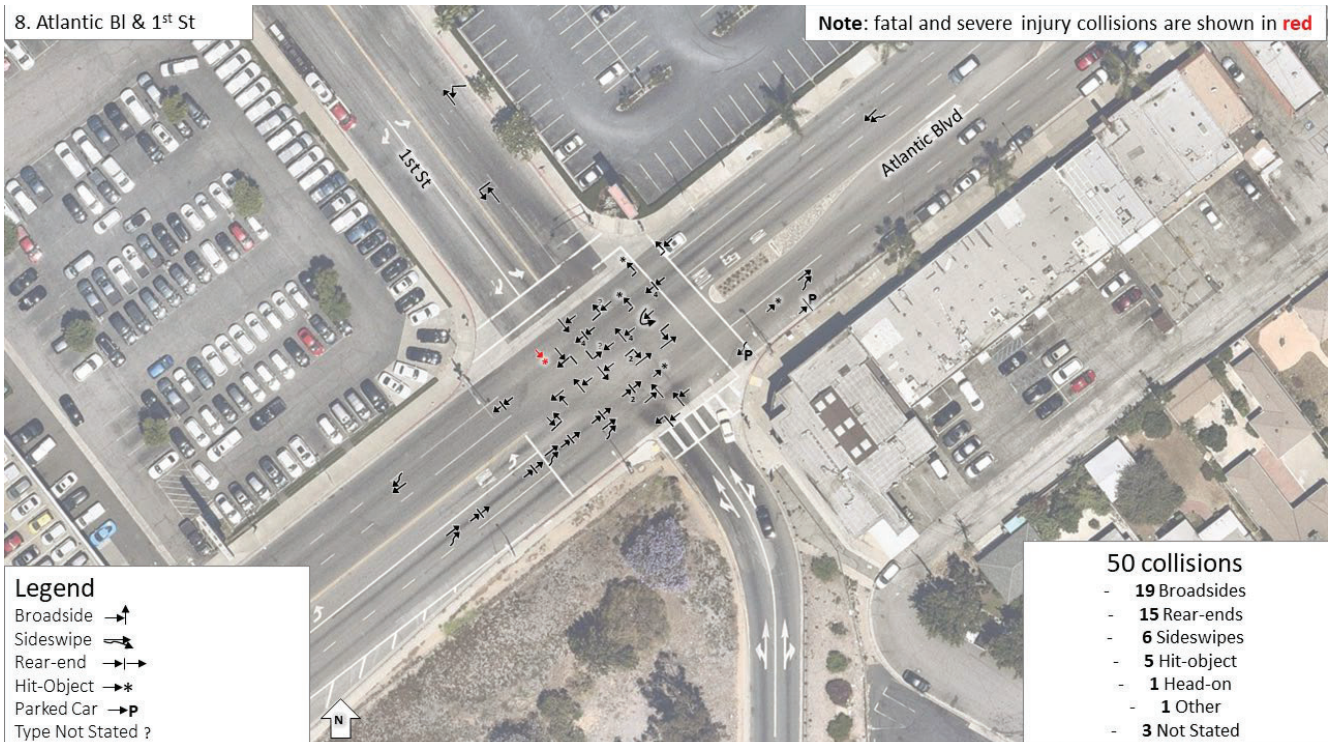
Project Location, Description & Maps

Intersection: Atlantic Blvd and 1st St

Example of Similar Intersections:



8. Atlantic Bl & 1st St



Project Location, Description & Maps

Collision Data	
Total Collisions	50
Fatal and Severe Injury Collisions	1
Top 3 Collision Types (%)	Broadside (38%) Rear-end (30%) Sideswipe (12%)
Dark Collisions	9
Impaired Collisions	1

Collision Data	
Number of Approaches	4
Total Entering Vehicles	5,734
Crosswalk Condition	Fair
Control Type	Signal
Lighting	Well-lit
Highest Posted Speed Limit	35

Collisions Involved With		
Vehicular	Pedestrian	Bicycle
50	0	0

Field Visit Notes

- East LA College nearby
- Permissive-only left turn phasing in east/west directions (1st St and SR-60 off-ramp)
- Left-turning eastbound traffic on 1st St is hesitant to complete turn due to limited visibility of oncoming traffic and uncertainty of movements of oncoming traffic exiting the freeway
- High no. of rear-end collisions on Atlantic BI
- Congestion on Atlantic BI during peak periods

Countermeasure Evaluation

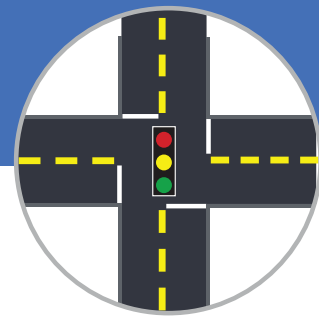
Potential Countermeasures	Crash Reduction Factor (LRSM/CMF ID)	20 Year Safety Benefit	Total 20-Year Costs	Safety Related B/C Ratio
Implement signal coordination/synchronization along Atlantic BI	15% (S02)	\$626,265	\$38,335	16.34
Implement split phasing in E/W directions	30% (S07)	\$1,252,530	\$40,000	31.31



Case Study Sheet: Location #9

Project Name: Monterey Park LRSP
Agency Name: City of Monterey Park

Prepared by: Kimley-Horn
Checked by: Kyle McGowan
Date: August 2022

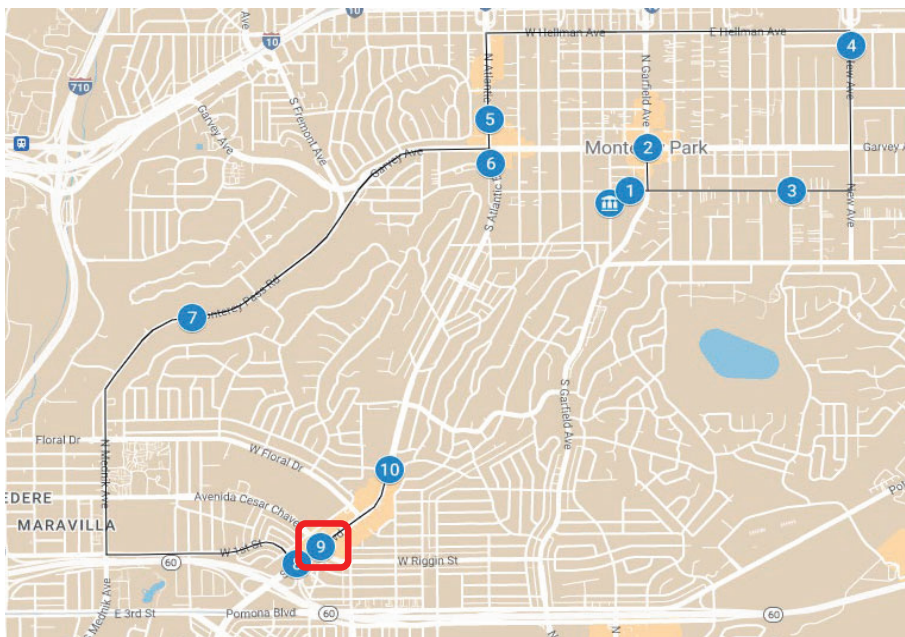


**SIGNALIZED
INTERSECTION**

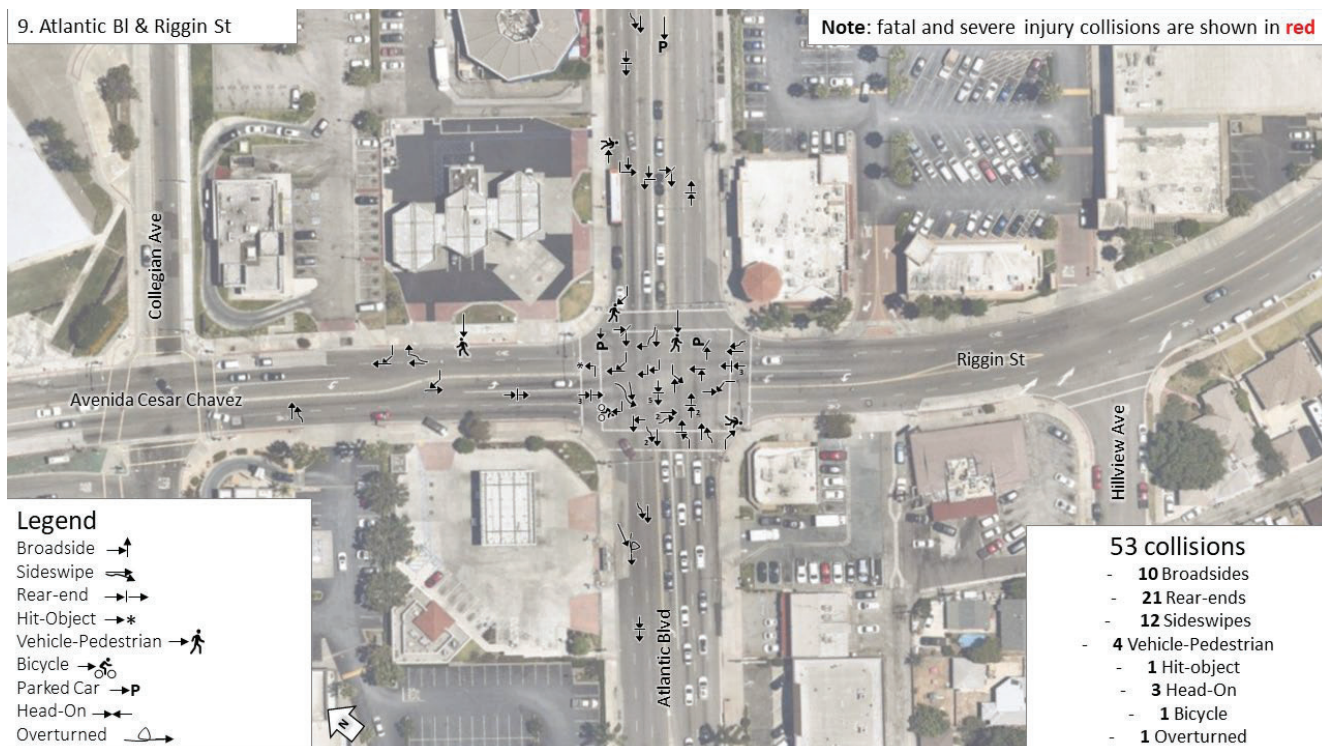
Project Location, Description & Maps

Intersection: Atlantic Blvd and Riggint St

Example of Similar Intersections: Garfield Ave and Garvey Ave; Atlantic Blvd and Garvey Ave



9. Atlantic Bl & Riggint St



Project Location, Description & Maps

Collision Data	
Total Collisions	53
Fatal and Severe Injury Collisions	0
Top 3 Collision Types (%)	Rear-end (40%) Sideswipe (23%) Broadside (21%)
Dark Collisions	11
Impaired Collisions	2

Collision Data	
Number of Approaches	4
Total Entering Vehicles	47,070
Crosswalk Condition	Fair
Control Type	Signal
Lighting	Well-lit
Highest Posted Speed Limit	35

Collisions Involved With		
Vehicular	Pedestrian	Bicycle
47	5	1

Field Visit Notes

- East LA College nearby
- High pedestrian volumes
- High bus volumes
- Buses stopped on Atlantic Bl south of Riggan St reduce visibility in conflict zones
- Congestion on Atlantic Bl at peak periods
- High no. of pedestrian collisions
- High no. of rear-end collisions

Countermeasure Evaluation

Potential Countermeasures	Crash Reduction Factor (LRSM/CMF ID)	20 Year Safety Benefit	Total 20-Year Costs	Safety Related B/C Ratio
Install retroreflective backplates	15% (S02)	\$235,695	\$12,000	19.64
Implement signal coordination/synchronization on Atlantic Bl	15% (S04)	\$235,695	\$38,335	6.15

Countermeasure Evaluation (continued)

Potential Countermeasures	Crash Reduction Factor (LRSM/CMF ID)	20 Year Safety Benefit	Total 20-Year Costs	Safety Related B/C Ratio
Modify signal phasing to implement a Leading Pedestrian Interval (LPI)	60% (S21PB)	\$942,780	\$7,667	122.97
Install advanced dilemma zone detection	40% (S04)	\$365,640	\$40,000	9.14



Case Study Sheet: Location #10

Project Name: Monterey Park LRSP
Agency Name: City of Monterey Park

Prepared by: Kimley-Horn
Checked by: Kyle McGowan
Date: August 2022

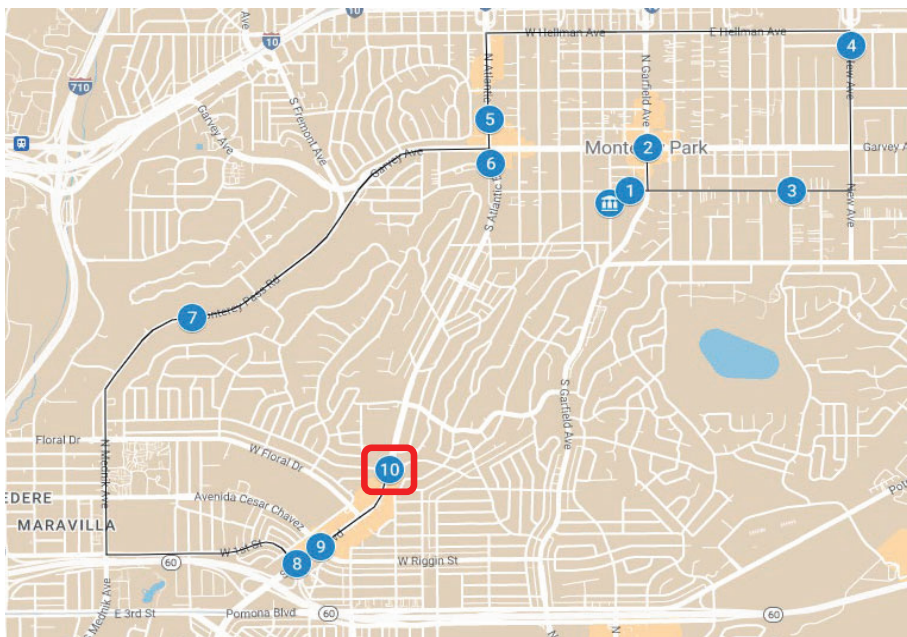


**SIGNALIZED
INTERSECTION**

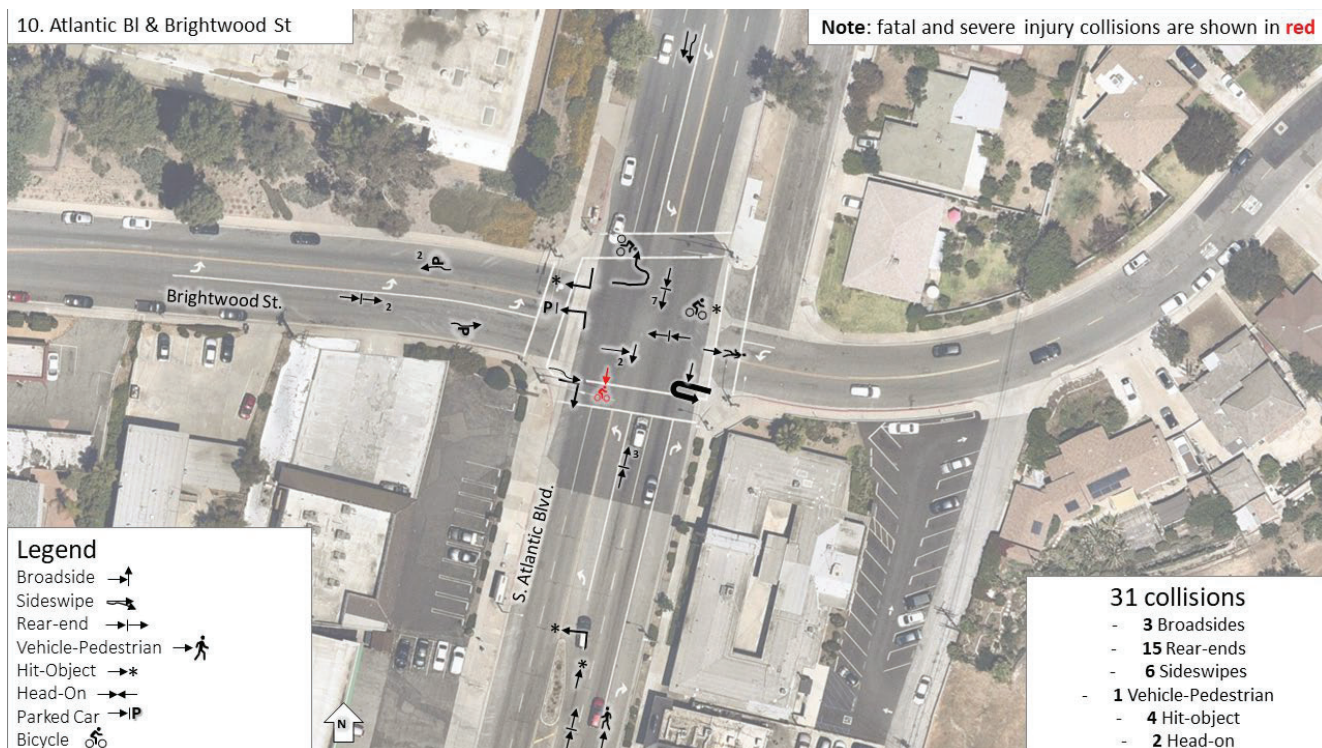
Project Location, Description & Maps

Intersection: Atlantic Blvd and Brightwood St

Example of Similar Intersections: Atlantic Blvd and El Repetto Dr; Garfield Ave and El Repetto Dr



10. Atlantic Bl & Brightwood St



Project Location, Description & Maps

Collision Data	
Total Collisions	31
Fatal and Severe Injury Collisions	1
Top 3 Collision Types (%)	Rear-end (48%) Sideswipe (19%) Hit-object (13%)
Dark Collisions	9
Impaired Collisions	2

Collision Data	
Number of Approaches	4
Total Entering Vehicles	34,520
Crosswalk Condition	Good
Control Type	Signal
Lighting	Well-lit
Highest Posted Speed Limit	40

Collisions Involved With		
Vehicular	Pedestrian	Bicycle
26	2	3

Field Visit Notes

- East LA College nearby
- High traffic from ELAC
- High left turn volumes from Brightwood
- Permissive-only left turn phasing in all directions
- High no. of rear-end collisions, especially southbound
- Steep roadway grade on Brightwood, west of intersection, sloping downward in the eastbound direction
- Atlantic BI slopes downward in the southbound direction, north of the intersection, leading to high speeds
- Bike collisions
- No parking on Atlantic BI north of intersection

Countermeasure Evaluation

Potential Countermeasures	Crash Reduction Factor (LRSM/CMF ID)	20 Year Safety Benefit	Total 20-Year Costs	Safety Related B/C Ratio
Install retroreflective backplates	15% (S02)	\$519,240	\$12,000	43.27
Implement signal coordination/synchronization along Atlantic BI	15% (S03)	\$519,240	\$38,335	13.54
Install protected left-turn phasing or split phasing on E/W Brightwood St movements	30% (S07)	\$1,038,480	\$40,000	25.96
Install edgelines striping on Brightwood St	25% (R28)	\$865,400	\$5,000	173.08

Countermeasure Evaluation (continued)

Potential Countermeasures	Crash Reduction Factor (LRSM/CMF ID)	20 Year Safety Benefit	Total 20-Year Costs	Safety Related B/C Ratio
Install advanced dilemma zone detection systems	40% (S04)	\$1,384,640	\$40,000	34.62



Table 8 - Citywide Safety Countermeasure Toolbox

ID	Potential Countermeasures	Where to apply?	Crash Reduction Factor	Per Unit Cost	Unit
S02	Improve signal hardware: back-plates with retroreflective borders	Signalized intersections with significant broadside and rear-end collisions due to signal visibility	15%	\$12,000	per intersection
S03	Re-evaluate signal timing for westbound left turn to provide sufficient time for trucks	Signalized intersections with a significant collision history related to clearance intervals, high-risk movements, and signal timing coordination.	15%	\$5,000	per intersection
S04	Provide Advanced Dilemma Zone Detection for high-speed approaches	Signalized intersections with significant right-angle and rear-end collisions due to unsafe stopping during yellow phases	40%	\$30,000	per intersection
S07	Install protected left turn phasing on north bound approach	Signalized intersections that have an existing left turn pocket and permissive left turn or no left turn protection.	30%	\$40,000	per intersection
S10	Install flashing beacons as advance warning for signalized intersections	Locations with sight distance issues	30%	\$3,000	per beacon
S21PB	Modify signal phasing to implement a Leading Pedestrian Interval (LPI) with new controller	Signalized Intersections – especially those with high pedestrian activity	60%	\$30,000	per intersection
NS05	Convert intersection to mini-roundabout	Unsignalized intersections with crashes at various points of contact	30%	\$100,000	per location
NS06	Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs at unsignalized intersections	Unsignalized intersections with crash history showing running stop signs	15%	\$1,500	per sign
NS08	Install Flashing Beacons at Stop-Controlled Intersections	Unsignalized intersections with crash history showing running stop signs	15%	\$3,000	per beacon
NS10	Install transverse striping on approaches	Unsignalized intersections with crash history showing running stop signs	20%	\$10,000	per location
NS11	Sight Distance Evaluation on westbound right turn	Unsignalized intersections that with significant collision patterns due to restricted sight distance.	20%	\$3,000	per intersection



ID	Potential Countermeasures	Where to apply?	Crash Reduction Factor	Per Unit Cost	Unit
NS21PB	Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)	Unsignalized intersections with high pedestrian activity	35%	\$20,000	per location
R23	Install chevron signs on horizontal curves	Roadway segments that have a significant amount of collision activity at sharp curves.	40%	\$1,500	per sign
R24	Install flashing beacons on curve chevron signage	Roadway segments that have a significant amount of collision activity at sharp curves.	25%	\$4,500	per sign
R25	Install curve advance warning signs (flashing beacon)	Roadway segments that have a significant amount of collision activity at sharp curves.	30%	\$5,000	per sign
R26	Install dynamic/variable speed warning sign	Roadway segments with a significant number of collisions due to unsafe speeds.	30%	\$16,000	per sign
R27	Install delineators, reflectors and/or object markers	Locations with crash history with a high number of crashes at night or with careless driving	15%	\$75	per linear foot
R28	Install safety edges	Roadway segments with collisions that resulted in run-off-road right/left, head-on, or opposite-direction-sideswipe.	25%	\$8,000	per mile
R35PB	Install/upgrade pedestrian crossing (with enhanced safety features)	Intersections with high number of pedestrian activity	35%	\$9,500	per curb ramp



10. Funding Sources & Next Steps

10.1 Funding

Competitive funding resources are available to assist in the development and implementation of safety projects in Monterey Park. The City should continue to seek available funding and grant opportunities from local, state, and federal resources to accelerate their ability to implement safety improvements throughout Monterey Park. This section provides a high-level introduction to some of the main funding programs and grants for which the City can apply.

10.1.1 Highway Safety Improvement Program

The Highway Safety Improvement Program (HSIP) is a Federal program that apportions funding as a lump sum for each state, which is then divided among apportioned programs. These flexible funds can be used for projects to preserve or improve safety conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for non-motorized transportation, and other project types. Safety improvement projects eligible for this funding include:

- New or upgraded traffic signals
- Upgraded guard rails
- Pedestrian warning flashing beacons
- Marked crosswalks
- Other projects listed in the Caltrans Local Road Safety Manual

California's local HSIP focuses on infrastructure projects with national recognized crash reduction factors. Normally HSIP call-for-projects is made at an interval of one to two years. The applicant must be a city, a county, or a tribal government federally recognized within the State of California.

Additional information regarding this program at the Federal level can be found online at: <https://safety.fhwa.dot.gov/hsip/>. California specific HSIP information – including dates for upcoming call for projects - can be found at: <http://www.dot.ca.gov/hq/LocalPrograms/hsip.html>. HSIP Cycle 11 applications are due in September 2022.

10.1.2 Caltrans Active Transportation Program

Caltrans Active Transportation Program (ATP) is a statewide funding program, created in 2013, consolidating several federal and state programs. The ATP funds projects that encourage increased mode share for walking and bicycling, improve mobility and safety for non-motorized users, enhance public health, and decrease greenhouse gas emissions. Projects eligible for this funding include:

- Bicycle and pedestrian infrastructure projects
- Bicycle and pedestrian planning projects (e.g., safe routes to school)
- Non-infrastructure programs (education and enforcement)



This program funding is provided annually. The ATP call for projects typically comes out in the spring. Information on this program and cycles can be found online at: <http://www.dot.ca.gov/hq/LocalPrograms/atp/>.

10.1.3 California SB 1

The California SB 1 is a landmark transportation investment to rebuild California by fixing neighborhood streets, freeways, and bridges in communities across California and targeting funds toward transit and congested trade and commute corridor improvements.

California's state-maintained transportation infrastructure will receive roughly half of SB 1 revenue: \$26 billion. The other half will go to local roads, transit agencies and an expansion of the state's growing network of pedestrian and cycle routes. Each year, this new funding will be used to tackle deferred maintenance needs both on the state highway system and the local road system, including:

- Local Street and Road Maintenance and Rehabilitation: \$1.5 billion
 - This funding is dedicated to improve local road maintenance, rehabilitation, and/or safety through projects such as restriping and repaving.
- Bike and Pedestrian Projects: \$100 million
 - This will go to cities, counties, and regional transportation agencies to build or convert more bike paths, crosswalks, and sidewalks. It is a significant increase in funding for these projects through the ATP.
- Local Planning Grants: \$25 million

10.1.4 California Office of Traffic Safety Grants

This program has funding for projects related to traffic safety, including transportation safety education and encouragement activities. Grants applications must be supported by local crash data (such as the data analyzed in this report) and must relate to the following priority program areas:

- Alcohol Impaired Driving
- Distracted Driving
- Drug-Impaired Emergency Medical Services
- Motorcycle Safety
- Occupant Protection
- Pedestrian and Bicycle Safety
- Police Traffic Services
- Public Relations, Advertising, and Marketing Program
- Roadway Safety and Traffic Records



10.1.5 SCAG Sustainable Communities Program

This program is an innovative vehicle for promoting local jurisdictional efforts to test local planning tools. The Sustainable Communities Program (SCP) provides direct technical assistance to SCAG member jurisdictions to complete planning and policy efforts to implement the regional Sustainable Communities Strategies (SCS). Grants are available in the following three categories:

- Integrated Land Use
 - Sustainable Land Use Planning
 - Transit Oriented Development (TOD)
 - Land Use & Transportation Integration
- Active Transportation
 - Bicycle Planning
 - Pedestrian Planning
 - Safe Routes to School Plans
- Green Region
 - Natural Resource Plans
 - Climate Action Plans (CAPs)
 - Green House Gas (GHG) Reduction programs

10.1.6 Safe Streets and Roads for All (SS4A) Grant Program

This program has allocated \$1B annually for the next 4 years for local cities, counties, MPOs, and other roadway owners (excepting state DOTs) for safety improvement grants for safety planning, education, enforcement, and roadway improvements. This program is not benefit / cost based. Evaluation criteria are oriented to the project's alignment with the Safe Systems approach. There is a 20% local match requirement (can be in-kind contribution via staff billable hours). Planning grants are open to any eligible agency and Implementation grants are open to agencies with a completed safety plan such as a Local Roadway Safety Plan. Planning grants are expected to range from \$100K to \$1M and Implementation grants are expected to range from \$1M to \$20M. Grant applications are due in September 2022. Implementing a Local Road Safety Plan and the City's adoption of a Vision Zero resolution makes the City eligible to apply for SS4A implementation grants.

10.1.7 Infrastructure Investment and Jobs Act

In November 2021, the President signed into law the \$1.2 trillion Infrastructure Investment and Jobs Act. In addition to the SS4A grant program described above, this law provides billions of dollars in additional funding for improvements and investment in the transportation sector nationwide. The law provides \$30 billion in funding over 5 years for competitive RAISE grants for transportation projects, as well as additional funding for repair and environmental mitigation projects. As these grant programs continue to be developed, City can position itself by identifying potential projects and programs to pursue.



10.2 Implementation Plan

Once the Local Roadway Safety Plan has been completed, the City can plan to regularly review and monitor collision data for trends and changes. The City can also plan to prioritize and implement certain improvements that were identified in this plan.

10.2.1 Monitoring

The City can plan to regularly monitor the success of the LRSP and its related implementations by performing the following steps. This before and after analysis can be performed every second year. The City can also meet with the Sheriff department quarterly to discuss roadway safety issues and compare to the latest collision analysis.

- Pull yearly collision data from Crossroads database to determine year-over-year trend
- Utilize Crossroads or GIS software to review the number of collisions occurring at specific locations. Locations where improvements have been made should receive priority for monitoring.
- Based upon changes in collision activity, determine efficacy of improvements and adjust strategies going forward

10.2.2 Analysis Update

The City can plan to update the analysis every two years as part of a monitoring program, as described in **Section 10.2.1**. Every 4 years the City will perform a major update to the analysis and the Local Roadway Safety Plan by performing the following steps. This update will maintain eligibility for the HSIP grant funding for the City. This analysis should continue to focus on both systemic and location-specific safety needs.

1. Obtain updated Statewide Integrated Traffic Records System (SWITRS) collision data from the Crossroads database
2. Use Excel software to update the collision trend analysis completed in Section 7, continue to compare new collision to historic trends
3. Update the roadway shapefile with any new or upgraded roadways
4. Update the intersection shapefile with any new or upgraded intersections
5. Re-run the GIS collision tool to determine the number of collisions at intersections and roadways within the updated study period. The City can plan to run the collision tool for all collisions, as well as the collision types identified in Section 3.2.2 Network Screening Analysis.
6. Update the collision analysis performed in this report, including the collision analysis tables shown in Section 7.7 Collision Network Screening Analysis Report
7. Review the Collision Toolbox to determine if any additional countermeasures should be considered for implementation in the City

10.2.3 Implementation Strategies

The opportunities identified in this report provide systemic and location-specific countermeasures that can be implemented within the City. Implementation will be dictated by funding and available resources, this



guidance is preliminary and subject to change. Over the near-term and mid-term, the City can concentrate its efforts on the following emphasis areas.

- Vulnerable Road Users (Pedestrians and Bicyclists)
- Aggressive Driving
- Aging Drivers
- Intersection Improvements

Analysis conducted at the citywide level indicated that these factors were some of the most frequent influences contributing to collisions within the City. The countermeasure opportunities previously discussed in this report for both systemic and project-specific improvements can be used as a basis for developing projects at locations where addressing these focus areas would be of the most benefit. Projects that address these focused areas citywide can be developed with a high benefit-to-cost ratio (by applying City-wide collision rates), allowing competitive projects to be developed even at sites with little to no direct collision history, but with conditions that might contribute to future collisions. For location-specific improvements, the City can utilize benefit-cost ratio calculations to help prioritize projects as funding and resources become available. The countermeasure toolbox in **Table 8** also identified a potential prioritization timeline for each improvement, based on cost, effectiveness and feasibility.

This project prioritization process will help the City be ready for the funding opportunities identified in **Section 10.1**. Project prioritization will also help to guide the projects as they are taking into the design and construction project. Coordination with City departments will be key in the completion of these implementations.

The City can also plan to implement the non-engineering improvements identified throughout this report, including actions related to Enforcement, Education, and Emergency Services. These actions will require coordination with internal and external stakeholders, such as City departments, law enforcement, local government organizations, and local community organizations. Early buy-in and engagement from these stakeholders will be key to the success of these actions.

To aid in these actions, the City can assemble a 'Task Force' of representatives from different City departments, such as Public Works, Development Services, and Public Safety. This task force will be instrumental in the monitoring, analysis update, project development and project implementation outlined in this plan.

10.3 Next Steps

The City has completed this LRSP to guide the process of future transportation safety improvements for years to come. In addition to the actions identified in the Implementation Plan, the City can perform the following to guide the success of this LRSP and the safety efforts overall.

- Develop investment program to help achieve the City's Vision Zero goals
- Work with state and partner agencies on implementation of large-scale programs and policies
- Incorporate safety analysis findings in future updates of safety programs
- Monitor statewide safety priorities, guidance, and funding opportunities

ATTACHMENT 6
Resolution No. 2022-R75 Vision Zero Policy

RESOLUTION NO. 2022-R75

A RESOLUTION ADOPTING A VISION ZERO POLICY.

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

SECTION 1: The City Council finds and declares that:

- A. According to data from the National Highway Traffic Safety Administration each year approximately 40,000 people are killed in traffic collisions in the United States;
- B. In a study comparing 19 peer nations the Center for Disease Control and Prevention found that the United States has the highest traffic death rate per person;
- C. In the City of Monterey Park, from 2017 to 2021, 20 people died and 34 suffered severe life changing injuries as a result of traffic related incidents. The City has an average of four deaths and seven severe injuries per year; Of the people who died in traffic crashes during this period, two thirds were walking or riding a bicycle;
- D. 40% of the pedestrians or bicyclists who died in crashes from 2017 to 2021 were 59 years old or older
- E. One death on City streets is one too many. The City Council dedicated to strategies that aim to reduce and eliminate deaths and serious injuries on City streets;
- F. Seniors, children, people with disabilities, people in low income communities, people walking and people bicycling face a disproportionate risk of traffic injuries and fatalities;
- G. Vision Zero is a public health based 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 equitable mobility for all;
- H. Vision Zero recognizes that while human error will always occur a combination of engineering education and enforcement measures can reduce collisions and can prevent collisions from causing death or severe injuries;
- I. The California Department of Transportation ("Caltrans") adopted the goal of moving toward zero deaths with a focus on using proven effective strategies and countermeasures;

- J. It is in the public interest for the City to adopt a Vision Zero Policy to help protect public health and safety; and
- K. City declares that Vision Zero is the citywide guiding principle for transportation planning, the design of streets and sidewalks and the maintenance of the public rights of way.

SECTION 2: Policy; Next Steps. The City Council establishes the following Vision Zero Policy:

- A. The Monterey Park Vision Zero Task Force (the “Task Force”) is created. Members of the Task Force will be selected by the City Manager.
- B. Prioritize the development of safe roadways and the highest level of safety for all road users through new policies, systems and infrastructure improvements for pedestrians, bicyclists and motorists.
- C. Create an Action Plan in a manner that promotes equity, community engagement and transparency by presenting it to Council for acceptance and approval and providing Council with regular updates on its development and implementation.
- D. Identify and secure grant funding to implement the Vision Zero action plan, including funding for pedestrian and traffic safety projects and public education as identified in the Action Plan and funding for Capital Improvement Programs that support Vision Zero policies

SECTION 3: Authorization. The City Manager is authorized to implement the Vision Zero Policy set forth in Section 2. Among other things, the City Manager is directed to implement the steps needed to consider adjusting speed limits within the City’s jurisdiction in accordance with AB 43 (Friedman, 2021).

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 provisions or applications and, to this end, the provisions of this Resolution are severable.

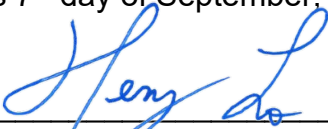
SECTION 5: Recordation. The Mayor, or presiding officer, is authorized to sign this Resolution signifying its adoption by the City Council of the City of Monterey Park and the City Clerk, or his duly appointed deputy, may attest thereto.

SECTION 6: 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.

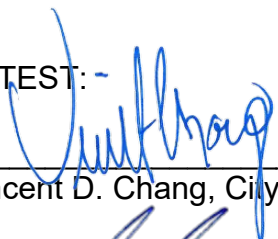
SECTION 7: Effective Date. This Resolution will become effective immediately upon adoption and remain effective unless superseded by a subsequent resolution.

PASSED AND ADOPTED this 7th day of September, 2022.



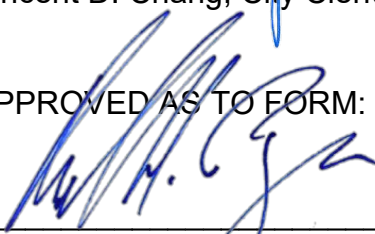
Henry Lo, Mayor

ATTEST: -



Vincent D. Chang, City Clerk

APPROVED AS TO FORM:



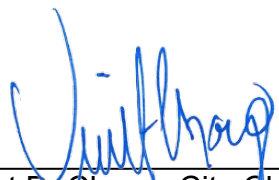
Karl H. Berger, City Attorney

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) 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. 2022-R75 was duly regularly adopted by the City Council of the City of Monterey Park at a meeting held on the 7th day of September 2022, by the following vote:

AYES:	Councilmembers: Yiu, Chan, Liang, Lo
NOES:	Councilmembers: None
ABSTAIN:	Councilmembers: None
ABSENT:	Councilmembers: None

Dated this 7th day of September 2022



Vincent D. Chang, City Clerk
Monterey Park, California

ATTACHMENT 7
LACMTA Safe Street 4 All Funding Agreement

AWARD NUMBER: 693JJ32340090
FIS NUMBER: 700507
CFDA: 20.939

AGMT# 9200000000SS4A04
SAM UEI: L972KD6E7JH4
SAM SEARCH: 10/12/2023

SAFE STREETS AND ROADS FOR ALL PROGRAM FUNDING AGREEMENT

This Funding Agreement for Safe Streets and Roads for All Program Funds (the “Agreement”) is dated for reference purposes only October 12, 2023, and is by and between the City of Monterey Park (the “Agency”) and the Los Angeles County Metropolitan Transportation Authority (“LACMTA”).

RECITALS

- A. Section 24112 of the Infrastructure Investment and Jobs Act (Pub. L. 117-58, November 15, 2021; also referred to as the “Bipartisan Infrastructure Law”) established the new Safe Streets and Roads for All (“SS4A”) discretionary program that supports the development, completion, or supplementation of a comprehensive safety action plan (“Action Plan”) that identifies the most significant roadway safety concerns in a community and the implementation of projects and strategies to address roadway safety issues.
- B. On June 23, 2022, the LACMTA Board adopted the Metro Street Safety, Data Sharing and Collaboration Policy and Action Plan to establish partnerships with Agencies as they design and implement safer and complete streets, and authorized staff to seek external funding to elaborate on and implement the policy and Action Plan and assist local jurisdictions in developing and funding vital street and road safety projects throughout Los Angeles County.
- C. On February 1, 2023, the United States Department of Transportation (the “USDOT”) announced the grant awards under the fiscal year (FY) 2022 SS4A program. The awards include \$21,494,665 to support projects to be implemented by LACMTA or their subrecipients.
- D. On August 22, 2023, a grant agreement by and between the USDOT, the Federal Highway Administration (the “FHWA”), and the LACMTA was executed designating LACMTA as the recipient of FY 2022 SS4A funds to support the LACMTA Action Plan, which in part provides \$984,000 in funding to the Agency for the Monterey Park Vision Zero Action Plan (the “Project”).
- E. As the recipient of SS4A funds, the LACMTA as a pass-through entity shall negotiate and execute Agreements with agencies as subrecipients and shall monitor the activities with respect to performance of work and compliance, by providing technical assistance, financial management, internal controls, and oversight.
- F. The total cost for the Project described in the Scope of Work (the “SOW”), attached as Exhibit “A”, hereto is estimated to be \$1,230,000 (“Estimated Cost”).

- G. The Agency has agreed to provide the required local match of \$246,000 (the “Local Match”), as described in the Financial Plan that is attached as Exhibit “B”, and any additional funding required to complete the Project.
- H. LACMTA assumes no responsibility for the funding of any portion of the Project. LACMTA is only acting as a pass-through conduit for the Agency.
- I. The Agency understands that the Federal Funds provided herein must be expended within the Term of this Agreement as specified in Section 13.1 and that it must have obtained any environmental clearance required by federal regulations to use the Federal Funds.
- J. The parties desire to execute this Agreement so LACMTA may pass through the Federal Funds received from the Federal Grant to the Agency to satisfy the requirements under 2 CFR 200.332 and are subject to the terms and conditions specified in Part I of this Agreement and applicable Federal laws and regulations referenced in Part II of this Agreement.

NOW, THEREFORE, the parties hereby agree as follows:

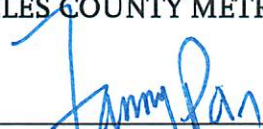
The terms and conditions and applicable Federal laws and regulations of this Agreement consist of the following and each is incorporated by reference herein as if fully set forth herein:

1. Part I – Terms and Conditions
2. Part II – Applicable Federal Laws and Regulations
3. Exhibit A – Scope of Work
4. Exhibit B – Financial Plan
5. Exhibit C – Subrecipient Procurement Certification

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

LACMTA:

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

By:  12/7/2023
for Stephanie N. Wiggins Date
Chief Executive Officer

APPROVED AS TO FORM:

DAWYN R. HARRISON
County Counsel

By:  11/6/23
Deputy Date

GRANTEE:

CITY OF MONTEREY PARK

By:  12 / 04 / 2023
Inez Alvarez Date
City Manager

APPROVED AS TO FORM (OPTIONAL):

By:  12 / 01 / 2023
City Attorney Date
Karl H. Berger

PART I
TERMS AND CONDITIONS

1. Title of the Project (the "Project"): Monterey Park Vision Zero Action Plan
2. The Agency shall complete the Project as described in the Scope of Work, and in accordance with the Federal Grant requirements of the FHWA and this Agreement. The Scope of Work for the Project is included with this Agreement as Exhibit A. The Scope of Work includes a description of the Project and a detailed description of the work to be completed by the Agency including, without limitation, Project milestones consistent with the set schedule. Work shall be delivered in accordance with that schedule unless otherwise agreed to by the parties in writing. If the Agency is consistently behind schedule in meeting milestones or in delivering the Project, then LACMTA will have the option to terminate this Agreement for default as described in Section 17.
3. The Agency has **four (4) years** after the Agreement is executed to expend the funds unless otherwise authorized by LACMTA.
4. The Agency acknowledges that the Action Plan will be made publicly available, and the Agency agrees that it will publish the final Action Plan on a publicly available website.
5. The Agency is required to comply with all applicable Federal laws and regulations as referenced in Part II.
6. Non-compliance with the terms and conditions or applicable Federal laws and regulations referenced in Part II of this Agreement may result in remedial action, termination of the SS4A grant, disallowing costs incurred for the Project, requiring the Agency to refund to the FHWA the SS4A grant funds, and reporting the non-compliance in the Federal-government-wide integrity and performance system.
7. **QUARTERLY PROGRESS REPORTING REQUIREMENTS**

7.1 The Agency must complete and submit well documented quarterly progress reports. Progress report data must be submitted to LACMTA within 15 days after the end of each quarter for the calendar year. Agencies are required to use the SS4A Quarterly Progress Report template for submissions to LACMTA. The due dates are as follow:

- (i) Quarter 1: January 1 – March 31- Due April 15.
- (ii) Quarter 2: April 1 – June 30- Due July 15.
- (iii) Quarter 3: July 1 – September 30- Due October 15.
- (iv) Quarter 4: October 1 – December 31- Due January 15.

7.2 LACMTA will measure grant performance against the stated Project scope, schedule, budget, and deliverables in the Scope of Work included in the Agreement. Poor performance may be grounds for termination of the Agreement and revocation of the grant funds. The first reports shall be due to LACMTA within 15 days following the first full quarter after the date of execution of this Agreement.

8. REQUEST FOR REIMBURSEMENT

8.1 The Agency shall contribute at least the statutorily or other required local contribution of matching funds (other than Federal Funds and any other USDOT funds), if any is specified within this Agreement or any attachments hereto, toward the actual costs of the Project.

8.2 Not more frequently than quarterly, the Agency will prepare and submit to the LACMTA a certified request for reimbursement on the approved SS4A Reimbursement Request Form accompanied by the SS4A Quarterly Progress Report, for allowable Project costs incurred and paid for by the Agency consistent with the Project's SOW. Advance payments by LACMTA are not allowed.

8.3 Each Request for Reimbursement shall report the total of eligible Project expenditures, include a supporting summary of expenses that includes a detailed breakout of all costs incurred (i.e. direct labor, fringe benefits, contract costs, indirect costs, other direct costs), specify the percentage and amount of the Federal share and the Agency share of costs, and include any invoices paid along with proof of payment (i.e. check stubs, receipts).

8.4 If applicable, the first Request for Reimbursement shall also be accompanied by a report describing any tasks specified in the SOW document which were accomplished prior to the Effective Date of this Agreement, which costs could be credited toward the required Local Match provided that LACMTA has provided prior written approval for such expenditures to the Agency.

8.5 LACMTA will retain ten percent (10%) of each invoice amount until LACMTA has evaluated the Agency's performance according to the criteria specified by LACMTA and the data provided by the Agency and has determined that all contract requirements under this Agreement have been satisfactorily fulfilled. This includes confirmation that all proposed enhancements to existing subregional plans are completed, and/or the proposed Action Plan is made publicly available and is published on a publicly available website. The Agency shall invoice LACMTA for reimbursement of the 10% retention separately.

8.6 The Agency will request reimbursement for costs that are allowable under the applicable cost provisions of Title 2 of the Code of Federal Regulations(2 C.F.R.) Part 200, Subpart E., and should consult with LACMTA's SS4A Program Manager for questions regarding non-reimbursable expenses.

8.7 Total payments shall not exceed the Funding Amount specified in this Agreement. No Request for Reimbursement will be processed by LACMTA for expenses incurred after the Termination Date of this Agreement.

8.8 If any amounts paid to the Agency are disallowed or not reimbursed by the FHWA for any reason, the Agency shall remit to LACMTA the disallowed or reimbursed amount(s) within 30 days from receipt of LACMTA's notice. All payments made by LACMTA hereunder are subject to the audit provisions contained herein and within the Federal Grant.

8.9 The Agency shall comply with and ensure that work performed under this

Agreement is done in compliance with all applicable provisions of federal, state, and local laws, statutes, ordinances, rules, regulations and procedural requirements, including without limitation, Federal Acquisition Regulations (FAR) and the applicable requirements and regulations of LACMTA. The Agency 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.

8.10 All requests for reimbursement must first be approved by the SS4A Program Manager prior to submission for payment. Once approved, requests for reimbursement shall be transmitted to LACMTA's Accounts Payable Department using one of the following two options:

Option 1) E-mail:

AccountsPayable@Metro.net
AGMT# 9200000000SS4A04

Option 2) Standard Mail:

Los Angeles County Metropolitan Transportation Authority
P.O. Box 512296
Los Angeles, CA 90051-0296
Attention: Accounts Payable, AGMT# 9200000000SS4A04

9. START AND END DATE OF REIMBURSABLE ACTIVITIES

Unless written notification is otherwise provided by the LACMTA, the start date of reimbursable activities is August 22, 2023, the date the USDOT, FHWA, and LACMTA executed an agreement designating LACMTA as the recipient of FY 2022 SS4A funds to support the Project. Actual reimbursement of eligible work cannot occur until LACMTA and the Agency execute this Agreement. The end date of reimbursable activities is the Termination Date of this Agreement.

10. DISBURSEMENT OF FUNDS

10.1 To the extent LACMTA receives Federal Funds pursuant to the Federal Grant, LACMTA shall forward Federal Funds in an amount not to exceed \$984,000 (the "Funding Amount") to the Agency subject to the terms and conditions of the Federal Grant and this Agreement.

10.2 Payments to the Agency will be processed by LACMTA within a reasonable time period, but in no event more than sixty (60) calendar days after receipt of a Request for Reimbursement meeting the requirements of Section 8 above.

10.3 The Agency shall be subject to, and shall comply with, all requirements of the Federal Grant and other applicable requirements of the United States Department of Labor (USDOL), USDOT, FHWA, and LACMTA as required by LACMTA to fulfill its responsibilities as the grantee under the Federal Grant and as the pass-through agency.

10.4 Disbursements shall be made on a reimbursement basis in accordance with the provisions of this Agreement.

10.5 LACMTA will make all disbursements electronically unless an exception is requested in writing. Disbursements via Automated Clearing House (ACH) will be made at no cost to the Agency. The Agency must confirm they are registered in the LACMTA payment system to receive ACH payments or must complete the ACH form and submit such form to LACMTA before reimbursement payments can be made.

10.6 Expenses that are not invoiced by the termination date specified in Section 13.1 below are not eligible for reimbursement.

11. ALLOWABLE COSTS

11.1 Allowable Project costs will be accepted only if they meet the requirements of 2 C.F.R. Part 200, Subpart E.

11.2 Allowable Project costs will be accepted only for planning and demonstration of an Action Plan, including costs to develop, complete, or supplement an Action Plan, and supplemental planning and/or demonstration activities that inform the development of a new or existing Action Plan.

11.3 Implementation costs shall not be considered eligible costs for reimbursement, which include infrastructure, behavioral, design, development, and/or operational activities identified in an Action Plan.

11.4 Indirect costs shall not be considered eligible costs for reimbursement unless all the following requirements are met by the Agency: i) provide evidence of a federally approved Cost Allocation Plan and indirect rate, consistent with the requirements of 2 C.F.R. 200.414; ii) submit a written request to LACMTA; and iii) receive a written approval from LACMTA prior to incurring the expenditure.

12. LACMTA COSTS

12.1 LACMTA will not charge the Agency for administering these Federal Funds.

13. TERM

13.1 The term of this Agreement shall commence on the date of the LACMTA's CEO or their designee's signature ("Effective Date") and shall terminate **four (4) years** after the Effective Date of this Agreement (the "Termination Date"), unless extended by a written approval from the LACMTA, or terminated earlier as provided herein, (i) the agreed upon Scope of Work has been completed; (ii) all deliverables have been published and made publicly available; (iii) all LACMTA audit and reporting requirements have been satisfied; and (iv) the final disbursement of the Funds has been made to the Agency.

13.2 Should LACMTA determine there are insufficient Funds available for the Project; LACMTA may terminate this Agreement by giving written notice to the Agency at least thirty (30) days in advance of the effective date of such termination. If this Agreement is terminated pursuant to this section, LACMTA will not reimburse the Agency any costs incurred after the effective date of such termination.

13.3 Amendments to this Agreement shall be in writing executed by the parties. No changes to the (i) award amount, (ii) Project Funding, (iii) the SOW, or (iv) termination date of shall be allowed without a written amendment to this Agreement, approved and signed by the LACMTA Chief Executive Officer or their designee and the Agency.

14. FINANCIAL RECORDS AND AUDIT REQUIREMENTS

14.1 The Agency shall be subject to and shall comply with all applicable requirements of LACMTA, the FHWA, the USDOT, and the USDOL regarding Project reporting, audit requirements and site visits.

14.2 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 may commence a final audit within twelve months of receipt of an acceptable final invoice. The Agency agrees to establish and maintain proper accounting procedures and cash management records and documents in accordance with Generally Accepted Accounting Principles (GAAP). The Agency shall reimburse LACMTA for any expenditure not in compliance with the terms and conditions of this Agreement. Any use of the Funds which is expressly prohibited under this Agreement shall be an ineligible use of the Funds and may be disallowed by LACMTA audit. Findings of the LACMTA audit are final. When LACMTA audit findings require the Agency to return monies to LACMTA, the Agency shall return such monies within thirty (30) days after the final audit is sent to the Agency. LACMTA shall make all reasonable efforts, including initiating litigation, if necessary, to recover Federal funds if determined that those funds have been spent fraudulently, wastefully, or in violation of Federal laws, or misused in any manner under this Agreement.

14.3 The Agency shall keep records, including, 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 and confirm compliance with applicable Federal laws and regulations referenced in Part II of this Agreement. The 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, and those deemed necessary by LACMTA to evaluate and verify compliance with Federal laws (including Title VI, ADA, and DBE). These records must be retained by the Agency for three years following final payment under this Agreement.

14.4 The Agency shall comply with all applicable provisions governing the FHWA's access to records, accounts, documents, information, facilities, and staff, including complying with any program or compliance reviews, and/or complaint investigations conducted by the FHWA. The Agency shall submit the material for review upon request to FHWA, or its designee in a timely, complete, and accurate way.

14.5 The Agency shall cause all contractors and subcontractors to comply with the requirements of Sections 14.3 and 14.4 above. The Agency shall cause all contractors and subcontractors to cooperate fully in furnishing or in making available to LACMTA and FHWA all records deemed necessary by auditors or authorized representatives related to the Project.

14.6 LACMTA or any of its duly authorized representatives, upon reasonable written notice shall be afforded access to all the records of the Agency and its contractors and subcontractors related to the Project and shall be allowed to interview any employee of the Agency and its contractors and subcontractors through final payment to the extent reasonably practicable.

14.7 LACMTA or any of its duly authorized representatives, upon reasonable written notice, shall have access to the offices of the Agency and its contractors and subcontractors, 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 Agreement.

14.8 In addition to LACMTA's other remedies as provided in this Agreement, LACMTA shall withhold the Funds and/or recommend not to award future grants to the Agency if the LACMTA audit has determined that the Agency failed to comply with the Scope of Work (such as misusing Funds or failure to return Funds owed to LACMTA and FHWA in accordance with audit findings) and/or is severely out of compliance with other terms and conditions as defined by this Agreement, including the access to records provisions of section 14.3 and 14.4.

14.9 The Agency shall certify monthly invoices by reviewing all contractor and subcontractor costs and maintaining internal control to ensure that all expenditures are reasonable, allocable, and allowable under the applicable cost provisions of 2 C.F.R. Part 200, Subpart E.

14.10 Whenever possible, in exercising its audit rights under this Agreement, LACMTA shall rely on the Agency's own records and audit work to minimize direct audit of contractors, subcontractors, consultants, and suppliers.

14.11 The Agency shall obtain the services of an independent auditor to conduct a single audit of the Project each year in conformance with the provisions of 2 C.F.R. Part 200, Subpart F. The Agency shall submit a copy of each single audit to the LACMTA within 30 days of its completion.

15. EXPENDITURE AND DISPOSITION OF FUNDS

15.1 The expenditure and disposition of the Funding Amount by the Agency shall be subject to and in accordance with the terms and conditions of this Agreement, the Federal Grant and the applicable requirements of LACMTA and the FHWA. The Agency shall not utilize the Funding Amount in any way or on any project other than that specified in this Agreement and in the Federal Grant.

15.2 The Agency shall be responsible for any and all cost overruns and/or operating

deficits for the Project.

15.3 Upon completion of the Project described in the SOW and disposition of the 10 percent retention, any unused Funding Amount shall revert back to the FHWA.

15.4 The Agency shall address all correspondence to the FHWA regarding this Project through LACMTA's SS4A Program Manager.

15.5 The programmed budget (the "Financial Plan") specifying the sources and amounts of funds to be used to pay for the Project is attached to this Agreement as Exhibit "B".

15.6 No material changes, as determined by LACMTA in its reasonable discretion and subject to the final discretion of the FHWA, to the Financial Plan or the SOW shall be funded or allowed without an amendment to this Agreement approved and signed by LACMTA's CEO or their designee and an amendment to the Federal Grant evidencing the FHWA's acceptance of such material change. The Agency shall give advance written notice to LACMTA of all proposed changes to the Financial Plan or SOW that it originally submitted to LACMTA.

16. TIMELY USE OF FUNDS

16.1 The Agency must demonstrate timely use of the Funds by:

- (v) Executing this Agreement within ninety (90) days of receiving formal transmittal of the Agreement from LACMTA.
- (vi) Meeting the Project milestones due dates as agreed upon by the LACMTA and Agency in the Agreement (see Exhibit A, SOW).
- (vii) Expending the Funds granted under this Agreement for allowable costs within the term of this Agreement.

17. DEFAULT

17.1 Default under this Agreement is defined as one or more of the following: (i) the Agency fails to comply with the terms and conditions specified in Part I of this Agreement, the applicable Federal laws and regulations referenced in Part II of this Agreement, or the SOW contained herein; (ii) the Agency is consistently behind schedule in meeting milestones or in delivering the Project; (iii) the Agency fails to perform satisfactorily or makes a material change, as determined by LACMTA at its sole discretion, to the Financial Plan, the Scope of Work, or the Project Funding without LACMTA's and FHWA's prior written consent or approval as provided herein; or, (iv) the Agency is in default of any other applicable requirements of LACMTA or the FHWA.

18. REMEDIES

18.1 In the event of a Default by the Agency, LACMTA shall provide written notice of such Default to the Agency with a 30-day period to cure the Default. In the event the Agency 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 agreement;
- (ii) LACMTA may make no further disbursements of Funds to the Agency;
- (iii) LACMTA may recover from the Agency any Funds disbursed to the Agency as allowed by law or in equity; and/or
- (iv) Any remedies the FHWA may have under the Federal Grant.

18.2 Effective upon receipt of written notice of termination from LACMTA pursuant to Section 18.1, the Agency shall not undertake any new work or obligation with respect to this Agreement unless so directed by LACMTA in writing. Any Funds expended after termination shall be the sole responsibility of the Agency.

18.3 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.

19. SECTION 5333(b) REQUIREMENTS

19.1 For purposes of satisfying the requirements of Section 5333(b) of the Federal Transit Act, by signing this Agreement the Agency certifies its acceptance of the terms and conditions of all protective arrangements applicable to all capital and operating assistance projects and of any other Section 5333(b) protections certified by the USDOL as applicable to any federal funding received, including any specific terms and conditions included in USDOL's certification letter for the FHWA grant.

19.2 The Agency shall indemnify, defend, and hold harmless the LACMTA and its employees, officers and agents for any claims properly brought by public transportation employees in the Agency's service area or by its subcontractors pursuant to the Special Warranty, or any other Section 5333(b) arrangements, that may be filed against LACMTA and that may arise from any or all of the Federal Grant awarded to LACMTA on behalf of the Agency for the Project.

20. ADDITIONAL TERMS AND CONDITIONS

20.1 This Agreement, along with its Attachments, constitutes the entire understanding between the parties, with respect to the subject matter herein. The Agreement shall not be amended, nor any provisions or breach hereof waived, except in writing signed by the parties who agreed to the original Agreement or the same level of authority.

20.2 In the event that there is any court proceeding between the parties to enforce or interpret this Agreement, 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.

20.3 Neither LACMTA nor any subsidiary or their respective directors, officers, agents, or employee thereof shall be responsible for any damage or liability occurring by reason of anything done or committed to be done by the Agency under or in connection with any work performed by or service provided by the Agency, its officers, agents, employees, contractors and subcontractors under this Agreement. The Agency shall fully indemnify, defend (with counsel approved by LACMTA) and hold LACMTA, and its subsidiaries and their

respective directors, officers, agents and employees harmless from and against any suits and causes of actions, claims, losses, liability, damages, costs and expenses, including without limitation, any costs or liability on account of bodily injury, death or personal injury of any person or for damage to or loss of property, any environmental obligation, and any legal fees in any way arising out of acts or omissions to act related to the Project or this Agreement, without requirement that LACMTA first pay such claim. The obligations set forth in this section shall survive termination of this Agreement.

20.4 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 Agreement.

20.5 The Agency shall comply with and ensure that work performed under this Agreement is done in compliance with Generally Accepted Accounting Principles (GAAP), all applicable provisions of federal, state, and local laws, statutes, ordinances, rules, regulations, and the applicable requirements and regulations of LACMTA. The Agency 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.

20.6 The Agency shall not assign this Agreement, or any part thereof, without prior approval of the LACMTA Chief Executive Officer or their designee, and any assignment without said consent shall be void and unenforceable at the option of LACMTA.

20.7 Subject to all requirements of this Agreement, the Federal Grant, and all other applicable requirements of LACMTA and FHWA, including without limitation the requirement of competitive procurement of services and assets, the Agency may contract with other entities, including its affiliates in a project management role, to implement this Agreement.

20.8 This Agreement shall be governed by California law. If any provision of this Agreement 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.

20.9 The covenants and agreements of this Agreement shall inure to the benefit of, and shall be binding upon, each of the parties and their respective successors and assigns.

20.10 The Agency will advise LACMTA prior to any key Project staffing changes.

20.11 The Agency in the performance of the work described in this agreement is not a contractor nor an agent or employee of LACMTA. The Agency attests to no organizational or personal conflicts of interest and agrees to notify LACMTA immediately if a conflict, or the appearance thereof, arises. The Agency shall not represent itself as an agent or employee of LACMTA and shall have no powers to bind LACMTA in contract or otherwise.

20.12 The Agency agrees to comply with all applicable Federal laws and regulations referenced in Part II of this Agreement including, but not limited to, the Uniform Administrative Requirements (49 C.F.R. Part 18), Cost Principles, and Audit Requirements for Federal Awards (2 C.F.R. Part 200); National Environmental Policy Act (NEPA) (42 U.S.C. 4321 et seq.); and Build America, Buy America Act (BIL, div. G 70901-27).

20.13 The Agency agrees that federal laws and regulations control Project award and implementation. The Agency also agrees that federal directives as defined in (Part II, Applicable Federal Laws and Regulations) this Agreement, set forth federal terms applicable to the Project, except to the extent that FHWA determines otherwise in writing. The Agency understands and agrees that unless FHWA has offered express written approval of alternative procedure or course of action differing from a procedure or course of action set forth in the applicable federal directive, the Agency may incur a violation of the terms of its Agreement if it implements an alternative procedure or course of action not approved.

20.14 The Agency understands and agrees that federal laws, regulations, and directives applicable to the Project and to itself as the applicant for federal funds on the date on which the FHWA authorized official awards of federal assistance for the Project may be modified from time to time. New federal laws, regulations and directives may become effective after the date on which the Agency executes the Agreement for the Project and might apply to that Agreement. The Agency agrees that the most recent of such federal laws, regulations and directives will govern the administration of the Project at any time, except to the extent FHWA determines otherwise in writing.

20.15 The Agency understands that it will make reference to the Catalog of Federal Domestic Assistance (CFDA) number for the Safe Streets and Roads for All Program (20.939) in all its correspondence, including quarterly progress reports, invoices, and single audit reports.

20.16 Notices will be given to the parties at the address specified below unless otherwise notified in writing of change of address. Any notice required or permitted to be delivered hereunder shall be deemed to be delivered upon receipt by the correct address by United States mail, postage prepaid, certified, or registered mail, return receipt requested, or by Federal Express or other reputable overnight delivery service addressed to the parties hereto as follows:

LACMTA's Address:

LACMTA
One Gateway Plaza
Mail Stop 99-23-3
Los Angeles, CA 90012
Attention: Ruben Cervantes
Email: cervantesr@metro.net
Phone: 213-547-4323

Agency Address:

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

PART II
APPLICABLE FEDERAL LAWS AND REGULATIONS

By entering into this Agreement, the Agency assures and certifies, with respect to these SS4A funds, that it will comply with all applicable Federal laws, regulations, executive orders, policies, guidelines, and requirements as they relate to the application, acceptance, and use of Federal funds for this Project. Performance under this agreement shall be governed by and in compliance with the following requirements, as applicable, to the Agency. The applicable provisions to this agreement include, but are not limited to, the following:

General Federal Legislation

- a) Federal Fair Labor Standards Act – 29 U.S.C. 201, et seq.
- b) Hatch Act – 5 U.S.C. 1501, et seq.
- c) Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 – 42 U.S.C. 4601, et seq.
- d) National Historic Preservation Act of 1966 - Section 106 – 54 U.S.C. 306108
- e) Archeological and Historic Preservation Act of 1974 – 54 U.S.C. 312501, et seq.
- f) Native American Graves Protection and Repatriation Act – 25 U.S.C. 3001, et seq.
- g) Clean Air Act, P.L. 90-148, as amended – 42 U.S.C. 7401, et seq.
- h) Section 404 of the Clean Water Act, as amended – 33 U.S.C. 1344
- i) Section 7 of the Endangered Species Act, P.L. 93-205, as amended – 16 U.S.C. 1536
- j) Coastal Zone Management Act, P.L. 92-583, as amended – 16 U.S.C. 1451, et seq.
- k) Flood Disaster Protection Act of 1973 - Section 102(a) – 42 U.S.C. 4012a
- l) Age Discrimination Act of 1975 – 42 U.S.C. 6101, et seq.
- m) American Indian Religious Freedom Act, P.L. 95-341, as amended
- n) Drug Abuse Office and Treatment Act of 1972, as amended – 21 U.S.C. 1101, et seq.
- o) The Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970, P.L. 91-616, as amended – 42 U.S.C. 4541, et seq.
- p) Sections 523 and 527 of the Public Health Service Act of 1912, as amended – 42 U.S.C. 290dd through 290dd-2
- q) Architectural Barriers Act of 1968 – 42 U.S.C. 4151, et seq.
- r) Power Plant and Industrial Fuel Use Act of 1978, P.L. 100-42 - Section 403 – 42 U.S.C. 8373
- s) Contract Work Hours and Safety Standards Act – 40 U.S.C. 3701, et seq.
- t) Copeland Anti-kickback Act, as amended – 18 U.S.C. 874 and 40 U.S.C. 3145
- u) National Environmental Policy Act of 1969 – 42 U.S.C. 4321, et seq.
- v) Wild and Scenic Rivers Act, P.L. 90-542, as amended – 16 U.S.C. 1271, et seq.
- w) Federal Water Pollution Control Act, as amended – 33 U.S.C. 1251-1376
- x) Single Audit Act of 1984 – 31 U.S.C. 7501, et seq.
- y) Americans with Disabilities Act of 1990 – 42 U.S.C. 12101, et seq.
- z) Title IX of the Education Amendments of 1972, as amended – 20 U.S.C. 1681 through 1683 and 1685 through 1687
- aa) Section 504 of the Rehabilitation Act of 1973, as amended – 29 U.S.C. 794
- bb) Title VI of the Civil Rights Act of 1964 – 42 U.S.C. 2000d, et seq.

- cc) Title IX of the Federal Property and Administrative Services Act of 1949 – 40 U.S.C. 1101 -1104, 541, et seq.
- dd) Limitation on Use of Appropriated Funds to Influence Certain Federal Contracting and Financial Transactions – 31 U.S.C. 1352
- ee) Freedom of Information Act – 5 U.S.C. 552, as amended
- ff) Magnuson-Stevens Fishery Conservation and Management Act – 16 U.S.C. 1855
- gg) Farmland Protection Policy Act of 1981 – 7 U.S.C. 4201, et seq.
- hh) Noise Control Act of 1972 – 42 U.S.C. 4901, et seq.
- ii) Fish and Wildlife Coordination Act of 1956 – 16 U.S.C. 661, et seq.
- jj) Section 9 of the Rivers and Harbors Act and the General Bridge Act of 1946 – 33 U.S.C. 401 and 525
- kk) Section 4(f) of the Department of Transportation Act of 1966 – 49 U.S.C. 303
- ll) Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA), as amended – 42 U.S.C. 9601, et seq.
- mm) Safe Drinking Water Act – 42 U.S.C. 300f to 300j-26
- nn) Wilderness Act – 16 U.S.C. 1131-1136
- oo) Solid Waste Disposal Act, as amended by the Resource Conservation and Recovery Act of 1976 – 42 U.S.C. 6901, et seq.
- pp) Migratory Bird Treaty Act – 16 U.S.C. 703, et seq.
- qq) The Federal Funding Transparency and Accountability Act of 2006, as amended (Pub. L. 109–282, as amended by section 6202 of Public Law 110–252)
- rr) Cargo Preference Act of 1954 – 46 U.S.C. 55305
- ss) Section 889 of the John D. McCain National Defense Authorization Act for Fiscal Year 2019, Pub. L. 115-232

Executive Orders

- a) Executive Order 11246 – Equal Employment Opportunity
- b) Executive Order 11990 – Protection of Wetlands
- c) Executive Order 11988 – Floodplain Management
- d) Executive Order 12372 – Intergovernmental Review of Federal Programs
- e) Executive Order 12549 – Debarment and Suspension
- f) Executive Order 12898 – Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations
- g) Executive Order 13166 – Improving Access to Services for Persons with Limited English Proficiency
- h) Executive Order 13985 – Advancing Racial Equity and Support for Underserved
- i) Communities Through the Federal Government
- j) Executive Order 14005 – Ensuring the Future is Made in All of America by All of
- k) America’s Workers
- l) Executive Order 14008 – Tackling the Climate Crisis at Home and Abroad

General Federal Regulations

- a) Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards – 2 C.F.R. Parts 200, 1201
- b) Non-procurement Suspension and Debarment – 2 C.F.R. Parts 180, 1200
- c) Investigative and Enforcement Procedures – 14 C.F.R. Part 13

- d) Procedures for predetermination of wage rates – 29 C.F.R. Part 1
- e) Contractors and subcontractors on public building or public work financed in whole or part by loans or grants from the United States – 29 C.F.R. Part 3
- f) Labor standards provisions applicable to contracts governing federally financed and assisted construction (also labor standards provisions applicable to non-construction contracts subject to the Contract Work Hours and Safety Standards Act) – 29 C.F.R. Part 5
- g) Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor (Federal and federally assisted contracting requirements) – 41 C.F.R. Parts 60, et seq.
- h) New Restrictions on Lobbying – 49 C.F.R. Part 20
- i) Nondiscrimination in Federally Assisted Programs of the Department of Transportation – Effectuation of Title VI of the Civil Rights Act of 1964 – 49 C.F.R. Part 21
- j) Uniform relocation assistance and real property acquisition for Federal and Federally assisted programs – 49 C.F.R. Part 24
- k) Nondiscrimination on the Basis of Sex in Education Programs or Activities Receiving Federal Financial Assistance – 49 C.F.R. Part 25
- l) Nondiscrimination on the Basis of Handicap in Programs and Activities Receiving or Benefiting from Federal Financial Assistance – 49 C.F.R. Part 27
- m) DOT's implementation of DOJ's ADA Title II regulations compliance procedures for all programs, services, and regulatory activities relating to transportation under 28 C.F.R. Part 35
- n) Enforcement of Nondiscrimination on the Basis of Handicap in Programs or Activities Conducted by the Department of Transportation – 49 C.F.R. Part 28
- o) Denial of public works contracts to suppliers of goods and services of countries that deny procurement market access to U.S. contractors – 49 C.F.R. Part 30
- p) Governmentwide Requirements for Drug-Free Workplace (Financial Assistance) – 49 C.F.R. Part 32
- q) DOT's implementing ADA regulations for transit services and transit vehicles, including the DOT's standards for accessible transportation facilities in Part 37, Appendix A – 49 C.F.R. Parts 37 and 38
- r) Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs – 49 C.F.R. Part 26

Office of Management and Budget Circulars

- a) Any applicable OMB Circular based upon the specific FY 2022 Safe Streets and Roads for All Grant Recipients and Subrecipients.

Highway Federal Legislation

- a) Agreements relating to the use of access to rights-of-way-interstate system, 23 U.S.C. 111
- b) Planning, 23 U.S.C. 134 and 135 (except for projects that are not regionally significant that do not receive funding under Title 23 or Chapter 53 of Title 49)

- c) Tolls, 23 U.S.C. 301 (to the extent the recipient or subrecipient wishes to toll an existing free facility that has received Title 23 funds in the past); except as authorized by 23 U.S.C. 129 and 166.
- d) Efficient Environmental Reviews - 23 U.S.C. 139
- e) Policy on lands, wildlife and waterfowl refuges, and historic sites - 49 U.S.C. 303

Federal Highway Regulations

- a) Planning – 23 C.F.R. Part 450 (except for projects that are not regionally significant that do not receive funding under Title 23 or Chapter 53 of Title 49)
- b) National Highway System Design Standards – 23 C.F.R. Part 625
- c) Location and Hydraulic Design of Encroachments on Flood Plains – 23 C.F.R. Part 650 Subpart A
- d) Manual on Uniform Traffic Control Devices – 23 C.F.R. Part 655
- e) Length, Width and Weight Limitations – 23 C.F.R. Part 658
- f) Environmental Impact and Related Procedures – 23 C.F.R. Part 771
- g) Parks, Recreation Areas, Wildlife and Waterfowl Refuges, and Historic Sites (Section 4(f)) – 23 C.F.R. Part 774
- h) Permitting Requirements under the National Pollutant Discharge Elimination System – 40 C.F.R. Part 122

EXHIBIT A

SCOPE OF WORK

Monterey Park Vision Zero Action Plan

- Develop a plan that identifies priorities and strategies to help the City achieve its goal of zero traffic fatalities and severe injuries.

The City of Monterey Park began identifying safety priorities with the creation of the Local Roadway Safety Plan in 2022, which analyzed collision trends and identified a toolbox of potential improvements to reduce injuries and fatalities on City roadways. As part of that effort, the City adopted a Vision Zero resolution in 2022. As a continuation of this process, the City intends to complete a Vision Zero Action Plan.

The Plan will identify priorities and strategies to help the City achieve its goal of zero traffic fatalities and severe injuries. The Plan will be centered on stakeholder and community engagement, including agency staff, elected and community leaders, and the general public. The Plan will outline actionable strategies and highlight policy and design solutions. Engagement strategies will be developed as part of this Plan to emphasize participation in disadvantaged communities. The Plan will also provide a special focus on strategies for Safe Routes to School, Active Transportation, and Complete Streets.

The Safe Routes to School component will bring physical, educational, and behavioral safety improvements to neighborhood streets near 12 City schools. The Plan will implement safety education in school communities to create a culture of safety amongst the city's youngest residents.

The Active Transportation component will provide a set of tools and strategies to make the streets more inviting, safe, and comfortable for pedestrians and bicyclists. Strategies will be prioritized for those implementable in the short-term and those that are part of a long-term vision.

The Complete Streets component will analyze multimodal connectivity and establish new guidelines and performance measures to identify barriers to equitable accessibility and mobility that can be addressed by creating more shared use corridors. The Plan will also aim to ensure complete streets are incorporated into the City's roadway design guidelines and maintenance processes.

Performance Measures (completion of project)

- a) Percent of Funds to Underserved Communities: Funding amount (of total project amount) benefiting underserved communities, as defined by USDOT.
- b) Lessons Learned and Recommendations: Description of lessons learned and any recommendations relating to future projects or strategies to prevent death and serious injury on roads and streets.

Timeline

Milestone	Schedule Date
Planned Draft Action Plan Completion Date:	12/31/2024
Planned Action Plan Completion Date:	3/31/2025
Planned Action Plan Adoption Date:	5/31/2025
Planned SS4A Final Report Date:	7/31/2025

Deliverables

- a) Implement the Project consistent with the Scope of Work and the Federal Grant (including any amendments approved by the LACMTA and the FHWA), and in compliance with all applicable federal regulations.
- b) Submit all required reports and certifications as detailed in this Agreement and as requested by LACMTA and FHWA.
- c) Proposed enhancements to existing subregional plans are completed, and/or the proposed Action Plan is made publicly available and is published on a publicly available website.

EXHIBIT B

FINANCIAL PLAN

The total cost of the Project is \$1,230,000. The following is a description of the funding category and the corresponding funding amounts and source to implement the Project.

Category	<u>FHWA Grant</u>	<u>Local Match</u>
Planning and Demonstration	\$984,000	\$246,000

Sources of Federal Financial Assistance

<u>Funding Year</u>	<u>Funding Source</u>	<u>Amount</u>
FY2022	Safe Streets and Road for All	\$984,000

Local Match

The Agency shall use Non-USDOT funds to match the grant.

FUNDING SOURCES	TOTAL (\$)	FEDERAL (\$)	LOCAL (\$)
1. SS4A (2022 Award)- Planning and Demonstration	\$984,000	\$984,000	
2. Monterey Park Local Match	\$246,000		\$246,000
Total	\$1,230,000	\$984,000	\$246,000
	100%	80%	20%

ELIGIBLE EXPENSES	TOTAL (\$)	FEDERAL (\$)	LOCAL (\$)
1. Personnel	\$147,600	\$118,080	\$29,520
2. Fringe Benefits	\$13,284	\$10,627	\$2,657
3. Contractual	\$1,019,916	\$815,933	\$203,983
4. Other Direct Charges	\$49,200	\$39,360	\$9,840
Total	\$1,230,000	\$984,000	\$246,000

EXHIBIT C
SUBRECIPIENT PROCUREMENT CERTIFICATION

As a condition for receiving certain subrecipient federal funds from the Los Angeles County Metropolitan Transportation Authority (Metro), The Agency certifies that procurement procedures will ensure an open competitive process and will conform to applicable federal law, including 49 CFR Part 18 (specifically Section 18.36). Furthermore, solicitation documents will not be released to the public or individual procurement contracts will not be executed until a Metro representative has reviewed all applicable procurement procedures and documents to ensure compliance.

Metro will be notified of the contract or option award including the name of the successful bidder, the total dollar value of the contract or option and the contract or option award date within three business days of the award.

Title	LACMTA agreement
File name	file
Document ID	1b1d39f0e34cdf7a42c86f6efbed411fe61a8c58
Audit trail date format	MM / DD / YYYY
Status	● Signed

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IP: 104.173.228.194



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IP: 76.90.167.39



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IP: 63.200.234.140



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City Council Staff Report

Date: October 15, 2025
Agenda Item Number: 9.E.

To: The Honorable Mayor and City Council
From: Shawn Igoe, Public Works Director
Subject: Emergency Resolution Termination

Recommendation:

It is recommended that the City Council consider:

1. Receiving and filing this staff report summarizing the status of the windstorm and firestorm local emergency;
2. Appropriating \$129,000 from Development Impact Fund 231 for CIP 95064;
3. Adopting a resolution terminating the local emergency; and
4. Taking such additional, related, action that may be desirable.

CEQA (California Environmental Quality Act):

The City reviewed the environmental impacts of the extension under the California Environmental Quality Act (Public Resources Code §§ 21000, et seq. "CEQA") and the regulations promulgated thereunder (14 Cal. Code of Regs. §§ 15000, et seq., the "CEQA Guidelines"). CEQA Guidelines §§ 15060(c)(2), 15061(b)(3), and 15378 exempt activities that will not result in a direct or reasonably foreseeable indirect physical change in the environment, activities where there is possibility that it may have a significant effect on the environment, and activities that do not constitute a "project" as defined, respectively. This activity reflects administrative changes and policy making. Accordingly, this activity is exempt from further review.

Executive Summary:

N/A

Background:

On January 21, 2025, the City Council adopted Resolution No. 2025-R3 declaring a local emergency due to windstorm and firestorm events beginning on January 7, 2025, as reflected in the Governor's Executive Order dated January 12, 2025.

At its January 21, 2025, meeting, the City Council authorized the City Manager to take necessary measures to protect public health, safety, and general welfare including urgency abatement and direct negotiation of contracts pursuant to Public Contract Code §§ 20168 and 22050 and the Monterey Park Municipal Code ("MPMC") for the immediate completion of

various projects including, without limitation, those listed on the capital improvement plan ("CIP"). While the conditions resulting from the declared emergency remain (and, indeed, additional factors such as the 2028 Olympics and federal immigration enforcement are contributing to cost increases and labor shortages), the City Manager and Public Works Director determined that it may be in the public interest to now terminate the emergency.

Consequently, it is recommended City Council adopt a resolution terminating the local emergency.

The City took immediate action to secure contracts for various construction projects and ensure protection of public health, safety, and general welfare. Since the City Council's adoption of Resolution No. 2025-R3 the City contracted for more than 20 projects. It is estimated that the City saved approximately \$500,000 in costs by rapidly securing these contracts during the declared emergency. Despite these savings, the Public Works Director ("Director") asks for a \$129,000 budget appropriation to complete the most recent of these projects (George Elder Pool Improvements).

Strategic Plan Goal:

The proposed actions meet the City's goal to maintain, build and modernize infrastructure and facilities to support the current and future needs of our City and community.

Fiscal Impact:

The costs for awarded contracts are budgeted within the City's FY 25-26 CIP. An appropriation of \$129,000 from Development Impact Fund 231 is requested for CIP 95064.

Attachments:

1. Resolution - Terminating windstorm local emergency

ATTACHMENT 1

Resolution Terminating Windstorm Local Emergency

RESOLUTION NO.

A RESOLUTION ADOPTED BY THE CITY COUNCIL TERMINATING THE LOCAL EMERGENCY RESULTING FROM THE JANUARY 2025 WINDSTORM AND FIRESTORM EVENTS

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

SECTION 1: The City Council finds as follows:

- A. Pursuant to Resolution No. 2025-R3 (“Emergency Resolution”) the City Manager exercised emergency powers to mitigate the effects of the January 2025 Palisades Fire, Eaton Canyon Fire, and windstorm conditions (“LA Emergency”) and local emergency as declared by the City Manager effective January 16, 2025 (“Local Emergency”);
- B. The City took immediate action to secure contractors needed to complete CIP projects as many of these projects involve improvements to critical infrastructure within the City including, without limitation, water infrastructure necessary for firefighting;
- C. Since the adoption of Resolution 2025-R3 the City awarded approximately 20 different contracts to reduce costs and facilitate delivery of various construction projects; and
- D. The circumstances necessitating the declaration of an emergency no longer exist and the local emergency is terminated, effective immediately.

SECTION 2: *Ratification.* The City Council received regular reports regarding the Local Emergency and is fully informed regarding all actions undertaken by the City Manager to protect public health and safety. Accordingly, the City Council ratifies and reaffirms the City Manager’s and City Attorney’s exercise of emergency powers since January 2025 to protect public health and safety.

SECTION 3: *Termination of Local Emergency.* The Local Emergency resulting from the windstorm and firestorm events beginning on January 7, 2025, as reflected in the Governor’s Executive Order dated January 12, 2025 (and the 22 executive orders issued since that date) is terminated.

SECTION 3: *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 4: *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 5: *Effective Date*. This Resolution will become effective immediately upon adoption and will remain effective unless repealed or superseded.

PASSED AND ADOPTED this 15th day of October, 2025.

Elizabeth Yang, Mayor

ATTEST:

Maychelle Yee, City Clerk

APPROVED AS TO FORM:

Karl H. Berger, City Attorney



City Council Staff Report

Date: October 15, 2025

Agenda Item Number: 11.A.

To: The Honorable Mayor and City Council

From: Timothy Hou, Director of Community Development
Joseph Torres, Economic Development Manager

Subject: Downtown Business Improvement District (BID) No. 1 2025 Annual Report and 2026 Proposed Budget

Recommendation:

It is recommended that the City Council consider:

1. Receiving and filing the 2025 Annual Report with the City Clerk;
2. Approving the proposed Business Improvement District assessment and budget for the 2026 program year; and
3. Taking such additional related action that may be desirable.

Executive Summary:

The Downtown BID was established in 1986 and is required by California law to submit an annual report to the City Clerk detailing its activities, expenditures for the current program year, and proposed budget for the following program year. Additionally, Downtown BID assessments must be renewed annually. Per the Government Code § 54954.6, an ongoing assessment, if imposed at the same or lower amount as any previous year, does not require a public hearing or resolution to adopt and may be approved by minute order.

Background:

The Economic and Business Development Commission ("EBDC") is presenting its 2025 Business Improvement District No. 1 ("Downtown BID") Annual Report outlining activities and expenditures for 2025 and the proposed assessment for 2026. The EBDC recommends maintaining the current assessment levels for 2025 due to uncertainties in the economy and significantly decreased expenses, mainly from street cleaning.

The EBDC consists of five members appointed by the City Council and serves as an advisory board to the City Council, offering insights into the needs of Downtown BID businesses, and is responsible for making a recommendation on the Downtown BID's annual report.

In compliance with California law, the EBDC is presenting its 2025 Annual Report, outlining

activities and expenditures for the 2025 program year and the proposed assessment, programs, and budget for 2026. The EBDC recommends maintaining the current assessment levels for the 2026 program year due to uncertainties in the economy and significantly decreased expenses from street cleaning costs.

Significant expenditures in 2025 included the installation of winter holiday decorations on Garvey Avenue, janitorial services for the Downtown BID area, and the Taste of Downtown MPK promotion program to increase foot traffic. The Downtown BID's 2025 total revenue is estimated at \$74,556, and total expenditures for 2025 are estimated at \$47,074.

The following are key goals for the Downtown BID's 2026 calendar year program and budget:

- Continue the same level of janitorial services and street maintenance within the Downtown BID area at a cost 32% lower than in 2024.
- Install, remove, and store winter holiday lights and decorations along Garvey Avenue.
- Actively engage with the City on initiatives and discussions regarding projects benefiting the Downtown BID area (e.g., parking, wayfinding signage, and other business-impacting initiatives).
- Identify strategies and tactics for the 2026 calendar year to promote the Downtown BID, help businesses thrive, and enhance its attractiveness.

The EBDC is proposing the following 2026 program year estimated budget:

Budget Item	Description	2026 Estimated Budget
Administration	Postage	\$400.00
	Business Cards	\$150.00
	Office Supplies	\$300.00
BID Promotion	Incentives, marketing, & promotions	\$20,000.00
Holiday Decoration	Holiday lights & decorations	\$10,000.00
Custodial Contract	Maintenance of the BID area	\$20,736.00
	TOTAL ESTIMATED EXPENDITURES	\$51,586.00

	2026 Estimated Revenue	\$74,500.00
	2026 Estimated Reserves	\$270,000.00

It is recommended that the City Council receive and file the Downtown BID 2025 Annual Report and approve the 2026 Downtown BID annual assessment by minute order.

Strategic Plan Goal:

The Downtown BID annual assessment meets the 2025-2026 Strategic Plan Goal of strengthening our local economy and housing opportunities by supporting and promoting the

businesses in the Downtown BID area.

Fiscal Impact:

Monies received are for a special assessment district and do not affect the City's general fund.

Attachments:

1. 2025 BID Annual Report

ATTACHMENT
2025 BID Annual Report

CITY OF MONTEREY PARK

BUSINESS IMPROVEMENT DISTRICT NO. 1

2025 ANNUAL REPORT



JANUARY 2025 – DECEMBER 2025

DOWNTOWN

Garvey – Garfield



VISION STATEMENT

The Downtown Business Improvement District (BID) No. 1 was established to improve and preserve the business community in the heart of the City.

The Downtown area of the City is an important destination point for the business community and residents of Monterey Park. Through continued efforts in organization, beautification, promotion, and revitalization, the City leaders and its business community will work together to preserve and improve the quality of life for future generations.

Economic & Business Development Commission Members:

Julio Garcia, Chairperson
Zhen Wu, Vice Chair
Josephine Louie
Amy Newman
Albert Young

OVERVIEW

In May 2025, the City of Monterey Park consolidated the Business Improvement Advisory Committee (BIDAC) and the Economic Development Advisory Commission (EDAC) into the Economic & Business Development Commission (EBDC) to streamline efforts and provide a comprehensive approach to economic development.

The BID's budget runs on the calendar year, and one of the primary responsibilities of the EBDC is to make recommendations to the City Council on the methods and ways by which revenues derived from the BID annual assessment are used for the betterment of the BID businesses and area and to advance the goals outlined in the Annual Report.

The EBDC consists of five members appointed by the City Council for one year and may serve for up to eight (8) years if reinstated by a Council member. Each City Council member appoints one Committee member. The EBDC meets quarterly and as needed, and hosts an annual meeting of the BID members-at-large at the end of the year, when needed, before the following year's assessments.

HISTORY

Comprised of approximately 343 small businesses, the Monterey Park Business Improvement District No. 1 encompasses the area extending along Garvey Avenue from Ramona Avenue to Nicholson Avenue and on Garfield Avenue from south of Newmark Avenue to Emerson Avenue (Exhibit A: BID District No. 1 Map). The Monterey Park City Council established the BID in 1986 at the request of local businesses and the Downtown Merchants Association (DMA) under the California Streets and Highway Code Section 36500 et seq.

ACCOMPLISHMENTS

This section of the Annual Report reflects the activities during 2025 to promote or enhance the BID area and its businesses.

Holiday Promotion

The BID installed holiday decorations along Garvey Avenue and the medians from the first week of December through the first week of January to provide a bright seasonal atmosphere for downtown shoppers. Although displayed in the current year, the payment for the installation and removal of these decorations is budgeted and processed in the subsequent calendar year (i.e., the payment made now covers the previous December's display).

Janitorial Services

Since 2020, the BID's street maintenance and janitorial services have been included in the City's maintenance contract to help lower the BID's costs. Effective in June 2025, CCS Facility Services assumed the City contract from Valley Maintenance through June 30, 2028. This change secured the same level of service for the BID area – four days a week, including quarterly sidewalk pressure washing – while achieving a significant 32% reduction in cost, saving the BID almost \$10,000 annually for the next three years. (Exhibit B: 2026 Proposed Budget).

Taste of Downtown MPK Promotion

Since its launch in November 2024, the BID-funded Taste of Downtown MPK app has effectively stimulated economic activity for BID businesses. With an initial investment of \$7,800 in award redemptions, the promotion has generated over \$75,000 in economic activity as of September 2025. Furthermore, the app has exceeded its initial adoption goal of 1,000 users by attracting over 1,600 residents and visitors.

BUDGET

2026 Program Year

The Annual Report contains an estimated BID budget for January 1, 2026, to December 31, 2026, and is tied to the programs and activities scheduled during the calendar year.

The former BIDAC budgeted approximately \$56,000 in revenue from the BID for the program year 2025. The approved budget and actual expenditures for the program year 2025 reflect that expenditures stayed within the approved budget with some overall savings of \$12,341.00, mainly from the reduction in street maintenance cost due to the new contract with CSS Facility Services. (Exhibit C: 2025 Budget/Actual Expenses). The former BIDAC voted to keep the BID assessment fee unchanged for 2025. For the EBDC's proposed BID budget for the program year 2026, the EBDC voted to again keep the BID assessment fee unchanged due to significantly decreased expenses, mainly from street cleaning, and uncertainties in the economy (Exhibit B: 2026 Proposed Budget and Exhibit D: Assessment Fee Schedule).

GOALS for 2026

This section of the Annual Report shows the EBDC's intended programs or activities for 2026.

- Continue the same level of janitorial services and street maintenance within the BID area at a cost 32% lower than the previous year.
- Install, remove, and store Christmas Holiday lights and decorations along Garvey Avenue.
- Engage with the City on initiatives and discussions regarding City projects benefitting the BID area (e.g., parking structure discussions, wayfinding signage, security initiatives).
- Conduct a special EBDC meeting in November 2025 to identify strategies and tactics for the 2026 calendar year to promote the BID, help BID businesses thrive, and enhance the attractiveness of the Downtown District.

Exhibits:

- A: BID Area Map
- B: 2026 Proposed Budget
- C: 2025 Budget/Actual Expenses
- D: 2026 Assessment Fee Schedule

EXHIBIT A

BUSINESS IMPROVEMENT DISTRICT NO. 1 MAP

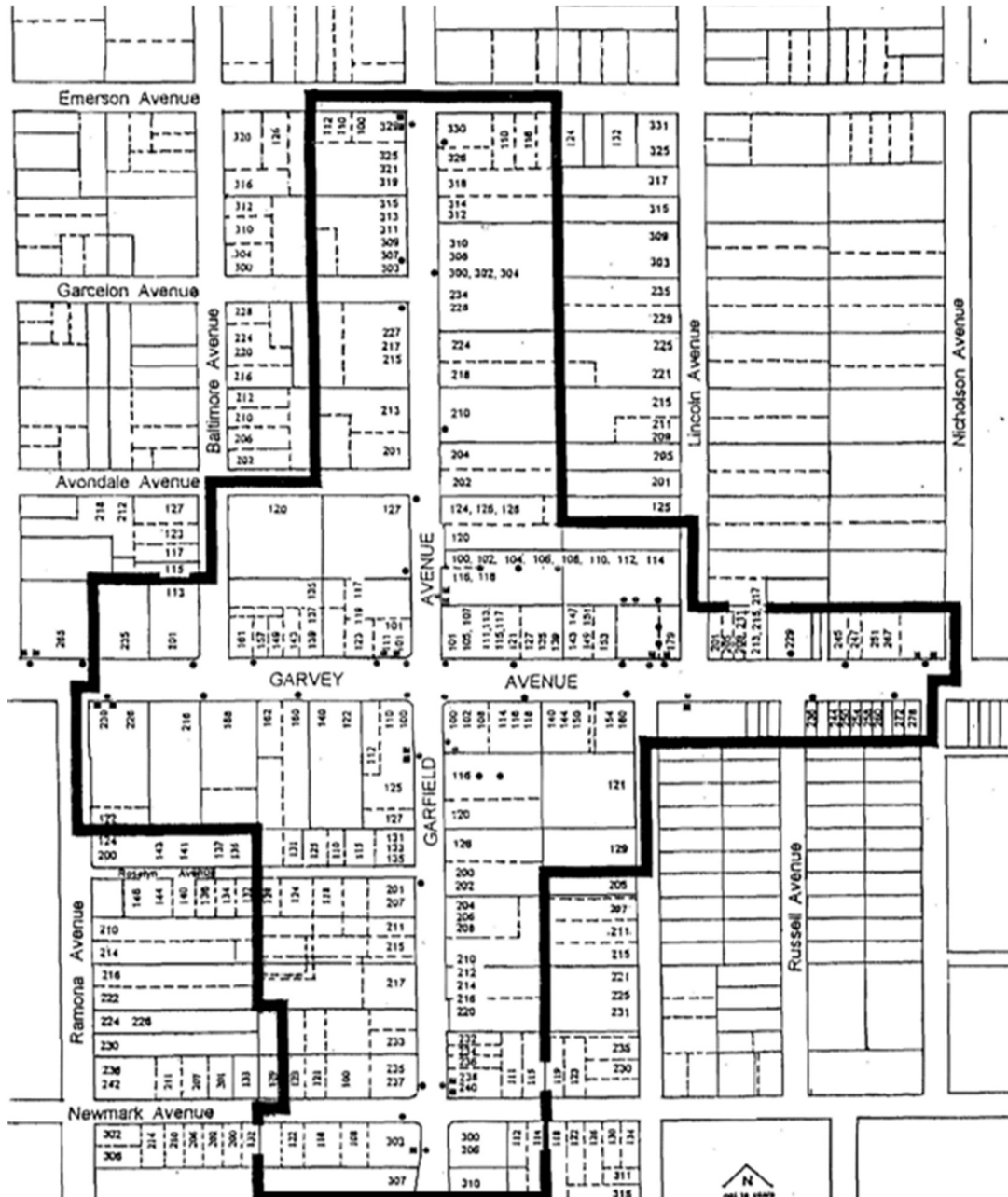


EXHIBIT B

Business Improvement District No. 1

2026 Proposed Budget

Budget Item		Description	2026 Budget	2025 Budget
Administration		Postage	\$400.00	\$400.00
		Business Cards	\$150.00	\$150.00
		Office Supplies	\$300.00	\$300.00
BID Promotion		Incentives, marketing, & promotions	\$20,000.00	\$12,000.00
Holiday Decoration		Holiday decorations & installation	\$10,000.00	\$9,425.00
Custodial Contract		Maintenance of the BID area	\$20,736.00	\$23,322.00
		Pressure Washing	\$0.00 (included)	\$7,360.00
		TOTAL:	\$51,586.00	\$52,957.00

EXHIBIT C

Business Improvement District No. 1

2025 Budget / Actual Expenses

Beginning Fund Reserves Balance as of September 2024: \$204,068.00

Budget Item	Description	Budget	Actual Exp. as of 8/2025	2025 Estimates to Close
Administration	Postage	\$400.00	\$0.00	\$0.00
	Business Cards	\$150.00	\$0.00	\$0.00
	Office Supplies	\$300.00	\$0.00	\$0.00
BID Promotion	Taste of Downtown MPK	\$12,000.00	\$11,990.00	\$11,990.00
Holiday Decoration	Holiday decorations & installation	\$9,425.00	\$9,425.00	\$9,425.00
Custodial Contract	BID area maintenance	\$23,322.00	\$15,067.00	\$21,979.00
	Pressure washing	\$7,360.00	\$3,680.00	\$3,680.00
	TOTAL:	\$52,957.00	\$40,162.00	\$47,074.00
2025 Revenue as of 09/2025			\$55,916.00	\$74,556.00
2025 Reserves as of 09/2025			\$239,689.00	\$239,689.00

EXHIBIT D

2026 BID Fee Schedule (same as last year)

Business Type	Fee	Employee/Seat	Formula
Retail	\$105.17	\$13.52	
Service (Includes Financial)	\$105.17	\$13.52	
Restaurant			
Without ABC	\$105.17	\$ 6.57	(1)
With ABC	\$105.17	\$ 7.87	(2)
Professional (inc. Insurance)	\$105.17	\$13.52	
Theater	\$105.17		
Wholesale	\$105.17		
Manufacturing	\$105.17		
Contractor	\$105.17		
Commercial Rental	\$23.00 + .006574 sq. ft.		(3)
Residential Rental	\$23.00		(4)
Hotel	\$23.00 per unit		
Laundromat	\$105.17		

- 1) 20 seats or less, no seat assessment fees. Over 20 seats, \$6.57 per seat starting with Seat 21. Eg. For 50 seats, total charge is \$105.17 (base fee) + \$197.10 (30 seats x \$6.57) = \$302.27.
- 2) 20 seats or less, no seat assessment fees. Over 20 seats, \$7.87 per seat starting with Seat 21. Eg. For 50 seats, total charge is \$105.17 (base fee) + \$236.10 (30 seats x \$7.87) = \$341.27.
- 3) Base fee is \$23.00 per unit. For every additional sq. ft. over 2,000; multiply excess by \$.006574. Eg. 2,500 sq. ft., total charge is \$23.00 + \$3.29 (500 sq. ft. x \$.006574) = \$26.29 (calculations are rounded up)
- 4) If you own 1-3 units, there is no charge. If you own more than 3 units, you pay \$23.00 per unit more than 3 units. Eg. You own 5 units. You pay \$23.00 x 2 (5 units – 3 units) = \$56.00



City Council Staff Report

Date: October 15, 2025

Agenda Item Number: 11.B.

To: The Honorable Mayor and City Council
From: Diana Garcia, Assistant City Manager
Subject: Consideration to reappoint Joseph Leon to the San Gabriel Valley Mosquito and Vector Control District as the City of Monterey Park's representative

Recommendation:

It is recommended that the City Council consider:

1. Reappointing Joseph Leon as the City Representative on the San Gabriel Valley Mosquito and Vector Control District Board of Trustee for a specified term of either two or four years; and
2. Taking such additional, related, action that may be desirable.

CEQA (California Environmental Quality Act):

Pursuant to Section 15061(b)(3) of the California Environmental Quality Act ("CEQA") Guidelines (the "common sense" exemption), this action is not a project for purposes of CEQA review because it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment

Executive Summary:

The City of Monterey Park is located within the boundaries of the San Gabriel Valley Mosquito and Vector Control District. The District is governed by a 27-member Board of Trustees, consisting of an appointed representative from each city plus the County of Los Angeles. The City Council has the authority to appoint an individual to serve as the Monterey Park representative on the Board of Trustees. The current term for the City representative, Joseph Leon, concludes on December 31, 2025. To ensure there is uninterrupted representation, action is needed for the next term of office.

Background:

Representatives of the Mosquito & Vector Control District attend a monthly meeting of the Board on the second Friday of each month at 7:00 p.m. at the district headquarters located in West Covina, California. Under the Health and Safety Code § 2022(b), the person appointed by City Council to be a member of the Board of Trustees shall be a voter and resident of the appointing city that is within the District. Additionally, pursuant to the Health and Safety Code §2024(a), the term of the office for a member of the Board of Trustees shall be for a term of two or four years, at the discretion of the appointing authority.

Joseph Leon has been the City's representative on the Board since January 2010. The City Council last appointed him to a two-year term at its November 1, 2023 regular City Council meeting. The San Gabriel Valley Mosquito and Vector Control District respectfully requests that the City Council reappoint Mr. Leon to the Board for a term of either two or four years.

Strategic Plan Goal:

N/A

Fiscal Impact:

There is no fiscal impact.

Attachments:

1. Resolution - Appointment to SGVMVCD

ATTACHMENT 1

Resolution

RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MONTEREY PARK APPOINTING A REPRESENTATIVE TO THE BOARD OF TRUSTEES OF THE SAN GABRIEL VALLEY MOSQUITO AND VECTOR CONTROL DISTRICT

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

SECTION 1: The City Council finds as follows:

- A. Pursuant to California Health and Safety Code Section 2022, each city within the San Gabriel Valley Mosquito and Vector Control District shall appoint one (1) person to serve as a member of the District's Board of Trustees.
- B. The appointed person must be a resident and voter of the City of Monterey Park.
- C. Pursuant to California Health and Safety Code Section 2024, the term of office for each member of the Board of Trustees shall be two (2) or four (4) years, at the discretion of the appointing authority, beginning at noon on the first Monday in January.
- D. The City Council of the City of Monterey Park desires to appoint a representative to serve as Trustee on the Board of the San Gabriel Valley Mosquito and Vector Control District for the upcoming term.
- E. The City Council hereby appoints Joseph Leon, a resident and registered voter of the City of Monterey Park, to serve as the City's representative on the Board of Trustees of the San Gabriel Valley Mosquito and Vector Control District.
- F. The term of office shall be for X years, commencing January 202X.
- G. The City Clerk is hereby directed to forward a certified copy of this Resolution to the San Gabriel Valley Mosquito and Vector Control District as official notification of this appointment.

SECTION 2: 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 3: 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 4: *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 5: *Effective Date*. This Resolution will become effective immediately upon adoption and will remain effective unless repealed or superseded.

PASSED AND ADOPTED this 15th day of October, 2025.

Elizabeth Yang, Mayor

Attest:

Maychelle Yee, City Clerk

Approved as to Form:

Karl H. Berger, City Attorney