



# AGENDA

## REGULAR MEETINGS OF THE SANTA FE SPRINGS HOUSING SUCCESSOR SUCCESSOR AGENCY AND CITY COUNCIL

January 14, 2021  
6:00 P.M.

### VIA TELECONFERENCE

*Jay Sarno, Councilmember*  
*Juanita Trujillo, Councilmember*  
*Joe Angel Zamora, Councilmember*  
*Annette Rodriguez, Mayor Pro Tem*  
*John M. Mora, Mayor*

\*\*\*\***GOVERNOR'S EXECUTIVE ORDER N-29-20**\*\*\*\*  
\*\***REGARDING CORONAVIRUS COVID-19**\*\*

On March 4, 2020, Governor Newsom proclaimed a State of Emergency to exist in California as a result of the threat of COVID-19. The Governor has issued Executive Orders that temporarily suspend requirements of the Brown Act, including allowing the City Council to hold public meetings via teleconferencing and to make public meetings accessible telephonically or otherwise electronically to all members of the public. Please be advised that, until further notice, City Council meetings will be held by teleconference. City Hall, including Council Chambers, is closed to the public.

You may attend the City Council meeting telephonically or electronically using the following means:

**Electronically using Zoom:** Go to Zoom.us and click on "Join A Meeting" or use the following

link: <https://zoom.us/j/521620472?pwd=U3cyK1RuKzY1ekVGZFdKQXNZVzh4Zz09>

Zoom Meeting ID: 521620472 Password: 659847

**Telephonically:** Dial: 888-475-4499 Meeting ID: 521620472

**Public Participation:** You may submit public comments in writing by sending them to the City Clerk at [cityclerk@santafesprings.org](mailto:cityclerk@santafesprings.org). If you attend the meeting by telephone, you must submit a public comment in writing to be heard. To ensure that they are received for the meeting, please submit your written comments prior to 4:00 p.m. on the day of the City Council meeting. You may also contact the City Clerk's Office at (562) 868-0511 ext. 7314.

**1. CALL TO ORDER**

**2. ROLL CALL**

Jay Sarno, Councilmember  
Juanita Trujillo, Councilmember  
Joe Angel Zamora, Councilmember  
Annette Rodriguez, Mayor Pro Tem  
John M. Mora, Mayor

- 3. PUBLIC COMMENTS** *This is the time when comments may be made by citizens on matters under the jurisdiction of the City Council, on the agenda and not on the agenda. Each citizen is limited to three (3) minutes.*

**HOUSING SUCCESSOR**

*There are no Housing Successor items to be considered.*

**SUCCESSOR AGENCY**

**NEW BUSINESS**

- 4.** Adopt Resolution SA-2021-001 – Approving the Successor Agency's Recognized Obligation Payment Schedule (ROPS 21-22) and Administrative Budget for the Period July 1, 2021 through June 30, 2022 (Finance)

**Recommendation:**

- Adopt Resolution No. SA-2021-001

**CITY COUNCIL**

**5. CONSENT AGENDA**

*Consent Agenda items are considered routine matters which may be enacted by one motion and vote. Any item may be removed from the Consent Agenda and considered separately by the City Council.*

- a. General Motion to Waive Full Reading and Read Ordinance by Title Only Pursuant to California Government Code Section 36934 (City Clerk)

**Recommendation:**

- Approve a general motion to waive full reading and read Ordinance titles only, pursuant to California Government Code Section 36934.

- b. Second Reading of Ordinance No. 1115: An Ordinance of the City Council Amending Santa Fe Springs Municipal Code Section 30.15 to Move Regular City Council Meetings from Second and Fourth Thursdays to First and Third Tuesdays (City Manager)

**Recommendation:**

- Adopt Ordinance No. 1115.



**NEW BUSINESS**

6. Authorize the Purchase of Four (4) Vehicles from National Auto Fleet Group by Piggybacking off Sourcewell Contract No. 120716-NAF (Finance)  
**Recommendation:**
- Authorize the purchase of one (1) New 2021 Ford F-250 Super Duty truck with service body for \$43,109.69 per Quote ID 15129 R1;
  - Authorize the purchase of one (1) New 2021 Ford Ranger for \$28,788.76 per Quote ID 15127;
  - Authorize the purchase of two (2) New 2021 Chevrolet Traverse SUV's for a total of \$74,442.17 per Quote ID 15128
  - Authorize the Director of Purchasing to issue a purchase order in the amount of \$146,340.62 to purchase these vehicles.
7. Adopt Resolution No. 9703 Making a Finding as to the Industrial Disability of Neal Lowrey (Finance)  
**Recommendation:**
- Adopt Resolution No. 9703 making a finding as to the industrial disability of Neal Lowrey.
8. Washington Boulevard Light Rail Transit Coalition Memorandum of Understanding, Approving the City's Share of Cost to develop an Economic Analysis of Impacts and Beneficial Opportunities Associated with the Metro Gold Line Washington Boulevard Alignment (Planning)  
**Recommendation:**
- Approve, by acknowledgment, the City's share of the cost to develop an economic analysis of impacts and beneficial opportunities associated with the Metro Gold Line Washington Boulevard Alignment.
9. City of Santa Fe Springs 2021 Active Transportation Plan (Planning)  
**Recommendation:**
- Find and determine that the project is Statutorily Exempt pursuant to Section 15262 of the California Environmental Quality Act (CEQA); and
  - Adopt Resolution No. 9702 to approve and adopt the City of Santa Fe Springs 2021 Active Transportation Plan, based on the information and findings contained within the staff report.
10. Appointment of Trustee to the Greater Los Angeles County Vector Control District Board of Trustees (City Clerk)  
**Recommendation:**
- Leave current Trustee, Council Member Zamora as is; or
  - Re-Appoint Trustee, Council Member Zamora amending term to begin March 2021.
11. Appointments to Committees and Commissions (City Clerk)  
**Recommendation:**
- Appoint members to the Advisory Committees, Commissions, Council

Sub-Committees and External Council Committees.

**MAYOR REQUESTED ITEMS**

**12. Consideration of Establishing a COVID-19 Small Business Grant Program Exclusively for Restaurants (Planning)**

**Recommendation:**

- Explore the establishment of a COVID-19 Small Business Grant Program, exclusively for restaurants, using General Fund revenues to fund the Program; and
- Establish a marketing plan and grant program guidelines and requirements for the COVID-19 Small Business Grant Program, exclusively for restaurants; and
- Amend the existing Agreement, in a final form reviewed and approved by the City Attorney's office, with Michael Baker International, Inc., in an amount to be determined, to assist the City with its local implementation of the COVID-19 Small Business Grant Program exclusively for restaurants; and
- Provide clear direction to staff regarding the establishment of a COVID-19 Small Business Grant Program exclusively for restaurants.

**13. Discussion on Using Video for City's Zoom Council Meetings (City Clerk)**

**Recommendation:**

- Discuss and provide direction to staff on the possibility of utilizing video for Zoom Council Meetings.

**14. CITY MANAGER'S AND EXECUTIVE TEAM REPORTS**

**15. PRESENTATIONS**

- a. Planning Department 3<sup>rd</sup> Annual Planning Month Photo Contest Winners

**16. COUNCIL COMMENTS**

**CLOSED SESSION**

**17. THREAT TO PUBLIC SERVICES OR FACILITIES**

(Pursuant to California Government Code Section 54957)

**Consultation with:** Fire Chief, Police Chief and Captain, Director of Police Services, City Attorney

**CLOSED SESSION**

**18. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION**

(Pursuant to California Government Code Section 54956.9(d)(1))

Case Information: OAH Case No.: 2019051037 / CalPERS Case No.: 2017-0586

**19. CLOSED SESSION REPORT**

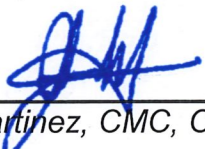
**20. ADJOURNMENT**

***City of Santa Fe Springs***  
***Regular Meetings***

***January 14, 2021***

**Americans with Disabilities Act:** In compliance with the ADA, if you need special assistance to participate in a City meeting or other services offered by this City, please contact the City Clerk's Office. Notification of at least 48 hours prior to the meeting or time when services are needed will assist the City staff in assuring that reasonable arrangements can be made to provide accessibility to the meeting or service.

I, Janet Martinez, City Clerk for the City of Santa Fe Springs, do hereby certify under penalty of perjury under the laws of the State of California, that the foregoing agenda was posted at the following locations; city's website at [www.santafesprings.org](http://www.santafesprings.org); and the Town Center Plaza (Kiosk), 11740 Telegraph Road, not less than 72 hours prior to the meeting.

  
\_\_\_\_\_  
Janet Martinez, CMC, City Clerk

January 7, 2021  
Date Posted



# *City of Santa Fe Springs*

*Successor Agency*

ITEM NO. 4

*January 14, 2021*

## **NEW BUSINESS**

Adopt Resolution SA-2021-001 – Approving the Successor Agency's Recognized Obligation Payment Schedule (ROPS 21-22) and Administrative Budget for the Period July 1, 2021 through June 30, 2022

### **RECOMMENDATION**

- Adopt Resolution No. SA-2021-001

## **BACKGROUND**

State legislation, ABX1 26 and AB 1484, created Successor Agencies, which are tasked with the responsibility of winding down former Redevelopment Agencies. As a requirement of the wind down process, the Successor Agencies were originally required to provide a Recognized Obligation Payment Schedule ("ROPS") every six months identifying overall outstanding debt for all enforceable obligations with the Agency, as well as the estimated amount needed for each of those obligations during the six-month period covered by that ROPS. Effective July 1, 2016, the ROPS period changed from semi-annual to annual. In addition, Successor Agencies are required to prepare and Administrative Budget detailing the anticipated administrative costs associated with carrying out the responsibilities of the Successor Agency.

The ROPS and Administrative Budget are required to be considered and approved by the Oversight Board ("OB"). Once approved, the ROPS and the OB Resolution are submitted to the California Department of Finance ("DOF") for subsequent review and final approval. The approved ROPS is then used by Los Angeles County to distribute property tax funds from the Redevelopment Property Tax Trust Fund ("RPTTF") to the Successor Agency in order to pay the approved obligations. The RPTTF deposits consist of the tax increment formerly allocated to the Community Development Commission. Any RPTTF deposits in excess of the approved obligations are distributed to various taxing agencies, including the City.

Attached for approval is the annual ROPS covering the period of July 1, 2021 through June 30, 2022. The ROPS has been prepared using the format mandated by DOF. In addition to listing the enforceable obligations, the ROPS includes a summary, as well as a table detailing the available balances retained by the Successor Agency.

The obligations reported on this ROPS are consistent with prior periods and include bond debt service payments, professional services, property management, and administrative costs.





# City of Santa Fe Springs

Successor Agency

January 14, 2021

Obligations to be funded with distributions from the RPTTF and reserves during fiscal year 2021-22 are summarized as follows:

Bonded Debt Payments (21-22A)	\$ 9,651,813
Bonded Debt Payments (21-22B)	14,928,237
Administrative Cost Allowance	288,609
Property Management Costs	15,510
Professional Fees	16,000
Total	<u>\$ 24,900,168</u>

The September 2021 bond payment (\$9,651,813) includes \$6,532,500 which was received by the City in January 2021 because it was previously approved on the ROPS for FY 20-21. However, the amount is required to be included on the ROPS to reflect the distribution which will be made from fiscal agent accounts in September 2021 (ROPS 21-22A period). This amount will not be included in the RPTTF distribution to be received in June 2021.

The proposed Administrative Budget (attached) consists of the Successor Agency's personnel and non-personnel City support service costs anticipated for Fiscal Year 2021-22. The Successor Agency personnel along with the percentage of staff time spent on Successor Agency activities: City Manager (3%), Director of Finance & Administrative Services (10%), Director of Planning (5%), Finance Manager (5%), Senior Budget Analyst (5%) Accountants (14% & 13%) and City/Successor Agency Clerk (8%). Non-personnel costs include Successor Agency legal counsel (Jones & Mayer), auditing (Clifton Larson Allen), miscellaneous professional services, and travel and meeting costs. In addition, City Support Services consist of a cost allocation using the City's standard overhead rate.

Under HSC Section 34171(b), the annual administrative cost allowance is the greater of 3% of property taxes allocated to the Successor Agency in the prior year or \$250,000. The amount claimed on the ROPS 21-22 is based on the property tax allocation method and it is \$288,609.

The ROPS must be submitted to the Department of Finance by February 1, 2021.



# *City of Santa Fe Springs*

*Successor Agency*

*January 14, 2021*

## **FISCAL IMPACT**

As detailed in the ROPS, the funding for listed obligations in the amount of \$24,900,168 will be from the RPTTF, reserves, and other funds on hand.

Raymond R. Cruz  
City Manager

### **Attachment:**

1. Resolution No. SA-2020-001
2. Exhibit A – ROPS for July 1, 2021 through June 30, 2022
3. Exhibit B – Administrative Budget for July 1, 2021 through June 30, 2022

RESOLUTION NO. SA-2021-001

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTA FE SPRINGS ACTING AS SUCCESSOR AGENCY TO THE COMMUNITY DEVELOPMENT COMMISSION/REDEVELOPMENT AGENCY OF THE CITY OF SANTA FE SPRINGS APPROVING THE SUCCESSOR AGENCY'S RECOGNIZED OBLIGATION PAYMENT SCHEDULE (ROPS 21-22) AND ADMINISTRATIVE BUDGET FOR JULY 1, 2021 THROUGH JUNE 30, 2022**

**THE CITY COUNCIL ACTING AS SUCCESSOR AGENCY HEREBY RESOLVES AS FOLLOWS:**

**SECTION 1.** Pursuant to its responsibility set forth in Section 34180(9) of the California Health and Safety Code, the City Council hereby approves the Successor Agency's Recognized Obligation Payment Schedule (ROPS), attached hereto as Exhibit "A", as described in Sections 34171 and 34177 of the aforesaid Code, for the period July 1, 2021 through June 30, 2022.

**SECTION 2.** The City Council hereby approves the Successor Agency's Administrative Budget, attached hereto as "Exhibit B", as described in Section 34171 of the California Health and Safety Code, for the fiscal year of July 1, 2021 to June 30, 2022.

**SECTION 3.** If any section, subsection, subdivision, paragraph, sentence, clause, or phrase in this Resolution, or any part hereof, is held invalid or unconstitutional, such decision shall not affect the validity of the remaining sections or portions of this Resolution. The City Council hereby declares that it would have adopted each section, subsection, subdivision, paragraph, sentence, clause, or phrase in this Resolution irrespective of the fact that any one or more sections, subsections, subdivisions, paragraphs, sentences, clauses, or phrases may be declared invalid or unconstitutional.

**SECTION 4.** The City Clerk shall certify to the adoption of this Resolution.

**SECTION 5.** The Successor Agency's officials and staff are hereby authorized and directed to transmit this Resolution and take all other necessary and appropriate actions as required by law in order to effectuate its purposes.

**APPROVED and ADOPTED** this 14<sup>th</sup> day of January, 2021 by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

\_\_\_\_\_  
John M. Mora, Mayor

ATTEST:

\_\_\_\_\_  
Janet Martinez, CMC, City Clerk

**Recognized Obligation Payment Schedule (ROPS 21-22) - Summary**  
**Filed for the July 1, 2021 through June 30, 2022 Period**

**Successor Agency:** Santa Fe Springs

**County:** Los Angeles

<b>Current Period Requested Funding for Enforceable Obligations (ROPS Detail)</b>	<b>21-22A Total (July - December)</b>	<b>21-22B Total (January - June)</b>	<b>ROPS 21-22 Total</b>
<b>A Enforceable Obligations Funded as Follows (B+C+D)</b>	<b>\$ 6,532,500</b>	<b>\$ -</b>	<b>\$ 6,532,500</b>
B Bond Proceeds	-	-	-
C Reserve Balance	6,532,500	-	6,532,500
D Other Funds	-	-	-
<b>E Redevelopment Property Tax Trust Fund (RPTTF) (F+G)</b>	<b>\$ 3,281,627</b>	<b>\$ 15,086,042</b>	<b>\$ 18,367,669</b>
F RPTTF	3,137,323	14,941,737	18,079,060
G Administrative RPTTF	144,304	144,305	288,609
<b>H Current Period Enforceable Obligations (A+E)</b>	<b>\$ 9,814,127</b>	<b>\$ 15,086,042</b>	<b>\$ 24,900,169</b>

**Certification of Oversight Board Chairman:**

\_\_\_\_\_  
Name Title

Pursuant to Section 34177 (o) of the Health and Safety code, I hereby certify that the above is a true and accurate Recognized Obligation Payment Schedule for the above named successor agency.

/s/ \_\_\_\_\_  
Signature Date



**Santa Fe Springs**  
**Recognized Obligation Payment Schedule (ROPS 21-22) - ROPS Detail**  
**July 1, 2021 through June 30, 2022**

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W
Item #	Project Name	Obligation Type	Agreement Execution Date	Agreement Termination Date	Payee	Description	Project Area	Total Outstanding Obligation	Retired	ROPS 21-22 Total	ROPS 21-22A (Jul - Dec)					21-22A Total	ROPS 21-22B (Jan - Jun)					21-22B Total
											Fund Sources						Fund Sources					
											Bond Proceeds	Reserve Balance	Other Funds	RPTTF	Admin RPTTF		Bond Proceeds	Reserve Balance	Other Funds	RPTTF	Admin RPTTF	
								\$56,065,602		\$24,900,169	\$-	\$6,532,500	\$-	\$3,137,323	\$144,304	\$9,814,127	\$-	\$-	\$-	\$14,941,737	\$144,305	\$15,086,042
5	2006 Tax Allocation Bonds Series A	Bonds Issued On or Before 12/31/10	12/07/2006	09/01/2028	US Bank	Redevelopment Activities	Consolidated	41,765,000	N	\$15,360,000	-	3,555,000	-	-	-	\$3,555,000	-	-	-	11,805,000	-	\$11,805,000
16	1992 Redevelopment Refunded Bonds - Unclaimed Funds	Miscellaneous	09/01/2002	06/30/2018	Arnold D Horodas	Called registered principal - CUSIP 802188EG3	Consolidated	-	N	\$-	-	-	-	-	-	\$-	-	-	-	-	-	\$-
17	1992 Redevelopment Refunded Bonds - Unclaimed Funds	Miscellaneous	09/01/2002	06/30/2018	Arnold D Horodas	Called registered principal - CUSIP 802188EH1	Consolidated	-	N	\$-	-	-	-	-	-	\$-	-	-	-	-	-	\$-
18	1992 Redevelopment Refunded Bonds - Unclaimed Funds	Miscellaneous	09/01/2002	06/30/2018	Moya E Monroe	Called registered principal - CUSIP 802188EE8	Consolidated	-	N	\$-	-	-	-	-	-	\$-	-	-	-	-	-	\$-
20	1992 Redevelopment Refunded Bonds - Unclaimed Funds	Miscellaneous	09/01/2001	06/30/2018	Arnold D Horodas	Registered interest	Consolidated	-	N	\$-	-	-	-	-	-	\$-	-	-	-	-	-	\$-
21	1992 Redevelopment Refunded Bonds - Unclaimed Funds	Miscellaneous	03/01/2002	06/30/2018	Arnold D Horodas	Registered interest	Consolidated	-	N	\$-	-	-	-	-	-	\$-	-	-	-	-	-	\$-
22	1992 Redevelopment Refunded Bonds - Unclaimed Funds	Miscellaneous	09/01/2001	06/30/2018	Arnold D Horodas	Registered interest	Consolidated	-	N	\$-	-	-	-	-	-	\$-	-	-	-	-	-	\$-
23	1992 Redevelopment Refunded Bonds - Unclaimed	Miscellaneous	09/01/2001	06/30/2018	Moya E Monroe	Registered interest	Consolidated	-	N	\$-	-	-	-	-	-	\$-	-	-	-	-	-	\$-



A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W
Item #	Project Name	Obligation Type	Agreement Execution Date	Agreement Termination Date	Payee	Description	Project Area	Total Outstanding Obligation	Retired	ROPS 21-22 Total	ROPS 21-22A (Jul - Dec)					21-22A Total	ROPS 21-22B (Jan - Jun)					21-22B Total
											Fund Sources						Fund Sources					
											Bond Proceeds	Reserve Balance	Other Funds	RPTTF	Admin RPTTF		Bond Proceeds	Reserve Balance	Other Funds	RPTTF	Admin RPTTF	
	Funds																					
24	1992 Redevelopment Refunded Bonds - Unclaimed Funds	Miscellaneous	03/01/2002	06/30/2018	Moya E Monroe	Registered interest	Consolidated	-	N	\$-	-	-	-	-	-	\$-	-	-	-	-	-	\$-
25	1992 Redevelopment Refunded Bonds - Unclaimed Funds	Miscellaneous	09/01/2002	06/30/2018	Moya E Monroe	Registered interest	Consolidated	-	N	\$-	-	-	-	-	-	\$-	-	-	-	-	-	\$-
26	Proportional Share of Unfunded Liabilities	Unfunded Liabilities	02/10/2011	06/30/2042	City of SFS	Obligation to Share in Payment of Unfunded Liabilities	Combined	-	N	\$-	-	-	-	-	-	\$-	-	-	-	-	-	\$-
45	Weed Abatement	Property Maintenance	07/01/2018	06/30/2022	Mayfield Enterprises	Weed Abatement Service	Consolidated	3,000	N	\$3,000	-	-	-	1,500	-	\$1,500	-	-	-	1,500	-	\$1,500
58	Administrative Expenses	Admin Costs	07/01/2018	06/30/2019	City of SFS	Successor Agency Administration	Consolidated	288,609	N	\$288,609	-	-	-	-	144,304	\$144,304	-	-	-	-	144,305	\$144,305
59	Fiscal Agent Fees	Professional Services	07/01/2018	06/30/2019	US Bank	Fiscal Agent Fees	Consolidated	6,000	N	\$6,000	-	-	-	3,000	-	\$3,000	-	-	-	3,000	-	\$3,000
66	Property Disposition Agreement	Property Dispositions	07/08/2008	06/30/2017	McGranahan Carlson & Company	Agreement for disposition of sales proceeds	Consolidated	-	N	\$-	-	-	-	-	-	\$-	-	-	-	-	-	\$-
67	2016 Tax Allocation Refunding Bonds	Bonds Issued After 12/31/10	07/28/2016	09/01/2024	US Bank	Refund prior bonds for savings	Consolidated	7,147,131	N	\$4,143,994	-	1,335,000	-	1,403,053	-	\$2,738,053	-	-	-	1,405,941	-	\$1,405,941
68	Continuing Disclosure	Professional Services	10/05/2016	06/30/2029	Urban Futures Inc.	Continuing Disclosure Services - Bonds	Consolidated	30,000	N	\$5,000	-	-	-	-	-	\$-	-	-	-	5,000	-	\$5,000
70	Advance from General Fund	City/County Loan (Prior 06/28/11), Cash exchange	09/23/2010	06/30/2021	City of Santa Fe Springs	Advance from City General Fund	Consolidated	-	N	\$-	-	-	-	-	-	\$-	-	-	-	-	-	\$-
71	Water	Property Maintenance	07/01/2018	06/30/2019	City of Santa Fe Springs	Water costs for vacant land	Consolidated	8,000	N	\$8,000	-	-	-	4,000	-	\$4,000	-	-	-	4,000	-	\$4,000
72	2017 Tax Allocation Refunding Bonds	Bonds Issued After 12/31/10	12/21/2017	09/01/2022	US Bank	Refund prior bonds for savings	Consolidated	6,793,352	N	\$5,076,056	-	1,642,500	-	1,716,260	-	\$3,358,760	-	-	-	1,717,296	-	\$1,717,296

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W
Item #	Project Name	Obligation Type	Agreement Execution Date	Agreement Termination Date	Payee	Description	Project Area	Total Outstanding Obligation	Retired	ROPS 21-22 Total	ROPS 21-22A (Jul - Dec)					21-22A Total	ROPS 21-22B (Jan - Jun)					21-22B Total
											Fund Sources						Fund Sources					
											Bond Proceeds	Reserve Balance	Other Funds	RPTTF	Admin RPTTF		Bond Proceeds	Reserve Balance	Other Funds	RPTTF	Admin RPTTF	
73	Arbitrage Rebate Calculations	Professional Services	07/01/2016	09/30/2024	BLX	Arbitrage Calculations for the Successor Agency Bonds		20,000	N	\$5,000	-	-	-	5,000	-	\$5,000	-	-	-	-	-	\$-
74	Property Clean Up	Property Maintenance	07/01/2018	06/30/2022	Mayfield Enterprises Inc.	Clean up in a Successor Agency property		4,510	N	\$4,510	-	-	-	4,510	-	\$4,510	-	-	-	-	-	\$-



**Santa Fe Springs**  
**Recognized Obligation Payment Schedule (ROPS 21-22) - Report of Cash Balances**  
**July 1, 2018 through June 30, 2019**  
(Report Amounts in Whole Dollars)

Pursuant to Health and Safety Code section 34177 (l), Redevelopment Property Tax Trust Fund (RPTTF) may be listed as a source of payment on the ROPS, but only to the extent no other funding source is available or when payment from property tax revenues is required by an enforceable obligation.

A	B	C	D	E	F	G	H
	ROPS 18-19 Cash Balances (07/01/18 - 06/30/19)	Fund Sources					Comments
		Bond Proceeds		Reserve Balance	Other Funds	RPTTF	
		Bonds issued on or before 12/31/10	Bonds issued on or after 01/01/11	Prior ROPS RPTTF and Reserve Balances retained for future period(s)	Rent, grants, interest, etc.	Non-Admin and Admin	
1	<b>Beginning Available Cash Balance (Actual 07/01/18)</b> RPTTF amount should exclude "A" period distribution amount.	7,838,161		3,369,987	2,830		
2	<b>Revenue/Income (Actual 06/30/19)</b> RPTTF amount should tie to the ROPS 18-19 total distribution from the County Auditor-Controller	78,810			69	9,370,211	
3	<b>Expenditures for ROPS 18-19 Enforceable Obligations (Actual 06/30/19)</b>	5,889,987		3,369,987		8,450,211	
4	<b>Retention of Available Cash Balance (Actual 06/30/19)</b> RPTTF amount retained should only include the amounts distributed as reserve for future period(s)	2,026,984				920,000	
5	<b>ROPS 18-19 RPTTF Prior Period Adjustment</b> RPTTF amount should tie to the Agency's ROPS 18-19 PPA form submitted to the CAC		No entry required				
6	<b>Ending Actual Available Cash Balance (06/30/19)</b> C to F = (1 + 2 - 3 - 4), G = (1 + 2 - 3 - 4 - 5)	\$-	\$-	\$-	\$2,899	\$-	



**Santa Fe Springs**  
**Recognized Obligation Payment Schedule (ROPS 21-22) - Notes**  
**July 1, 2021 through June 30, 2022**

Item #	Notes/Comments
5	
16	
17	
18	
20	
21	
22	
23	
24	
25	
26	
45	
58	
59	
66	
67	
68	
70	
71	
72	
73	
74	

**EXHIBIT B**

Resolution No. SA-2021-001

January 14, 2021

**City of Santa Fe Springs as Successor Agency to the CDC  
Administrative Budget  
ROPS Period 21-22**

<b>Description</b>	<b>Jul 2021 - Jun 2022</b>
Salaries	\$ 70,109
Benefits	109,000
<b>Total Personnel Costs</b>	<b>179,109</b>
City Support Services (Overhead)	87,000
Professional Services	2,000
Independent Audit Services	13,000
Legal Services	6,000
Travel/meetings/training	1,500
<b>Total Non-Personnel Costs</b>	<b>109,500</b>
<b>Total Budget</b>	<b>\$ 288,609</b>



## City of Santa Fe Springs

City Council Meeting

January 14, 2021

### **CONSENT AGENDA**

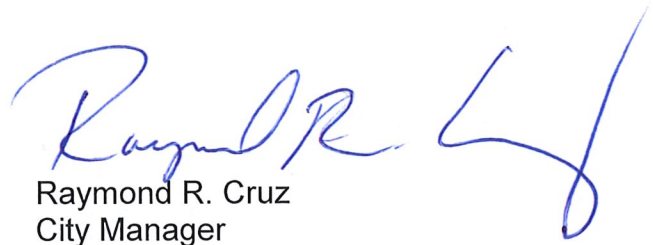
General Motion to Waive Full Reading and Read Ordinance by Title Only Pursuant to California Government Code Section 36934

#### **RECOMMENDATION(S)**

- Approve a general motion to waive full reading and read Ordinance titles only, pursuant to California Government Code Section 36934.

#### **BACKGROUND**

In order to expedite the conduct of business at City Council meetings, California State Law (California Government Code Section 36934) allows Ordinances to be read by title if a majority of the legislative body supports the motion to waive the full reading.

  
Raymond R. Cruz  
City Manager

Attachment(s):

None



# City of Santa Fe Springs

City Council

January 14, 2021

## CONSENT AGENDA

Second Reading of Ordinance No. 1115: An Ordinance of the City Council Amending Santa Fe Springs Municipal Code Section 30.15 to Move Regular City Council Meetings from Second and Fourth Thursdays to First and Third Tuesdays

## RECOMMENDATION

- Adopt Ordinance No. 1115

## BACKGROUND

Chapter 30, Section 30.15 of the City's Municipal Code is currently written as having the City Council Meetings every second and fourth Thursday of each calendar month, beginning at 6:00 p.m. Since the following day of each meeting falls on a three-day weekend or the last day of the week, staff is less able to immediately follow-up on Council action items that are taken at the night of the Council Meeting. These delays therefore make staff less efficient in meeting the needs of the City Council. After discussion with staff, we are recommending to amend Section 30.15 to reflect City Council Meetings to be held every first and third Tuesday of every month at 6:00 p.m.

If the ordinance is adopted, the earliest meeting reflecting the changed date of the City Council Meetings will be the Tuesday, March 2, 2020. The start time will remain the same which will be 6:00 p.m.

## LEGAL REVIEW

The City Attorney has prepared the proposed Ordinance.

## FISCAL IMPACT

None

Raymond R. Cruz  
City Manager

## Attachment(s):

Ordinance No. 1115



ORDINANCE NO. 1115

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SANTA FE SPRINGS  
AMENDING SECTION 30.15 OF CHAPTER 30 OF TITLE III OF THE SANTA FE  
SPRINGS MUNICIPAL CODE TO MOVE REGULAR CITY COUNCIL MEETINGS  
FROM SECOND AND FOURTH THURSDAYS TO FIRST AND THIRD TUESDAYS**

THE CITY COUNCIL OF THE CITY OF SANTA FE SPRINGS DOES HEREBY  
ORDAIN AS FOLLOWS:

**SECTION 1.** Section 30.15 of Chapter 30 of Title III of the Santa Fe Springs  
Municipal Code is hereby deleted in its entirety and replaced with the following:

**§ 30.15 TIME AND PLACE; MEETINGS TO BE PUBLIC.**

(A) The regular meetings of the City Council shall be held in the Council  
Chamber on the first and third Tuesdays of each calendar month, beginning  
at the hour of 6:00 p.m. In the event that any of such Tuesday shall fall on  
a holiday, the regular meeting for that day shall be held on Thursday of that  
same week in the Council Chamber.

(B) All meetings of the City Council shall be public.

**SECTION 2.** The City Clerk shall certify to the adoption of this Ordinance,  
including the vote for and against and shall post a certified copy of this ordinance, within  
15 days after its passage to be posted in at least three (3) public places within the City as  
established by ordinance, and, in compliance with Section 36933 of the Government  
Code.

PASSED and ADOPTED this \_\_\_ day of \_\_\_\_\_ 2021, by the following roll call  
vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
Janet Martinez, CMC, City Clerk



# City of Santa Fe Springs

## City Council Meeting

ITEM NO. 6

January 14, 2021

### NEW BUSINESS

Authorize the Purchase of Four (4) Vehicles from National Auto Fleet Group by Piggybacking off Sourcwell Contract No.120716-NAF

#### RECOMMENDATION

- Authorize the purchase of one (1) New 2021 Ford F-250 Super Duty truck with service body for \$43,109.69 per Quote ID 15129 R1;
- Authorize the purchase of one (1) New 2021 Ford Ranger for \$28,788.76 per Quote ID 15127;
- Authorize the purchase of two (2) New 2021 Chevrolet Traverse SUV's for a total of \$74,442.17 per Quote ID 15128
- Authorize the Director of Purchasing to issue a purchase order in the amount of \$146,340.62 to purchase these vehicles.

#### BACKGROUND

Replacement vehicles are budgeted annually to replace those that have reached the end of their mileage and/or service-use life cycle. In the Fiscal Year 2020-21 Budget City Council approved \$155,000 for the replacement of the below vehicles.

<u>Unit</u>	<u>Year</u>	<u>Dept.</u>	<u>Make/Model</u>	<u>Mileage</u>
695	2013	PW	2013 Ford F-250	113,967
638	2006	PW	2006 GMC 1500	128,200
201	2015	Fire	2015 Chevy-Tahoe	114,224
542	2001	Police	2001 Ford Taurus	65,276

The Director of Purchasing Services requests approval to authorize this purchase by "piggybacking" off Sourcwell cooperative contract No. 120716-NAF with National Auto Fleet Group. Cooperative contracts work by aggregating the potential purchases of government agencies regionally and/or nationally to drive down the cost of products. Sourcwell holds hundreds of competitively solicited contracts including the one above.

#### FISCAL IMPACT

The City Council approved in the fiscal year 2020/21 budget, \$155,000 for the purchase of the above vehicles. The total for this purchase is \$146,340.62. The quoted amounts include all taxes, fees, and delivery.



# *City of Santa Fe Springs*

*City Council Meeting*

*January 14, 2021*

Raymond R. Cruz  
City Manager

Attachment

1. Quote 15129 R1 for Ford F-250
2. Quote 15127 for Ford Ranger
3. Quote 15128 for (2) Chevrolet Traverse'





# National Auto Fleet Group

A Division of Chevrolet of Watsonville

490 Auto Center Drive, Watsonville, CA 95076

(855) 289-6572 • (831) 480-8497 Fax

Fleet@NationalAutoFleetGroup.com

12/3/2020

12/3/2020 Re-Configured

Quote ID: **15129 R1**

Order Cut Off Date: **TBA**

Mr Ed Andrade  
city of santa fe springs

12636 Emmens Way

Sante Fe Springs, California, 90670

Dear Ed Andrade,

National Auto Fleet Group is pleased to quote the following vehicle(s) for your consideration.

**One (1) New/Unused (2021 Ford Super Duty F-250 SRW (X2A) XL 2WD SuperCab 8' Box 164" WB, Habor 8' Trademaster Service Body & Equipment (details enclosed).)** and delivered to your specified location, each for

	One Unit (MSRP)	One Unit	Total % Savings	Total Savings
Contract Price	\$40,380.00	\$31,452.48	22.109 %	\$8,927.52
Habor 8' Trademaster Service Body & Equipment (details enclosed).	\$6,952.90	\$6,952.90		
2 additional key(s)		\$600.00		
Tax (10.5000 %)		\$4,095.56		
Tire fee		\$8.75		
Total		\$43,109.69		

- per the attached specifications.

This vehicle(s) is available under the **Sourcewell (Formerly Known as NJPA) Contract 120716-NAF**. Please reference this Contract number on all purchase orders to National Auto Fleet Group. Payment terms are Net 20 days after receipt of vehicle.

Thank you in advance for your consideration. Should you have any questions, please do not hesitate to call.

Sincerely,

Jesse Cooper  
Account Manager  
Email: Fleet@NationalAutoFleetGroup.com  
Office: (855) 289-6572  
Fax: (831) 480-8497

Quoting Department  
Account Manager  
Fleet@NationalAutoFleetGroup.com  
(855) 289-6572



**GMC**

**In order to Finalize your Quote, please submit this purchase packet to your governing body for Purchase Order Approval. Once you issue a Purchase Order please send by:**

**Fax: (831) 480-8497**

**Mail: National Auto Fleet Group  
490 Auto Center Drive  
Watsonville, CA 95076**

**Email: Fleet@NationalAutoFleetGroup.com**

**We will then send a W-9 if you need one**

**Please contact our main office with any questions:  
1-855-289-6572**



255 Voyager Ave  
Brea, CA 92821  
Phone: 714-996-0411  
Fax: 714-996-0695

## Sales Quote

Page 1 of 1

Sales Quote SQ47040  
Sales Quote Date: 12/3/2020  
Inside Sales Rep.: Kimberly Bellamy

### Sell

To: NATIONAL AUTO FLEET GROUP  
1330 W. MAIN ST.  
ALHAMBRA, CA 91801  
626-414-2000

### Ship

To: CITY OF SANTA FE SPRINGS  
1330 W. MAIN ST.  
ALHAMBRA, CA 91801

Tax Ident. Type Legal Entity

Ship Via HARBOR  
Terms 2% 10 Days, Net 30  
Location BREA  
Territory REGION 1

Customer ID FLW01  
Dealer Number DEALER # 71E061  
SalesPerson JENNIFER  
VIN

Harbor Truck Bodies is Not Held Responsible for any items not listed on this order/quote.

Pricing on quote is valid 30 days from sales quote date.

Item No.	Description	Exp. Notes	Unit	Qty.	Unit Price	Net Price
FORD-056-S-SRW	FORD 56" CA SUPER CAB SRW GAS---		EACH	1		
HT098-1541A	8-FT TRADEMASTER FOR 56CA SRW. VERTICAL SERIES-C/S & S/S W/STAINLESS STEEL POP TOP LIDS. BODY IS APPROX 98"L, 79"W, 49" FLOOR, 41"H, 15"D COMPARTMENTS.		EACH	1	5,541.90	5,541.90
Y08AWHITE	HARBOR WHITE SINGLE STAGE NON CLEAR COAT		EACH	1		
MBL08	BED LINER FOR 8-FT BODY (COVERS BED AREA, BACK WRAPPERS, BULKHEAD, & TAILGATE)		EACH	1	682.50	682.50
Z08-F/BRUL79-08-LED	MOUNT U-RECESS BUMPER W/ 8" STEP & LED LIGHTS		EACH	1		
M7PRONG	7 PRONG TRAILER CONNECTOR (POLLAK)		EACH	1	144.20	144.20
MBCK-UP-FD-872D	AFTERMARKET BACK UP CAMERA INSTALLED ON PICKUP BED DELETE WITH CAMERA FUNCTION ENABLED (MBCK-UP- FD-872D)		EACH	1	209.30	209.30
MPDI	PDI FOR NEW VEHICLE		EACH	1	225.00	225.00
FREIGHT	Freight		EACH	1	75.00	75.00
FUEL CHARGE	FUEL CHARGE		EACH	1	75.00	75.00

Amount Subject to Sales Tax 0  
Amount Exempt from Sales Tax 6,952.90  
Authorized Signature \_\_\_\_\_  
Dealer VIN/VON \_\_\_\_\_  
P.O.# \_\_\_\_\_

Date \_\_\_\_\_

**Subtotal: 6,952.90**  
Invoice Discount: 0.00  
Total Sales Tax: 0.00  
**Total: 6,952.90**

## Vehicle Configuration Options

<b>ENGINE</b>	
<b>Code</b>	<b>Description</b>
996	ENGINE: 6.2L 2-VALVE SOHC EFI NA V8 FLEX-FUEL, (STD)
<b>TRANSMISSION</b>	
<b>Code</b>	<b>Description</b>
44S	TRANSMISSION: TORQSHIFT-G 6-SPD AUTO W/SELECTSHIFT, (STD)
<b>WHEELS</b>	
<b>Code</b>	<b>Description</b>
64A	WHEELS: 17" ARGENT PAINTED STEEL, -inc: painted hub covers/center ornaments (STD)
<b>TIRES</b>	
<b>Code</b>	<b>Description</b>
TD8	TIRES: LT245/75RX17E BSW A/S (4), -inc: Spare may not be the same as road tire (STD)
<b>PRIMARY PAINT</b>	
<b>Code</b>	<b>Description</b>
Z1	OXFORD WHITE
<b>PAINT SCHEME</b>	
<b>Code</b>	<b>Description</b>
___	STANDARD PAINT
<b>SEAT TYPE</b>	
<b>Code</b>	<b>Description</b>
AS	MEDIUM EARTH GRAY, HD VINYL 40/20/40 SPLIT BENCH SEAT, -inc: center armrest, cupholder and driver's side manual lumbar
<b>AXLE RATIO</b>	
<b>Code</b>	<b>Description</b>
X37	3.73 AXLE RATIO, (STD)
<b>ADDITIONAL EQUIPMENT</b>	
<b>Code</b>	<b>Description</b>
90L	POWER EQUIPMENT GROUP, -inc: Deletes passenger-side lock cylinder, upgraded door trim panel, Accessory Delay, Advanced Security Pack, SecuriLock Passive Anti-Theft System (PATS) and inclination/intrusion sensors, Power Locks, Trailer Tow Mirrors



	w/Power Heated Glass, manual folding, manually telescoping and heated convex spotter mirror, Remote Keyless Entry, Power Front & Rear Seat Windows, 1-touch up/down driver/passenger window, Power Tailgate Lock
66D	PICKUP BOX DELETE, -inc: Deletes tie-down hooks, tailgate, rearview camera, 7/4 pin connector and center high-mounted stop lamp (CHMSL) (only on vehicles over 10,000 lbs, GVWR), Incomplete vehicle package - requires further manufacture and certification by a final stage manufacturer, In addition, Ford urges manufacturers to follow the recommendations of the Ford Incomplete Vehicle Manual and the Ford Truck Body Builder's Layout Book (and applicable supplements), Rear Bumper Delete, Spare Wheel, Tire, Carrier & Jack Delete
76C	EXTERIOR BACKUP ALARM (PRE-INSTALLED), -inc: Custom accessory
512	SPARE TIRE, WHEEL, CARRIER & JACK
18B	PLATFORM RUNNING BOARDS
942	DAYTIME RUNNING LAMPS (DRL), -inc: The non-controllable 942 Daytime Running Lamps (DRL) replace the standard Daytime Running Lamps (DRL) on/off cluster controllable
66S	UPFITTER SWITCHES (6), -inc: Located in overhead console
872	REAR VIEW CAMERA & PREP KIT, -inc: Pre-installed content includes cab wiring, frame wiring to the rear most cross member and video display w/4" display, Upfitters kit includes camera w/mounting bracket, 14' jumper wire and camera mounting, aiming instructions and electrochromic mirror
43C	110V/400W OUTLET, -inc: 1 in-dash mounted outlet
<b>OPTION PACKAGE</b>	
<b>Code</b>	<b>Description</b>
600A	ORDER CODE 600A

# 2021 Fleet/Non-Retail Ford Super Duty F-250 SRW XL 2WD SuperCab 8' Box 164" WB

## WINDOW STICKER

2021 Ford Super Duty F-250 SRW XL 2WD SuperCab 8' Box 164" WB

CODE	MODEL	MSRP
X2A	2021 Ford Super Duty F-250 SRW XL 2WD SuperCab 8' Box 164" WB	\$36,765.00
<b>OPTIONS</b>		
996	ENGINE: 6.2L 2-VALVE SOHC EFI NA V8 FLEX-FUEL, (STD)	\$0.00
44S	TRANSMISSION: TORQSHIFT-G 6-SPD AUTO W/SELECTSHIFT, (STD)	\$0.00
64A	WHEELS: 17" ARGENT PAINTED STEEL, -inc: painted hub covers/center ornaments (STD)	\$0.00
TD8	TIRES: LT245/75RX17E BSW A/S (4), -inc: Spare may not be the same as road tire (STD)	\$0.00
Z1	OXFORD WHITE	\$0.00
—	STANDARD PAINT	\$0.00
AS	MEDIUM EARTH GRAY, HD VINYL 40/20/40 SPLIT BENCH SEAT, -inc: center armrest, cupholder and driver's side manual lumbar	\$0.00
X37	3.73 AXLE RATIO, (STD)	\$0.00
90L	POWER EQUIPMENT GROUP, -inc: Deletes passenger-side lock cylinder, upgraded door trim panel, Accessory Delay, Advanced Security Pack, SecuriLock Passive Anti-Theft System (PATS) and inclination/intrusion sensors, Power Locks, Trailer Tow Mirrors w/Power Heated Glass, manual folding, manually telescoping and heated convex spotter mirror, Remote Keyless Entry, Power Front & Rear Seat Windows, 1-touch up/down driver/passenger window, Power Tailgate Lock	\$865.00
66D	PICKUP BOX DELETE, -inc: Deletes tie-down hooks, tailgate, rearview camera, 7/4 pin connector and center high-mounted stop lamp (CHMSL) (only on vehicles over 10,000 lbs, GVWR), Incomplete vehicle package - requires further manufacture and certification by a final stage manufacturer, In addition, Ford urges manufacturers to follow the recommendations of the Ford Incomplete Vehicle Manual and the Ford Truck Body Builder's Layout Book (and applicable supplements), Rear Bumper Delete, Spare Wheel, Tire, Carrier & Jack Delete	(\$625.00)
76C	EXTERIOR BACKUP ALARM (PRE-INSTALLED), -inc: Custom accessory	\$140.00
512	SPARE TIRE, WHEEL, CARRIER & JACK	\$295.00
18B	PLATFORM RUNNING BOARDS	\$445.00
942	DAYTIME RUNNING LAMPS (DRL), -inc: The non-controllable 942 Daytime Running Lamps (DRL) replace the standard Daytime Running Lamps (DRL) on/off cluster controllable	\$45.00
66S	UPFITTER SWITCHES (6), -inc: Located in overhead console	\$165.00
872	REAR VIEW CAMERA & PREP KIT, -inc: Pre-installed content includes cab wiring, frame wiring to the rear most cross member and video display w/4" display, Upfitters kit includes camera w/mounting bracket, 14' jumper wire and camera mounting, aiming instructions and electrochromic mirror	\$415.00
43C	110V/400W OUTLET, -inc: 1 in-dash mounted outlet	\$175.00
600A	ORDER CODE 600A	\$0.00
Please note selected options override standard equipment		

<b>SUBTOTAL</b>	<b>\$38,685.00</b>
Advert/ Adjustments	\$0.00
Manufacturer Destination Charge	\$1,695.00
<b>TOTAL PRICE</b>	<b>\$40,380.00</b>

Est City: N/A MPG  
Est Highway: N/A MPG  
Est Highway Cruising Range: N/A mi

Any performance-related calculations are offered solely as guidelines. Actual unit performance will depend on your operating conditions.

## Standard Equipment

### MECHANICAL

Engine: 6.2L 2-Valve SOHC EFI NA V8 Flex-Fuel
Transmission: TorqShift-G 6-Spd Auto w/SelectShift
3.73 Axle Ratio
GVWR: 10,000 lb Payload Package
50-State Emissions System
Transmission w/Oil Cooler
Rear-Wheel Drive
72-Amp/Hr 650CCA Maintenance-Free Battery w/Run Down Protection
157 Amp Alternator
Class V Towing Equipment -inc: Hitch and Trailer Sway Control
Trailer Wiring Harness
3870# Maximum Payload
HD Shock Absorbers
Front Anti-Roll Bar
Firm Suspension
Hydraulic Power-Assist Steering
34 Gal. Fuel Tank
Single Stainless Steel Exhaust
Front Suspension w/Coil Springs
Leaf Rear Suspension w/Leaf Springs
4-Wheel Disc Brakes w/4-Wheel ABS, Front And Rear Vented Discs, Brake Assist and Hill Hold Control

### EXTERIOR

Wheels: 17" Argent Painted Steel -inc: painted hub covers/center ornaments
Tires: LT245/75Rx17E BSW A/S (4) -inc: Spare may not be the same as road tire
Regular Box Style
Steel Spare Wheel
Spare Tire Stored Underbody w/Crankdown
Clearcoat Paint
Black Front Bumper w/Black Rub Strip/Fascia Accent and 2 Tow Hooks
Black Rear Step Bumper
Black Side Windows Trim and Black Front Windshield Trim
Black Door Handles
Black Manual Side Mirrors w/Manual Folding
Manual Extendable Trailer Style Mirrors
Fixed Rear Window



Light Tinted Glass
Variable Intermittent Wipers
Aluminum Panels
Black Grille
Tailgate Rear Cargo Access
Reverse Opening Rear Doors
Manual Tailgate/Rear Door Lock
Autolamp Fully Automatic Aero-Composite Halogen Daytime Running Lights Preference Setting
Headlamps w/Delay-Off
Cargo Lamp w/High Mount Stop Light

**ENTERTAINMENT**

Radio: AM/FM Stereo w/MP3 Player -inc: 4 speakers
Radio w/Seek-Scan
Fixed Antenna
SYNC Communications & Entertainment System -inc: enhanced voice recognition w/911 Assist, 4.2" LCD center stack screen, AppLink and 1 smart-charging USB-C port

**INTERIOR**

4-Way Driver Seat -inc: Manual Recline and Fore/Aft Movement
4-Way Passenger Seat -inc: Manual Recline and Fore/Aft Movement
60-40 Folding Split-Bench Front Facing Fold-Up Cushion Rear Seat
Manual Tilt/Telescoping Steering Column
Gauges -inc: Speedometer, Odometer, Oil Pressure, Engine Coolant Temp, Tachometer, Transmission Fluid Temp, Engine Hour Meter, Trip Odometer and Trip Computer
Fixed Rear Windows
FordPass Connect 4G Mobile Hotspot Internet Access
Rear Cupholder
Manual Air Conditioning
HVAC -inc: Underseat Ducts
Illuminated Locking Glove Box
Interior Trim -inc: Chrome Interior Accents
Full Cloth Headliner
Urethane Gear Shifter Material
HD Vinyl 40/20/40 Split Bench Seat -inc: center armrest, cupholder and driver's side manual lumbar
Day-Night Rearview Mirror
Passenger Visor Vanity Mirror
2 12V DC Power Outlets
Full Overhead Console w/Storage and 2 12V DC Power Outlets

Front Map Lights
Fade-To-Off Interior Lighting
Full Vinyl/Rubber Floor Covering
Underhood And Pickup Cargo Box Lights
Smart Device Remote Engine Start
Instrument Panel Covered Bin and Dashboard Storage
Manual 1st Row Windows
Systems Monitor
Trip Computer
Outside Temp Gauge
Analog Display
Seats w/Vinyl Back Material
Manual Adjustable Front Head Restraints and Manual Adjustable Rear Head Restraints
Securilock Anti-Theft Ignition (pats) Engine Immobilizer
Air Filtration

## SAFETY

AdvanceTrac w/Roll Stability Control Electronic Stability Control (ESC) And Roll Stability Control (RSC)
ABS And Driveline Traction Control
Side Impact Beams
Dual Stage Driver And Passenger Seat-Mounted Side Airbags
Tire Specific Low Tire Pressure Warning
Dual Stage Driver And Passenger Front Airbags w/Passenger Off Switch
Mykey System -inc: Top Speed Limiter, Audio Volume Limiter, Early Low Fuel Warning, Programmable Sound Chimes and Beltminder w/Audio Mute
Safety Canopy System Curtain 1st And 2nd Row Airbags
Outboard Front Lap And Shoulder Safety Belts -inc: Rear Center 3 Point and Height Adjusters
Back-Up Camera



# National Auto Fleet Group

A Division of Chevrolet of Watsonville

480 Auto Center Drive, Watsonville, CA 95076

(855) 289-6572 • (831) 480-8497 Fax

Fleet@NationalAutoFleetGroup.com

12/3/2020

Quote ID: 15127

Order Cut Off Date: TBA

Mr Paul Martinez  
city of santa fe springs  
12636 Emmens Way  
Sante Fe Springs, California, 90670

Dear Paul Martinez,

National Auto Fleet Group is pleased to quote the following vehicle(s) for your consideration.

**One (1) New/Unused (2021 Ford Ranger (R1E) XL 2WD SuperCab 6' Box 126.8" WB, Factory Order )** and delivered to your specified location, each for

	One Unit (MSRP)	One Unit	Total % Savings	Total Savings
Contract Price	\$27,705.00	\$26,045.26	5.991 %	\$1,659.74
Factory Order		\$0.00		
Tax (10.5000 %)		\$2,734.75		
Tire fee		\$8.75		
Total		\$28,788.76		

- per the attached specifications.

This vehicle(s) is available under the **Sourcewell (Formerly Known as NJPA) Contract 120716-NAF** . Please reference this Contract number on all purchase orders to National Auto Fleet Group. Payment terms are Net 20 days after receipt of vehicle.

Thank you in advance for your consideration. Should you have any questions, please do not hesitate to call.

Sincerely,

Jesse Cooper  
Account Manager  
Email: Fleet@NationalAutoFleetGroup.com  
Office: (855) 289-6572  
Fax: (831) 480-8497

Quoting Department  
Account Manager  
Fleet@NationalAutoFleetGroup.com  
(855) 289-6572



**GMC**

**In order to Finalize your Quote, please submit this purchase packet to your governing body for Purchase Order Approval. Once you issue a Purchase Order please send by:**

**Fax: (831) 480-8497**

**Mail: National Auto Fleet Group  
490 Auto Center Drive  
Watsonville, CA 95076**

**Email: Fleet@NationalAutoFleetGroup.com**

**We will then send a W-9 if you need one**

**Please contact our main office with any questions:  
1-855-289-6572**



## Vehicle Configuration Options

<b>ENGINE</b>	
<b>Code</b>	<b>Description</b>
99H	ENGINE: 2.3L ECOBOOST, -inc: auto start-stop technology (STD)
<b>TRANSMISSION</b>	
<b>Code</b>	<b>Description</b>
44U	TRANSMISSION: ELECTRONIC 10-SPEED SELECTSHIFT AUTO, (STD)
<b>WHEELS</b>	
<b>Code</b>	<b>Description</b>
64A	WHEELS: 16" SILVER STEEL, (STD)
<b>TIRES</b>	
<b>Code</b>	<b>Description</b>
___	TIRES: P255/70R16 A/S BSW, (STD)
<b>PRIMARY PAINT</b>	
<b>Code</b>	<b>Description</b>
YZ	OXFORD WHITE
<b>PAINT SCHEME</b>	
<b>Code</b>	<b>Description</b>
___	STANDARD PAINT
<b>SEAT TYPE</b>	
<b>Code</b>	<b>Description</b>
SH	EBONY, FRONT VINYL BUCKET SEATS, -inc: 8-way manual adjustable driver including lumbar, 6-way manual adjustable passenger and driver and passenger manual reclining seats
<b>AXLE RATIO</b>	
<b>Code</b>	<b>Description</b>
___	3.73 AXLE RATIO, (STD)
<b>ADDITIONAL EQUIPMENT</b>	
<b>Code</b>	<b>Description</b>
53R	TRAILER TOW PACKAGE, -inc: towing capability up to TBD lbs and 4-pin/7-pin wiring harness, Class IV Trailer Hitch Receiver,
67F	XL POWER EQUIPMENT GROUP, -inc: Perimeter Alarm, Remote Key Fob w/Tailgate

	Lock, Power Glass Sideview Mirrors,
153	FRONT LICENSE PLATE BRACKET, -inc: Standard in states requiring 2 license plates and optional to all others
86S	TOUGH BED SPRAY-IN BEDLINER
16E	CARPET FLOORING W/FLOOR MATS
17C	TRAY STYLE FLOOR LINER W/CARPET FLOOR MATS
<b>OPTION PACKAGE</b>	
<b>Code</b>	<b>Description</b>
100A	EQUIPMENT GROUP 100A STANDARD

# 2021 Fleet/Non-Retail Ford Ranger XL 2WD SuperCab 6' Box 126.8" WB

## WINDOW STICKER

2021 Ford Ranger XL 2WD SuperCab 6' Box 126.8" WB

CODE	MODEL	MSRP
R1E	2021 Ford Ranger XL 2WD SuperCab 6' Box 126.8" WB	\$24,820.00
<b>OPTIONS</b>		
99H	ENGINE: 2.3L ECOBOOST, -inc: auto start-stop technology (STD)	\$0.00
44U	TRANSMISSION: ELECTRONIC 10-SPEED SELECTSHIFT AUTO, (STD)	\$0.00
64A	WHEELS: 16" SILVER STEEL, (STD)	\$0.00
—	TIRES: P255/70R16 A/S BSW, (STD)	\$0.00
YZ	OXFORD WHITE	\$0.00
—	STANDARD PAINT	\$0.00
SH	EBONY, FRONT VINYL BUCKET SEATS, -inc: 8-way manual adjustable driver including lumbar, 6-way manual adjustable passenger and driver and passenger manual reclining seats	\$0.00
—	3.73 AXLE RATIO, (STD)	\$0.00
53R	TRAILER TOW PACKAGE, -inc: towing capability up to TBD lbs and 4-pin/7-pin wiring harness, Class IV Trailer Hitch Receiver,	\$495.00
67F	XL POWER EQUIPMENT GROUP, -inc: Perimeter Alarm, Remote Key Fob w/Tailgate Lock, Power Glass Sideview Mirrors,	\$355.00
153	FRONT LICENSE PLATE BRACKET, -inc: Standard in states requiring 2 license plates and optional to all others	\$0.00
86S	TOUGH BED SPRAY-IN BEDLINER	\$495.00
16E	CARPET FLOORING W/FLOOR MATS	\$145.00
17C	TRAY STYLE FLOOR LINER W/CARPET FLOOR MATS	\$200.00
100A	EQUIPMENT GROUP 100A STANDARD	\$0.00

Please note selected options override standard equipment

<b>SUBTOTAL</b>	<b>\$26,510.00</b>
Advert/ Adjustments	\$0.00
Manufacturer Destination Charge	\$1,195.00
<b>TOTAL PRICE</b>	<b>\$27,705.00</b>

Est City: N/A MPG  
 Est Highway: N/A MPG  
 Est Highway Cruising Range: N/A mi

Any performance-related calculations are offered solely as guidelines. Actual unit performance will depend on your operating

12/3/2020  
conditions.

Sell, service, and deliver letter

## Standard Equipment

### MECHANICAL

Engine: 2.3L EcoBoost -inc: auto start-stop technology
Transmission: Electronic 10-Speed SelectShift Auto
3.73 Axle Ratio
GVWR: 6,050 lbs
50-State Emissions System
Transmission w/Driver Selectable Mode
Rear-Wheel Drive
70-Amp/Hr 700CCA Maintenance-Free Battery w/Run Down Protection
150 Amp Alternator
Towing Equipment -inc: Trailer Sway Control
Trailer Wiring Harness
1860# Maximum Payload
Gas-Pressurized Shock Absorbers
Front Anti-Roll Bar
Electric Power-Assist Speed-Sensing Steering
18 Gal. Fuel Tank
Single Stainless Steel Exhaust
Short And Long Arm Front Suspension w/Coil Springs
Leaf Rear Suspension w/Leaf Springs
4-Wheel Disc Brakes w/4-Wheel ABS, Front Vented Discs, Brake Assist and Hill Hold Control

### EXTERIOR

Wheels: 16" Silver Steel
Tires: P255/70R16 A/S BSW
Regular Box Style
Steel Spare Wheel
Full-Size Spare Tire Stored Underbody w/Crankdown
Clearcoat Paint
Black Front Bumper w/Black Rub Strip/Fascia Accent
Black Rear Step Bumper
Black Wheel Well Trim
Black Side Windows Trim and Black Front Windshield Trim
Black Door Handles
Black Manual Side Mirrors w/Convex Spotter and Manual Folding
Fixed Rear Window
Light Tinted Glass



Variable Intermittent Wipers
Galvanized Steel/Aluminum Panels
Black Grille
Front License Plate Bracket
Reverse Opening Rear Doors
Tailgate Rear Cargo Access
Manual Tailgate/Rear Door Lock
Autolamp Fully Automatic Projector Beam Halogen Daytime Running Lights Preference Setting
Headlamps w/Delay-Off
Cargo Lamp w/High Mount Stop Light

## ENTERTAINMENT

Radio: AM/FM Stereo -inc: Bluetooth pass thru and 1 USB port
Radio w/Seek-Scan, Clock, Speed Compensated Volume Control, Aux Audio Input Jack and External Memory Control
Streaming Audio
Integrated Roof Antenna
4 Speakers
1 LCD Monitor In The Front

## INTERIOR

2-Way Driver Seat -inc: Manual Height Adjustment
2-Way Passenger Seat -inc: Manual Height Adjustment
Removable Full Folding Bench Front Facing Fold-Up Cushion Rear Seat
Manual Tilt/Telescoping Steering Column
Gauges -inc: Speedometer, Odometer, Voltmeter, Oil Pressure, Engine Coolant Temp, Transmission Fluid Temp, Trip Odometer and Trip Computer
Fixed Rear Windows
FordPass Connect 4G Mobile Hotspot Internet Access
Front Cupholder
Rear Cupholder
Compass
Manual Air Conditioning
HVAC -inc: Underseat Ducts
Locking Glove Box
Interior Trim -inc: Cabback Insulator and Chrome Interior Accents
Full Cloth Headliner
Urethane Gear Shifter Material
Front Cloth Bucket Seats -inc: 8-way manual adjustable driver including lumbar, 6-way manual adjustable passenger and driver and passenger manual reclining seats

Day-Night Rearview Mirror
3 12V DC Power Outlets
Fade-To-Off Interior Lighting
Full Vinyl/Rubber Floor Covering
Pickup Cargo Box Lights
Smart Device Remote Engine Start
Tracker System
Instrument Panel Bin, Dashboard Storage, Driver / Passenger And Rear Door Bins and 2nd Row Underseat Storage
Power 1st Row Windows w/Driver 1-Touch Up/Down
Delayed Accessory Power
Power Door Locks
Trip Computer
Analog Display
Manual w/Tilt Front Head Restraints and Manual Adjustable Rear Head Restraints
Front Center Armrest
Securilock Anti-Theft Ignition (pats) Engine Immobilizer

## SAFETY

AdvanceTrac w/Roll Stability Control Electronic Stability Control (ESC) And Roll Stability Control (RSC)
ABS And Driveline Traction Control
Side Impact Beams
Dual Stage Driver And Passenger Seat-Mounted Side Airbags
Ford Co-Pilot360 - Pre-Collision Assist with Automatic Emergency Braking (AEB)
Tire Specific Low Tire Pressure Warning
Dual Stage Driver And Passenger Front Airbags
Safety Canopy System Curtain 1st And 2nd Row Airbags
Airbag Occupancy Sensor
Mykey System -inc: Top Speed Limiter, Audio Volume Limiter, Early Low Fuel Warning, Programmable Sound Chimes and Beltminder w/Audio Mute
Outboard Front Lap And Shoulder Safety Belts -inc: Height Adjusters and Pretensioners
Dynamic Hitch Assist Back-Up Camera



# National Auto Fleet Group

A Division of Chevrolet of Watsonville

490 Auto Center Drive, Watsonville, CA 95076

(855) 289-6572 • (831) 480-8497 Fax

Fleet@NationalAutoFleetGroup.com

12/3/2020

Quote ID: **15128**

Order Cut Off Date: **TBA**

Mr Paul Martinez  
city of santa fe springs

12636 Emmens Way

Sante Fe Springs, California, 90670

Dear Paul Martinez,

National Auto Fleet Group is pleased to quote the following vehicle(s) for your consideration.

**Two (2) New/Unused (2021 Chevrolet Traverse (1NC56) FWD 4dr LT Cloth w/1LT, Factory Order )** and delivered to your specified location, each for

	One Unit (MSRP)	One Unit	Total % Savings	Extended Unit's (2)	Total Savings
Contract Price	\$39,655.00	\$33,076.32	16.590 %	\$66,152.65	\$13,157.35
Factory Order		\$0.00		\$0.00	
2 additional key(s)		\$600.00		\$1,200.00	
Tax (10.5000 %)		\$3,536.01		\$7,072.02	
Tire fee		\$8.75		\$17.50	
Total		\$37,221.09		\$74,442.17	

- per the attached specifications.

This vehicle(s) is available under the **Sourcewell (Formerly Known as NJPA) Contract 120716-NAF** . Please reference this Contract number on all purchase orders to National Auto Fleet Group. Payment terms are Net 20 days after receipt of vehicle.

Thank you in advance for your consideration. Should you have any questions, please do not hesitate to call.

Sincerely,

Jesse Cooper  
Account Manager  
Email: Fleet@NationalAutoFleetGroup.com  
Office: (855) 289-6572  
Fax: (831) 480-8497

Quoting Department  
Account Manager  
Fleet@NationalAutoFleetGroup.com  
(855) 289-6572



**GMC**

**In order to Finalize your Quote, please submit this purchase packet to your governing body for Purchase Order Approval. Once you issue a Purchase Order please send by:**

**Fax: (831) 480-8497**

**Mail: National Auto Fleet Group  
490 Auto Center Drive  
Watsonville, CA 95076**

**Email: Fleet@NationalAutoFleetGroup.com**

**We will then send a W-9 if you need one**

**Please contact our main office with any questions:  
1-855-289-6572**

## Vehicle Configuration Options

<b>EMISSIONS</b>	
<b>Code</b>	<b>Description</b>
FE9	EMISSIONS, FEDERAL REQUIREMENTS
<b>ENGINE</b>	
<b>Code</b>	<b>Description</b>
LFY	ENGINE, 3.6L V6, SIDI, VVT, (310 hp [232.0 kW] @ 6800 rpm, 266 lb-ft of torque [361 N-m] @ 2800 rpm) (STD)
<b>TRANSMISSION</b>	
<b>Code</b>	<b>Description</b>
M3V	TRANSMISSION, 9-SPEED AUTOMATIC, (STD)
<b>PREFERRED EQUIPMENT GROUP</b>	
<b>Code</b>	<b>Description</b>
1LT	LT CLOTH PREFERRED EQUIPMENT GROUP, Includes Standard Equipment
<b>WHEELS</b>	
<b>Code</b>	<b>Description</b>
PXJ	WHEELS, 18" (45.7 CM) BRIGHT SILVER PAINTED ALUMINUM, (STD)
<b>TIRES</b>	
<b>Code</b>	<b>Description</b>
QO5	TIRES, P255/65R18 ALL-SEASON BLACKWALL, (STD)
<b>PAINT</b>	
<b>Code</b>	<b>Description</b>
GAZ	SUMMIT WHITE
<b>PAINT SCHEME</b>	
<b>Code</b>	<b>Description</b>
---	STANDARD PAINT
<b>SEAT TYPE</b>	
<b>Code</b>	<b>Description</b>
AR9	SEATS, FRONT BUCKET, (STD)
<b>SEAT TRIM</b>	



Code	Description
H0U	JET BLACK, PREMIUM CLOTH SEAT TRIM
<b>RADIO</b>	
Code	Description
IOS	AUDIO SYSTEM, CHEVROLET INFOTAINMENT 3 PLUS SYSTEM, 8" diagonal HD color touchscreen, AM/FM stereo, Bluetooth audio streaming for 2 active devices, Apple CarPlay and Android Auto capable, voice recognition, in-vehicle apps, cloud connected personalization for select infotainment and vehicle settings. Subscription required for enhanced and connected services after trial period
<b>ADDITIONAL EQUIPMENT</b>	
Code	Description
ZL3	CONVENIENCE AND DRIVER CONFIDENCE PACKAGE, includes (IOS) Chevrolet Infotainment 3 Plus system with 8" diagonal HD color touchscreen, (UDD) multi-color Driver Information Center display, (KA1) heated front seats, (UG1) Universal Home Remote, (BTV) Remote Start, (TB5) rear power liftgate, (UKC) Lane Change Alert with Side Blind Zone Alert, (UFG) Rear Cross Traffic Alert and (UD7) Rear Park Assist
PED	CHEVY SAFETY ASSIST, includes (UHY) Automatic Emergency Braking, (UKJ) Front Pedestrian Braking, (UHX) Lane Keep Assist with Lane Departure Warning, (UE4) Following Distance Indicator, (UEU) Forward Collision Alert and (TQ5) IntelliBeam
PDZ	LPO, INTERIOR ENHANCEMENT PACKAGE, includes (VYW) first and second row premium carpeted floor mats, LPO and (VI4) third row premium carpeted floor mat, LPO and (S03) embroidered front row headrests, LPO
PDG	LPO, CARGO PACKAGE, includes (VRS) retractable cargo shade, LPO and (W2D) vertical cargo net, LPO
TQ5	HEADLAMPS, INTELLIBEAM AUTO HIGH BEAM CONTROL
TB5	LIFTGATE, REAR POWER
—	SIRIUSXM WITH 360L, Equipped with SiriusXM with 360L. Enjoy a trial subscription of the All Access package for the full 360L experience, with a greater variety of SiriusXM content, a more personalized experience and easier navigation. With the All Access package, you can also enjoy your favorites everywhere you go, with the SiriusXM app, online and at home on compatible connected devices.
KA1	SEATS, HEATED DRIVER AND FRONT PASSENGER
S03	LPO, EMBROIDERED FRONT ROW HEADRESTS, with logo on front
VYW	LPO, PREMIUM CARPETED FLOOR MATS, FIRST AND SECOND ROW
VI4	LPO, PREMIUM CARPETED FLOOR MAT, THIRD ROW
KI3	STEERING WHEEL, HEATED, includes AUTO heated steering wheel (selectable automatic activation)
UDD	DISPLAY, 4.2" DRIVER INSTRUMENT INFORMATION, ENHANCED, MULTI-COLOR
BTV	REMOTE START
UG1	UNIVERSAL HOME REMOTE, includes garage door opener, programmable
VRS	LPO, CARGO SHADE, RETRACTABLE
W2D	LPO, CARGO NET, VERTICAL
UD7	REAR PARK ASSIST WITH AUDIBLE WARNING

UKC	LANE CHANGE ALERT, with Side Blind Zone Alert
UHX	LANE KEEP ASSIST WITH LANE DEPARTURE WARNING
UE4	FOLLOWING DISTANCE INDICATOR
UEU	FORWARD COLLISION ALERT
UHY	AUTOMATIC EMERGENCY BRAKING
UFG	REAR CROSS TRAFFIC ALERT
UKJ	FRONT PEDESTRIAN BRAKING
<b>SEATING ARRANGEMENT</b>	
<b>Code</b>	<b>Description</b>
ABE	SEATING, 7-PASSENGER (2-2-3 SEATING CONFIGURATION), (STD)

# 2021 Fleet/Non-Retail Chevrolet Traverse FWD 4dr LT Cloth w/1LT

## WINDOW STICKER

2021 Chevrolet Traverse FWD 4dr LT Cloth w/1LT

CODE	MODEL	MSRP
1NC56	2021 Chevrolet Traverse FWD 4dr LT Cloth w/1LT	\$35,400.00
<b>OPTIONS</b>		
FE9	EMISSIONS, FEDERAL REQUIREMENTS	\$0.00
LFY	ENGINE, 3.6L V6, SIDI, VVT, (310 hp [232.0 kW] @ 6800 rpm, 266 lb-ft of torque [361 N-m] @ 2800 rpm) (STD)	\$0.00
M3V	TRANSMISSION, 9-SPEED AUTOMATIC, (STD)	\$0.00
1LT	LT CLOTH PREFERRED EQUIPMENT GROUP, Includes Standard Equipment	\$0.00
PXJ	WHEELS, 18" (45.7 CM) BRIGHT SILVER PAINTED ALUMINUM, (STD)	\$0.00
QO5	TIRES, P255/65R18 ALL-SEASON BLACKWALL, (STD)	\$0.00
GAZ	SUMMIT WHITE	\$0.00
—	STANDARD PAINT	\$0.00
AR9	SEATS, FRONT BUCKET, (STD)	\$0.00
H0U	JET BLACK, PREMIUM CLOTH SEAT TRIM	\$0.00
IOS	AUDIO SYSTEM, CHEVROLET INFOTAINMENT 3 PLUS SYSTEM, 8" diagonal HD color touchscreen, AM/FM stereo, Bluetooth audio streaming for 2 active devices, Apple CarPlay and Android Auto capable, voice recognition, in-vehicle apps, cloud connected personalization for select infotainment and vehicle settings. Subscription required for enhanced and connected services after trial period	INC
ZL3	CONVENIENCE AND DRIVER CONFIDENCE PACKAGE, includes (IOS) Chevrolet Infotainment 3 Plus system with 8" diagonal HD color touchscreen, (UDD) multi-color Driver Information Center display, (KA1) heated front seats, (UG1) Universal Home Remote, (BTV) Remote Start, (TB5) rear power liftgate, (UKC) Lane Change Alert with Side Blind Zone Alert, (UFG) Rear Cross Traffic Alert and (UD7) Rear Park Assist	\$1,795.00
PED	CHEVY SAFETY ASSIST, includes (UHY) Automatic Emergency Braking, (UKJ) Front Pedestrian Braking, (UHX) Lane Keep Assist with Lane Departure Warning, (UE4) Following Distance Indicator, (UEU) Forward Collision Alert and (TQ5) IntelliBeam	\$625.00
PDZ	LPO, INTERIOR ENHANCEMENT PACKAGE, includes (VYW) first and second row premium carpeted floor mats, LPO and (VI4) third row premium carpeted floor mat, LPO and (S03) embroidered front row headrests, LPO	\$445.00
PDG	LPO, CARGO PACKAGE, includes (VRS) retractable cargo shade, LPO and (W2D) vertical cargo net, LPO	\$195.00
TQ5	HEADLAMPS, INTELLIBEAM AUTO HIGH BEAM CONTROL	INC
TB5	LIFTGATE, REAR POWER	INC
—	SIRIUSXM WITH 360L, Equipped with SiriusXM with 360L. Enjoy a trial subscription of the All Access package for the full 360L experience, with a greater variety of SiriusXM content, a more personalized experience and easier navigation. With the All Access package, you can also enjoy your favorites everywhere you go, with the SiriusXM app, online and at home on compatible connected devices.	INC

KA1	SEATS, HEATED DRIVER AND FRONT PASSENGER	INC
S03	LPO, EMBROIDERED FRONT ROW HEADRESTS, with logo on front	INC
VYW	LPO, PREMIUM CARPETED FLOOR MATS, FIRST AND SECOND ROW	INC
VI4	LPO, PREMIUM CARPETED FLOOR MAT, THIRD ROW	INC
KI3	STEERING WHEEL, HEATED, includes AUTO heated steering wheel (selectable automatic activation)	INC
UDD	DISPLAY, 4.2" DRIVER INSTRUMENT INFORMATION, ENHANCED, MULTI-COLOR	INC
BTV	REMOTE START	INC
UG1	UNIVERSAL HOME REMOTE, includes garage door opener, programmable	INC
VR5	LPO, CARGO SHADE, RETRACTABLE	INC
W2D	LPO, CARGO NET, VERTICAL	INC
UD7	REAR PARK ASSIST WITH AUDIBLE WARNING	INC
UKC	LANE CHANGE ALERT, with Side Blind Zone Alert	INC
UHX	LANE KEEP ASSIST WITH LANE DEPARTURE WARNING	INC
UE4	FOLLOWING DISTANCE INDICATOR	INC
UEU	FORWARD COLLISION ALERT	INC
UHY	AUTOMATIC EMERGENCY BRAKING	INC
UFG	REAR CROSS TRAFFIC ALERT	INC
UKJ	FRONT PEDESTRIAN BRAKING	INC
ABE	SEATING, 7-PASSENGER (2-2-3 SEATING CONFIGURATION), (STD)	\$0.00

Please note selected options override standard equipment

<b>SUBTOTAL</b>	<b>\$38,460.00</b>
Advert/ Adjustments	\$0.00
Manufacturer Destination Charge	\$1,195.00
<b>TOTAL PRICE</b>	<b>\$39,655.00</b>

Est City: N/A MPG  
 Est Highway: N/A MPG  
 Est Highway Cruising Range: N/A mi

Any performance-related calculations are offered solely as guidelines. Actual unit performance will depend on your operating conditions.

## Standard Equipment

### MECHANICAL

Engine, 3.6L V6, SIDI, VVT (310 hp [232.0 kW] @ 6800 rpm, 266 lb-ft of torque [361 N-m] @ 2800 rpm)
Transmission, 9-speed automatic
E10 Fuel capable
Engine control, stop-start system
Driver Mode Selector
Axle, 3.49 final drive ratio
Front wheel drive
Battery, heavy-duty 600 cold-cranking amps
Alternator, 170 amps
GVWR, 6160 lbs. (2800 kg)
Suspension, Ride and Handling
Steering, power
Brakes, 4-wheel antilock, 4-wheel disc, 17" front and rear
Electric Parking Brake
Capless fuel fill
Tool kit, road emergency

### EXTERIOR

Wheels, 18" (45.7 cm) Bright Silver painted aluminum
Tires, P255/65R18 all-season blackwall
Exhaust, uplevel
Wheel, spare, 18" (45.7 cm) steel
Tire, compact spare, T135/70R18, blackwall
Roof rails, Black
Fascia, front body-color
Moldings, Black bodyside
Moldings, rocker, Black
Headlamps, high intensity discharge
Headlamps, automatic on/off
Fog lamps, front
Taillamps, LED
Mirror caps, body-color
Mirrors, outside heated power-adjustable manual-folding, body-color, with turn signal indicators
Glass, deep-tinted
Wipers, front intermittent with washers



Wiper, rear intermittent with washer
Door handles, body-color
Liftgate, rear manual (FWD model only.)

## ENTERTAINMENT

Audio system, Chevrolet Infotainment 3 system 7" diagonal color touchscreen, AM/FM stereo. Additional features for compatible phones include: Bluetooth audio streaming for 2 active devices, voice command pass-through to phone, Apple CarPlay and Android Auto capable (FWD only.)
SiriusXM Radio
4G LTE Wi-Fi Hotspot capable (Terms and limitations apply. See onstar.com or dealer for details.)
Active Noise Cancellation

## INTERIOR

Seats, front bucket
Seating, 7-passenger (2-2-3 seating configuration)
Seat trim, premium cloth
Seat adjuster, driver 8-way power
Seat adjuster, power driver lumbar control
Seats, third row 60/40 split-bench, manual-folding
Head restraints, front, 2-way adjustable
Head restraints, second and third row outboard, 2-way manual-folding
Console, front center with 2 cup holders, covered storage bin with storage and removable tray
Floor covering, color-keyed carpeting
Floor mats, color-keyed all rows
Steering wheel, leather-wrapped, 3-spoke
Steering column, tilt
Steering wheel controls, mounted controls for audio, phone and cruise
Display, 3.5" driver instrument information, monochromatic (FWD model only.)
Compass display, digital
Windows, power with driver Express Up/Down and front passenger Express-Down
Door locks, power programmable with lockout protection
Keyless Open includes extended range Remote Keyless Entry with lock/unlock feature
Cruise control, electronic with set and resume speed
Remote panic alarm
Theft-deterrent system, electrical, unauthorized entry
USB ports
Air conditioning, tri-zone automatic climate control with individual climate settings for driver, right front passenger and rear seat occupants
Sensor, humidity and windshield temperature

Defogger, rear-window electric
Heater ducts, 2nd row
Cup holders, 10 total
Umbrella holders, driver and front passenger doors
Mirror, inside rearview manual day/night
Visors, driver and passenger illuminated vanity mirrors, covered
Lighting, interior with theater dimming, cargo compartment, reading lights for front seats, second row reading lamps integrated into dome light, door-and tailgate-activated switches and illuminated entry and exit feature
Cargo storage, bin under rear floor
Chevrolet Connected Access capable (Subject to terms. See onstar.com or dealer for details.)

**SAFETY**

StabiliTrak, stability control system with traction control
Daytime Running Lamps, LED
Airbags, dual-stage frontal and side-impact for driver and front passenger, driver inboard seat-mounted side-impact and roof-rail side-impact for all rows in outboard seating positions (Always use seat belts and the correct child restraints. Children are safer when properly secured in a rear seat in the appropriate child restraint. See the Owner's Manual for more information.)
Passenger Sensing System sensor indicator inflatable restraint, front passenger/child presence detector (Always use seat belts and the correct child restraints. Children are safer when properly secured in a rear seat in the appropriate child restraint. See the Owner's Manual for more information.)
OnStar and Chevrolet connected services capable (Terms and limitations apply. See onstar.com or dealer for details.)
Rear Vision Camera
Door locks, rear child security
Rear Seat Reminder
LATCH system (Lower Anchors and Tethers for CHildren), for child restraint seats
Teen Driver a configurable feature that lets you activate customizable vehicle settings associated with a key fob, to help encourage safe driving behavior. It can limit certain available vehicle features, and it prevents certain safety systems from being turned off. It includes the Buckle-to-Drive feature which prevents the driver from shifting from Park for up to 20 seconds if the driver's seat belt is not buckled. An in-vehicle report card gives you information on driving habits and helps you to continue to coach your new driver
Tire Pressure Monitor, includes Tire Fill Alert (Does not monitor spare.)
Horn, dual-note



# City of Santa Fe Springs

City Council Meeting

ITEM NO. 7

January 14, 2021

## **NEW BUSINESS**

Adopt Resolution No. 9703 Making a Finding as to the Industrial Disability of Neal Lowrey

### **RECOMMENDATION:**

- Adopt Resolution No. 9703 making a finding as to the industrial disability of Neal Lowrey.

### **BACKGROUND**

Neal Lowrey applied for an industrial disability retirement with CalPERS, pending Council approval from his position as Fire Captain, after 32 years of City service.

Mr. Lowrey's disability is a result of an injury that has arisen out of and in the course of his employment. Sedgwick Insurance, the City's third party workers compensation administrator through the California Joint Powers Authority (CJPIA), has been working to obtain competent medical opinion and evidence that would be the basis for the City to make a determination regarding Mr. Lowrey's disability.

This was a litigated claim that ended in a compromise and release agreement. Based on medical opinion and evidence, Mr. Lowrey would be unable to return to work in the capacity of a Fire Captain.

Staff therefore recommends that the City Council approve the attached Resolution, making a finding as to the industrial disability of Neal Lowrey.

A handwritten signature in blue ink, appearing to read "Raymond R. Cruz".

Raymond R. Cruz  
City Manager

Attachment(s):  
Resolution 9703

**RESOLUTION NO. 9703**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTA FE SPRINGS  
MAKING A FINDING AS TO THE INDUSTRIAL DISABILITY OF NEAL LOWREY**

**WHEREAS**, the City of Santa Fe Springs (hereinafter referred to as Agency) is a contracting agency of the Public Employees' Retirement System (CalPERS);

**WHEREAS**, the California Public Employees' Retirement Law requires that a contracting agency determine whether an employee of such agency in employment in which he/she is classified as a local safety member is disabled for purpose of the California Public Employee's Retirement Law and whether such disability is "industrial" within the meaning of such Law;

**WHEREAS**, an application for industrial disability retirement of work restrictions on the right knee of Neal Lowrey, who was employed by the Agency in the position of Fire Captain, has been filed with the CalPERS; and

**WHEREAS**, the City of Santa Fe Springs has reviewed the medical and other evidence relevant to such alleged disability;

**NOW, THEREFORE, BE IT RESOLVED** that the City of Santa Fe Springs find and determine and it does hereby find and determine that Neal Lowrey is incapacitated within the meaning of the California Public Employees' Retirement Law for performance of his duties in the position of Fire Captain for the right knee and does hereby certify under penalty of perjury that this determination was made on the basis of competent medical opinion and was not used as a substitute for the disciplinary process in accordance with Government Code section 21156(a)(2). Neal Lowrey filed a Workers' Compensation claim for his disabling condition. The Workers' Compensation claim was accepted.

**BE IT FURTHER RESOLVED** that the City of Santa Fe Springs find and determine and it does hereby find and determine that such disability is a result of injury or disease arising out of and in the course of employment. Neither said Neal Lowrey nor the agency, City of Santa Fe Springs, has applied to the Workers' Compensation Appeals Board for a determination pursuant to Government Code Section 21166 whether such disability is industrial.

**BE IT FURTHER RESOLVED** that the members last date on payroll was December 20, 2020, with a retirement date of December 21, 2020 and that no dispute as to the expiration of such leave rights is pending. There is not a possibility of third party liability. Advanced disability payments will not be made. The primary disabling conditions are orthopedic, right knee. The duration of the disabling condition is expected to be permanent which is certified by competent medical opinion.

**APPROVED and ADOPTED** this 14<sup>th</sup> day of January, 2021 by the following roll call vote:

APPROVED:  
ITEM NO.:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

---

John M. Mora, Mayor

---

Janet Martinez, CMC, City Clerk





**NEW BUSINESS**

Washington Boulevard Light Rail Transit Coalition Memorandum of Understanding, Approving the City's Share of Cost to develop an Economic Analysis of Impacts and Beneficial Opportunities Associated with the Metro Gold Line Washington Boulevard Alignment.

**RECOMMENDATION:**

Approve, by acknowledgment, the City's share of the cost to develop an economic analysis of impacts and beneficial opportunities associated with the Metro Gold Line Washington Boulevard Alignment.

**BACKGROUND AND ANALYSIS:**

On October 15, 2019, City Council approved a resolution adopting the Memorandum of Understanding (MOU) between the City of Commerce, City of Montebello, City of Pico Rivera, City of Santa Fe Springs, and the City of Whittier, collectively, these entities are known as parties of the Washington Boulevard Light Rail Transit Coalition.

The purpose of this MOU was to cooperatively pursue the extension of the Gold Line along Washington Boulevard. The Parties will seek funding and approvals for the extension of the Gold Line along Atlantic and Washington Boulevards, originating near the current East Los Angeles Civic Center terminus of West Gold Line and terminating in the City of Whittier, with a 50 or 100-year long-range plan allowing for a possible extension to Orange County and beyond.

Initially, four of the Cities (Whittier, Santa Fe Springs, Pico Rivera and Commerce) in the last several years, have participated in advocating for the Washington Boulevard alignment. In September 2019, the City Council of the City of Montebello voted to support the Washington Boulevard route and approved joining the Coalition. These five cities have dedicated countless hours studying, meeting, advocating, and engaging stakeholders. The five cities support the Washington Boulevard alignment for the following reasons:

- It best supports regional land use objectives;
- It is projected to have the highest number of riders;
- It provides access to transit to the highest number of low-income households and seniors;
- It provides services to the most transit-dependent populations;
- It allows the greatest overall user benefit hours, accessibility, and connectivity;
- It connects communities by linking regional employment, education, shopping, healthcare and homes; and
- It provides an environmentally-friendly alternative to the detrimental impacts of freeway commuting and congestion and is an investment in a traditionally underserved region.

Early last year the Coalition Cities agreed to circulate an RFP for an economic impact analysis for the corridor. During the October 29, 2020 Coalition meeting, four of the Cities agreed to retain Cordoba Corporation to help push the project forward and complete a streamlined work program designed to help meet the goals and objectives associated with the Metro Gold Line Washington Boulevard Alignment. The cities interested in pursuing the study were Commerce, Montebello, Santa Fe Springs, and Whittier. The City of Pico Rivera is nearing completion on a similar study that will provide the necessary data for its jurisdiction. The costs for the scope of services Cordoba Corporation has outlined in their proposal will be \$274,605 that would be split between four of the Coalition in Cities, which brings each City's share to \$68,651.25.

**Summary:**

The City is a party to the MOU which stimulated that each participating city would pay their proportional amount for fiscal and administrative costs related to the facilitation of the goals and purpose as stated in the MOU. The RFP and subsequent agreement to retain Cordoba Corporation to perform an economic analysis and beneficial opportunities associated with the Metro Gold Line Washington Boulevard Gold Line Alignment, is in furtherance of those goals as stated in the MOU.

There is no need for an appropriation of funds since there are sufficient funds already set-aside in the FY 2020/2021 budget to cover related Gold Line MOU cost. This is simply an approval, by acknowledgment, of the City's share of the cost to develop an economic analysis of impacts and beneficial opportunities associated with the Metro Gold Line Washington Boulevard Alignment.

**FISCAL IMPACT**

There is \$75,000 budgeted in the approved FY2020-21 Budget under the Non-Recurring (9000) Account #4400 Gold Line MOU.

  
Raymond R. Cruz  
City Manager

**Attachments:**

1. Washing Boulevard Coalition MOU
2. Cordoba Corporation Proposal-Economic Impact Analysis

**MEMORANDUM OF UNDERSTANDING  
BETWEEN  
THE CITY OF COMMERCE, THE CITY OF MONTEBELLO, THE CITY OF PICO  
RIVERA, THE CITY OF SANTA FE SPRINGS, AND THE CITY OF WHITTIER  
REGARDING  
THE METRO GOLD LINE EASTSIDE EXTENSION PHASE II**

This Memorandum of Understanding ("MOU"), is made and entered into as of the date of the last signature set forth below by and between the City of Commerce, a municipal corporation, the City of Montebello, a municipal corporation, the City of Pico Rivera, a municipal corporation, the City of Santa Fe Springs, a municipal corporation, and the City of Whittier, a municipal corporation, collectively, these entities shall be known herein as "The Washington Boulevard Light Rail Transit Coalition" or "Parties" or individually as "Party."

WITNESSETH

**WHEREAS**, The Washington Boulevard Light Rail Transit Coalition, local businesses, and residents advocate for the extension of the Gold Line along Washington Boulevard (the "Extension"); and

**WHEREAS**, The Extension will serve communities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, Whittier, South Whittier, and other unincorporated Los Angeles County neighborhoods; and

**WHEREAS**, Ridership is estimated to exceed 19,000 in today's ridership standards; and

**WHEREAS**, The Extension will help connect communities to jobs, housing, education, healthcare, shopping, entertainment, and to each other; and

**WHEREAS**, The Extension will provide transit to disadvantaged residents, many with limited or no access to private vehicles, it will improve traffic congestion, and reduce air pollution; and

**WHEREAS**, The Extension will provide significant opportunities for economic growth and positive community transformation while supporting regional land use objectives.

**NOW, THEREFORE**, In consideration of the mutual benefits to be derived by the Parties, and of the promises herein contained, it is hereby agreed as follows:

**Section 1. Recitals.**

The recitals set forth above are fully incorporated as part of this MOU.



**Section 2. Purpose.**

The purpose of this MOU is to cooperatively pursue the extension of the Gold Line along Washington Boulevard. The Parties will seek funding and approvals for the extension of the Gold Line along Atlantic and Washington Boulevards—originating near the current East Los Angeles Civic Center terminus of West Gold Line and terminating in the City of Whittier—with a 50 or 100 year long range plan allowing for a possible extension to Orange County and beyond.

**Section 3. Cooperation.**

The Parties shall fully cooperate with one another to attain the purpose of this MOU as described in Section 2 above.

**Section 4. Voluntary.**

This MOU is voluntarily entered into for the purpose of advocating and pursuing the extension of the Gold Line along Washington Boulevard.

**Section 5. Term.**

This MOU shall become effective on the date of the final execution by the Parties and shall remain in effect until terminated by the Parties as set forth herein.

**Section 6. Annual Budget and Proportional Costs.**

The Parties agree that the City of Whittier shall be the lead agency for purposes of fiscal and administrative matters. The Parties agree that the adoption of an annual budget shall be subject to unanimous approval. The parties further agree to pay their proportional amount to the City of Whittier for fiscal and administrative costs related to the facilitation of the goals and purpose as stated in the MOU ("Proportional Costs") for consultants and special projects. Such consultant and special project costs incurred outside the adopted budget shall be subject to 4/5 supermajority approval. The City of Whittier shall provide the parties with a statement of costs on a quarterly basis. Following the adoption of this MOU, the Administrative Committee (as defined in Section 7) shall present options for calculating the Proportional Costs for the Governing Board's (as defined in Section 7) consideration. The Governing Board shall approve a Proportional Costs formula by supermajority vote. No Party shall be responsible for any costs pursuant to this Section or Section 8 until such time that the Governing Board approves a Proportional Costs formula.

**Section 7. Organizational Structure.**

The Washington Boulevard Light Rail Transit Coalition shall consist of a Governing Board comprised of one (1) designated elected official from each Party headed by a chair and vice chair and an Administrative Committee comprised of city managers (or his or her

designee) from the Parties headed by a chair and vice chair. The Administrative Committee shall provide professional guidance and policy research in support of recommendations to the Governing Board and shall administer the terms and conditions of this MOU on behalf of their respective Party.

**Section 8. Initial Contribution and Expenditures.**

Each party shall make an initial contribution in the amount set forth in the approved Proportional Costs formula, which shall be used for reasonable and necessary costs consistent with the purpose of this MOU. The initial contribution shall be applied towards each Party's respective Proportional Costs share as determined under Section 6. The Governing Board shall approve all expenditures of funds.

**Section 9. General Agreements and Acknowledgements.**

The Parties agree that:

- a. The Light Rail Line is the preferred option (as opposed to high speed, or dedicated bus lanes);
- b. The preferred route is one that is below grade through East Los Angeles;
- c. They will advocate for routes approved by impacted communities and cities, while supporting mobility and environmental justice goals;
- d. They will pursue connecting East Los Angeles Civic Center with Citadel Outlets (which draws more visitors on a yearly basis than the Disneyland Parks) with PIH Health Hospital Campus, along with major employment centers in the City of Commerce;
- e. Nine (9) light rail stations can spur revitalization and reinvestment;
- f. The Army Corps of Engineers, Caltrans, and the Los Angeles County Flood Control District are additional stakeholders;
- g. Any funds deposited by the Parties be used for the purpose and administration of this MOU;
- h. The Parties are, and shall at all times remain as to each other, wholly independent entities;
- i. Any notices, bills, invoices, or reports relating to this MOU, and any request, demand, statement, or other communication required or permitted hereunder shall be in writing and shall be delivered to the representatives of the Parties at the addresses identified in Section 12(a).
- j. This MOU shall be binding upon, and shall be to the benefit of the respective successors, heirs, and assigns of each Party; provided, however, neither Party

may assign its respective rights or obligations under this MOU without the prior written consent of the other Parties

**Section 10. Indemnification.**

To the fullest extent permitted by law, the City of Whittier, the City of Pico Rivera, the City of Montebello, the City of Commerce, and the City of Santa Fe Springs agree to save, indemnify, defend, and hold harmless each other from any and all liability, claims, suits, actions, arbitration proceedings, administrative proceedings, and regulatory proceedings, losses, expenses, or any injury or damage of any kind whatsoever, whether actual, alleged or threatened, attorney fees, court costs, and any other costs of any nature without restriction incurred in relation to, as a consequence of, or arising out of, the performance of this MOU, and attributable to the fault of the other. Following a determination of the percentage of fault and or liability by agreement between the Parties or a court of competent jurisdiction, the Party or Parties responsible for liability to the other will indemnify the other Party or Parties to this MOU for the percentage of liability determined.

In light of the provisions of Section 895.2 of the Government Code of the State of California imposing certain tort liability jointly upon public entities solely by reason of such entities being parties to an agreement (as defined in Section 895 of said Code), each of the Parties hereto, pursuant to the authorization contained in Section 895.4 and 895.6 of said Code, shall assume the full liability imposed upon it or any of its officers, agents, or employees by law for injury caused by any act or omission occurring in the performance of this MOU to the same extent that such liability would be imposed in the absence of Section 895.2 of said Code. To achieve the above stated purpose, each of the Parties indemnifies, defends, and holds harmless each other Party for any liability, cost, or expense that may be imposed upon such other Party solely by virtue of said Section 895.2. The provisions of Section 2778 of the California Civil Code are made a part hereof and incorporated herein.

**Section 11. Termination.**

- a. This entire MOU may be terminated by mutual agreement of all Parties. A Party may initiate the termination process by submitting a thirty days' (30-days') written request to terminate this entire MOU to the rest of the Parties. The entire MOU will not be considered terminated, until and unless, all the Parties that are members of this MOU at the expiration of the thirty-days' (30-days') notice agree to terminate the MOU in its entirety. If the MOU is terminated, all Parties that are members of this MOU as of the date of MOU termination, shall be entitled to the remaining funds, after all outstanding costs or expenses are paid, in accordance with approved Proportional Costs formula approved under Section 6. Any completed work shall be owned by all Parties.



- b. A Party may opt out of this MOU at any time by submitting in writing to the remaining Parties its intent to opt out. If a Party opts out of this MOU it forfeits all monies apportioned to the Party and its right to work completed through this MOU.

**Section 12. General Provisions.**

- a. Notices. Any and all notices, bills, invoices, or reports relating to this MOU, and any request, demand, statement or other communication required or permitted hereunder shall be in writing and shall be delivered to the Party representative at the address as follows:

Rene Bobadilla  
City Manager  
City of Montebello  
1600 W. Beverly Blvd.  
Montebello, CA 90640  
rbobadilla@cityofmontebello.com

Steve Carmona  
City Manager  
City of Pico Rivera City Hall  
6615 Passons Boulevard  
Pico Rivera, CA 90660  
(562) 801-4379

Edgar P. Cisneros  
City Manager  
City of Commerce  
2535 Commerce Way  
Commerce CA 90040  
(323) 722-4805  
ECisneros@ci.commerce.ca.us

Jeff Collier  
City Manager  
City of Whittier  
13230 Penn Street  
Whittier, CA 90602  
(562) 567-9300  
jcollier@cityofwhittier.org

Raymond R. Cruz  
City Manager  
City of Santa Fe Springs  
11710 E. Telegraph Road

Santa Fe Springs, CA 90670  
(562) 409-7510  
rcruz@santafesprings.org

Parties shall promptly notify each other of any change of contact information, including personnel changes. Written notice shall include notice delivered via email or facsimile. A notice shall be deemed to have been received on (a) the date of delivery, if delivered by hand during regular business hours, or by confirmed facsimile or by email; or (b) on the third (3rd) business day following mailing by registered or certified mail (return receipt requested) to the addresses set forth above.

- b. Administration. For the purpose of this MOU, the parties hereby designate as their respective Party representatives to the Administrative Committee the persons named as follows:

Rene Bobadilla  
City Manager  
City of Montebello

Steve Carmona  
City Manager  
City of Pico Rivera

Edgar P. Cisneros  
City Manager  
City of Commerce

Jeff Collier  
City Manager  
City of Whittier

Raymond R. Cruz  
City Manager  
City of Santa Fe Springs

The designated Party representatives, or their respective designees, shall administer the terms and conditions of this MOU on behalf of their respective Party. Each of the persons signing below on behalf of a Party represents and warrants that they are authorized to sign this MOU on behalf of such Party.

- c. Relationship of Parties. The Parties are and shall remain at all times as to each other, wholly independent entities. No Party to this MOU shall have power to incur any debt, obligation, or liability on behalf of another Party unless expressly provided to the contrary by this MOU. No employee, agent, or officer of a Party shall be deemed for any purpose whatsoever to be an agent, employee or officer of another Party.

- d. Binding Effect. This MOU shall be binding upon and inure to the benefit of each Party to this MOU and their respective heirs, administrators, representatives, successors and assigns.
- e. Amendment. The terms and provisions of this MOU may not be amended, modified or waived, except in writing signed by all the Parties.
- f. Waiver. Waiver by any Party to this MOU of any term, condition, or covenant of this MOU shall not constitute a waiver of any other term, condition, or covenant. Waiver by any Party to any breach of the provisions of this MOU shall not constitute a waiver of any other provision, nor a waiver of any subsequent breach or violation of any provision of this MOU.
- g. Law to Govern; Venue. This MOU shall be interpreted, construed and governed according to the laws of the State of California. In the event of litigation between the Parties, venue in the state trial courts shall lie exclusively in the County of Los Angeles.
- h. No Presumption in Drafting. The Parties to this MOU agree that the general rule that an MOU is to be interpreted against the Party drafting it, or causing it to be prepared shall not apply.
- i. Entire MOU. This MOU constitutes the entire MOU of the Parties with respect to the subject matter hereof and supersedes all prior or contemporaneous MOUs, whether written or oral, with respect thereto.
- j. Severability. If any term, provision, condition or covenant of this MOU is declared or determined by any court or competent jurisdiction to be invalid, void, or unenforceable, the remaining provisions of this MOU shall not be affected thereby and this MOU shall be read and constructed without the invalid, void, or unenforceable provision(s).
- k. Counterparts. This MOU may be executed in any number of counterparts, each of which shall be an original, but all of which taken together shall constitute but one and the same instrument, provided, however, that such counterparts shall have been delivered to all Parties to this MOU.
- l. Represented by Counsel. All Parties have been represented by counsel in the preparation and negotiation of this MOU. Accordingly, this MOU shall be construed according to its fair language. Any ambiguities shall be resolved in a collaborative manner by the Parties and shall be rectified by amending this MOU as described in paragraph 12(e).
- m. Authorized to Sign. Each of the persons signing below on behalf of a Party represents and warrants that he or she is authorized to sign this MOU on behalf of such Party.

n. No Financial Obligation. Each Party shall have no financial obligation to the other Parties of this MOU, except as herein expressly provided.

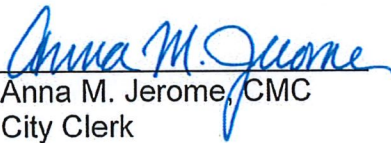
**IN WITNESS WHEREOF**, the Parties have caused this MOU to be executed by their duly authorized representatives and affixed as of the date of signature of the Parties:

**CITY OF PICO RIVERA**

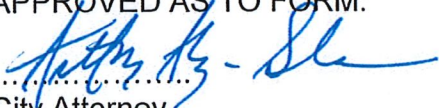
Date: 1/21/2020

By:   
Steve Carmona,  
City Manager

ATTEST:

By:   
Anna M. Jerome, CMC  
City Clerk

APPROVED AS TO FORM:

  
.....  
City Attorney

By: Arnold M. Alvarez Glasman

THE CITY OF SANTA FE SPRINGS

Date: 10/25/19

By: Raymond R. Cruz  
Raymond R. Cruz  
City Manager

ATTEST:

By: [Signature]  
Janet Martinez, CMC  
City Clerk

APPROVED AS TO FORM:

[Signature]  
.....  
City Attorney

By: Ivy M. Tsai

THE CITY OF MONTEBELLO

City Manager:



Rene Bobadilla

Date: 11/21/19

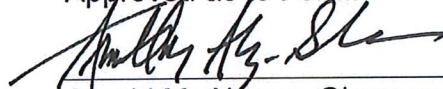
Attest:



Irma Barajas, City Clerk

Date: 12-17-19

Approved as to Form:



Arnold M. Alvarez-Glasman  
City Attorney

Date: 12-9-19



THE CITY OF WHITTIER

Date: 11-18-2019

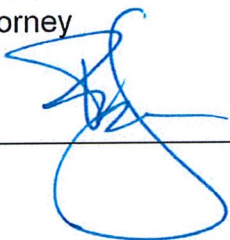
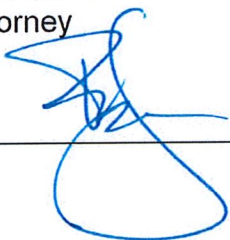
By:   
Jeff Collier  
City Manager

ATTEST:

By:   
Rigoberto Garcia Jr.  
City Clerk

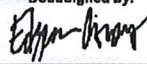
APPROVED AS TO FORM:

.....  
City Attorney

By:   


**THE CITY OF COMMERCE**

Date: 10/21/2019

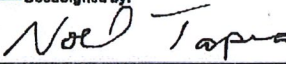
DocuSigned by:  
By:   
Edgar P. Cisneros  
City Manager

**ATTEST:**

DocuSigned by:  
By:   
Lena Shumway  
City Clerk

**APPROVED AS TO FORM:**

.....  
City Attorney

DocuSigned by:  
By:   
Noel Tapia



## CORDOBA CORPORATION

LOS ANGELES • SAN FRANCISCO • SANTA ANA • SAN DIEGO

November 4, 2020

Washington Blvd. Light Rail Transit Coalition  
c/o Brian Saeki, City Manager  
City of Whittier  
13230 Penn Street  
Whittier, CA 90602

SUBJECT: Revised Proposal to Perform Economic Analysis and Connectivity Study

Dear Mr. Saeki:

Cordoba Corporation is pleased to resubmit this proposal to the Washington Blvd. Light Rail Transit Coalition to provide professional services for an Economic Analysis of Impacts & Beneficial Opportunities Associated with the Metro Gold Line Washington Boulevard Alignment.

For this project, Cordoba Corporation has teamed with Gruen Associates to provide urban planning and design, TOD/FLM planning and landscape architecture; as part of contract negotiations we will work with the Coalition Cities to identify a mutually acceptable subconsultant with expertise in financial and economic analyses. We have maintained resource and cost estimates for this future subconsultant in order to allow the Coalition to understand the complete potential cost of our proposed work program.

We understand that one member of the Coalition has opted not to participate in the study. We have adjusted our resource allocation and cost estimate to reflect a reduced study area as a result of the withdrawal of one member-city.

The schedule for this project is extremely limited. with a start date 6 weeks from submittal, or approximately November 16, and completion date of December 2020, there are approximately 24 to 27 working days. We understand that, with the withdrawal by Metro of the Pillar Projects pushing the estimated completion of the Eastside Extension to 2035, there may be less urgency and therefore more flexibility in the project schedule. We believe a more "relaxed" schedule would be beneficial to both the technical team and the Coalition Cities.

We look forward to explaining our streamlined work approach in more detail in a future interview. We are excited and committed to working with the cities to identify how you may make the best advantage of the potential opportunities and benefits of a significant regional transportation system upgrade in your cities.

If you have any questions or concerns in reviewing this proposal, please do not hesitate to call me ((714) 342-2309) or [chigley@cordobacorp.com](mailto:chigley@cordobacorp.com)) or Randall Martinez ((562) 587-1031) or [rmartinez@cordobacorp.com](mailto:rmartinez@cordobacorp.com)). This proposal is valid for a period of ninety (90) days.

Sincerely,  
CORDOBA CORPORATION



Catherine Higley

---

## EXECUTIVE SUMMARY

### TEAM QUALIFICATIONS

To provide professional services for the Economic Analysis of Impacts & Beneficial Opportunities Associated with the Metro Gold Line Washington Boulevard Alignment (the Project) Cordoba Corporation has assembled a team of professionals well-regarded in the industry for their particular expertise, and intimately familiar with the corridor and the Coalition cities. Enhancing our considerable expertise in transportation engineering and planning, familiarity with and involvement in the Metro Eastside Extension (Gold Line) Phase II, and our experience with the Coalition cities, Cordoba Corporation is pleased to offer the services of Gruen Associates for urban design, land use planning and architecture. We will work with the Coalition to identify a subconsultant for fiscal impact and economic market analysis. The directly related experience this team brings to the project will allow us to streamline the requested scope of services to provide the Coalition and member cities with concepts and strategies developed from careful analyses and reliable information, within the timeframe identified in the proposal.

The following highlights key project experience relevant to the expertise required to complete the current project:

#### **Cordoba Corporation**

Metro Eastside Extension Phase II, Los Angeles County, CA

Santa Ana-Garden Grove (OC) Streetcar, Orange County, CA

California High Speed Rail Program Management, CA

#### **Gruen Associates**

Exposition Corridor Transit Neighborhood Plans (Expo TNP) and Five Streetscape Plans

Los Angeles, California

Eco-Rapid Transit West Santa Ana Branch Corridor Station Area and Vision Plans

Vernon, Paramount and South Gate, California

High Quality Transit Area (HQTA) Pilot Projects, SCAG Region of Southern California

LAWA Century Boulevard Streetscape Plan and LAX Design Guidelines

Los Angeles, California

Long Beach Downtown Master Plan, Long Beach CA

Catherine Higley will serve as Cordoba Corporation's Project Manager. She will be responsible for maintaining continuous communications with the City and the Coalition throughout the project duration in order to ensure that deadlines are met and products meet or exceed your expectations. Ms. Higley is a highly regarded professional with over 35 years working in the transportation planning and engineering fields. Ms. Higley has extensive experience with planning and implementation of transportation infrastructure projects for rail transit and highways throughout Southern California, including most recently the Santa Ana (Orange County) Streetcar currently under construction and the Metro Eastside Phase II project.

Ms. Higley will be supported by key senior members of Cordoba's staff including:



---

Sandra Cuevas, P.E. – Connectivity Task Lead: Ms. Cuevas is a senior project manager with Cordoba Corporation, with a strong understanding of the community and stakeholder roles in public projects. Serving as MS. Higley's Deputy Project Manager for the Santa Ana Garden Grove Streetcar Corridor Alternatives Analysis they successfully delivered the project for the City of Santa Ana and the Orange County Transportation Authority which was ultimately funded by FTA and is currently under construction. As Regional Manager for the HSR Program she has experienced firsthand the need to engage with communities and stakeholders early in the project development process and ultimately through design and construction.

Seda Yaghoubian, AICP, LEED AP - Visioning Task Lead: Ms. Yaghoubian brings more than thirty years of experience in municipal, regional and development planning. Since 1992, she has been providing planning, environmental and community outreach services to public and private clients. Her portfolio includes major award-winning municipal, regional, and international projects in land use, transportation, and environmental areas. She has extensive experience in projects dealing with major land development ventures involving complex development agreements and ownership structures, land use/transportation linkages, CEQA, NEPA and LEED-ND analysis, General and Master Plans, zoning, entitlement and growth management policy development.

Melissa de la Pena, P.E., Transportation Planning: Melissa de la Peña has established herself with over 25 years of experience in transportation engineering and management of large infrastructure projects throughout Southern California and for local municipalities throughout the region. She has managed the preparation of corridor studies, feasibility studies, project studies, design, and specifications and estimates - for highway, major urban transit, and complex interchange improvement projects. She is currently finishing her assignment as Project Manager for Eastside Transit Corridor Phase 2 Advanced Conceptual Engineering (ACE) and Urban Design from which she brings a wealth of directly relevant knowledge and information.

Lynnette Hartenian, Transit Oriented Development/First-Last Mile Planning: Ms. Hartenian has a planning background oriented toward finding solutions while considering the broader picture and has been responsible for diverse data collection and analysis assignments. She also has extensive experience support public outreach efforts for major transit projects including coordination, materials preparation and documentation. Ms. Hartenian also provides support to various engineering and planning professionals on major infrastructure projects in central and southern California.

Randall Martinez, Executive in Charge: Mr. Martinez is a proven executive manager who has successfully managed multidisciplinary project teams. His primary responsibility is advancing Cordoba's commitment to providing customized planning, engineering, management, and construction services to meet client needs. Towards that end, he will ensure that our Project Manager and the Coalition have ready access to the full capabilities of Cordoba Corporation to deliver this project under a constrained schedule.

Conrado N. Ayala, Technical Resourcing: As Senior Vice President of Transportation, Mr. Ayala is responsible for managing Cordoba's transportation planning and engineering resources companywide. In this role, he will oversee study progress and ensure that adequate staffing and resources are available to support the project.

Key members of the Gruen Associates include:

Elaine V. Carbrey, AIA, AICP – Planning: Ms. Carbrey brings more than 45 years of experience as Director of Planning/Urban Design for Gruen Associates. She participates in a full range of urban and regional planning, land use, urban design, master planning, transit, new communities planning, transportation, educational, environmental assessment and architectural projects.

Orlando Gonzalez – Urban Design: Mr. González has over 15 years of experience working on a variety of urban design and architecture projects, as well as taking a leadership role in many on-site charrettes. His experience includes feasibility studies and Specific Plans, pedestrian linkage plans and campus master planning. His projects



---

include the Century Boulevard Streetscape Plan, Expo TNP, The ARRIVE Corridor, SCAG City of Cerritos TOD Demonstration Project and Visioning for Marina Del Rey.

Larry Schlossberg, AIA, AICP, LEED AP BD+C – Architecture: Mr. Schlossberg is responsible for directing the design activities of Gruen Associates, which includes work in architecture, urban design and physical planning. He has completed projects that span the range of environmental design from interior design to new community planning. His practice is international, including major architectural, planning and design work in the US and overseas.

Kamille Parks – Urban Planning: Ms. Parks joined Gruen Associates in 2018 as an Assistant Urban Planner/Designer. Her designs and proposals enhance spaces through thoughtful urban design interventions. She has spearheaded team efforts to use GIS for housing and public park development site selection. She conducts site analyses studies through a combination of field surveys and GIS data consolidation to develop findings for development and Specific Plan proposals.

An Organization Chart and abbreviated resumes for key staff members are provided in the Team Qualifications section of the proposal.

### **METHODOLOGY AND SCOPE OF SERVICES**

The Cordoba Team has thoroughly reviewed the Scope of Services provided in the Request for Proposal. While we would typically agree with the iterative planning process underlying the Scope of Services, the schedule identified for completion of the project does not permit the more time-intensive iterative process. With an anticipated start date in early to mid-November, and the approach of the holiday seasons, project work will be limited to approximately 24 to 27 days. Because of this constraint, the Cordoba Team is proposing a modified, streamlined study process that, we believe, will satisfy your goals and objectives for the study and provide you with the information you require in a timely manner. A Project Flow Chart included in the Methodology and Scope of Services section of this proposal depicts the process described in the Scope of Services.

With a front-end focus on virtual meetings with the Coalition as a whole and the individual cities, we look to streamline the concept development process. Following an intense week and a half of meetings and data collection/compilation, the team will formulate a Statement of Purpose and Need for the project and use this document to frame an analysis of Opportunities and Constraints. This information will be presented for review and concurrence to a Stakeholder Working Group (Stakeholder Working Group Meeting #1) comprised of city representatives and other key stakeholders.

Following the Working Group meeting, the Cordoba Team will spend the next two weeks conducting the analyses (Connectivity, and Economic Analysis and Visioning) to support a series of internal brainstorming charettes. The outcome of the charettes will be a Project Definition that defines specific urban design, transportation and economic development concepts and strategies for each city and the study area. This draft Project Definition will be presented at Stakeholder Work Group Meeting #2 for review and comment.

Upon receipt of comments on the Project Definition and resolution of issues, the report will be finalized and submitted to the Coalition. We will work with the Coalition, likely beyond the proposed completion date for the project to address any additional comments and finalize the report.

While the RFP had requested 15-day review periods for documents, this duration cannot be accommodated within a 27 day schedule. In our proposed Scope of Work, we have attempted to reduce the number and size of deliverables to a limited number of documents that can be reviewed quickly in a few days. The exception obviously is the final report. As indicated, we are prepared to work with the Coalition beyond the December 2020 completion date to finalize the report to your satisfaction.



---

## PROJECT SCHEDULE

Consistent with the Request for Proposal, we have assumed a project start date approximately 6 weeks from proposal submittal or approximately November 16. With a desired completion date of December 2020, and accommodating the holiday schedules during November and December, there are approximately 24 to 27 working days for the schedule (depending on whether work can be conducted between Christmas and New Year). The Cordoba Team proposes to complete the streamlined scope of work within the 24 to 27 day timeframe as indicated in the schedule below.

## RESOURCE ALLOCATION

Based on a project duration of approximately 27 working days, the Cordoba Team proposed to commit approximately 1,733 staff hours. These represent a significant number of senior staff hours where experience and expertise are essential to developing a quality product under a constrained schedule, along with analysis and production support staff.

## COST PROPOSAL

A cost estimate to complete the project, broken down by task is presented in the Cost Proposal section. The cost estimates for each of the subconsultant team members are provided as Attachment A.

## TEAM QUALIFICATIONS

### TEAM MEMBERS



**Cordoba Corporation** is a California-based company founded in Los Angeles more than 35 years ago. From the beginning we have focused on projects in public infrastructure that provide strength and opportunities throughout California. Since our founding in 1983, we have successfully completed hundreds of projects in the Los Angeles region, evolving into one of the leading engineering, construction management and program management firms in the country. Engineering News Record (ENR) has ranked Cordoba Corporation as a Top 50 Program Management Firm and a Top 100 Construction-Management-for-Fee Firm in the nation. ENR is a national publication and the rankings recognize Cordoba Corporation's size and resources in the competitive market, which is significant given Cordoba's exclusive focus on projects in the State of California.

Cordoba's earliest projects were focused in public planning for transportation as the Los Angeles area started to develop its public transportation system. The firm's significant history and understanding of regional transportation includes experience on several projects that are foundational to current efforts such as the Metro Red Line East Side Extension—Alternative Analysis and FEIS/FEIR, LA County MTA Red Line Eastside Extension Draft EIR/EIS, and the Blue Line Connection Preliminary Planning Study.

Cordoba Corporation understands the need for combining technical expertise with an understanding of the local environment that comprises local/municipal regulations, client operations and goals, and the myriad of stakeholder requirements. Our success is driven by our ability to combine these critical elements in every project we undertake.

Cordoba Corporation currently employs over 400 full-time staff, which includes licensed professionals and technical support. Our core services include program management, design, construction management, and engineering. With nearly \$2.5 billion in construction projects currently under our management, we have been fortunate to provide critical contributions to the successful development of significant infrastructure throughout

---

the state of California.

For this project, Cordoba Corporation has supplemented our considerable planning and engineering resources with expertise in land use and urban design, and land use economics.



**Gruen Associates**, established in 1946, provides internationally recognized planning, urban design, and landscape architectural services worldwide. Gruen Associates is the winner of the 2019 American Planning Association (APA) Los Angeles Segment Distinguished Leadership - Planning Firm Award and the 2015 Firm Award by AIA California. Gruen Associates has successfully worked on transit-related projects with agencies throughout Southern California including numerous projects for Metro. We have special expertise in transit station design (rail and bus), land use transit integration, transit-oriented communities/ developments (TOC/TOD), pedestrian and bicycle planning, and linkages in Southern California. Gruen Associates' strength in land use planning, architecture, urban design, and landscape architecture is derived from the completion of many planning and transportation-related projects coupled with a holistic approach to design.

Gruen Associates was the planner, architect, urban designer, and/or landscape architect for many of the constructed transit projects in Southern California including the San Fernando Valley East/West Transit Corridor (Metro Orange Line), the MOL Canoga Expansion, the Mid-City/Exposition Corridor Light Rail Transit Line – Phase 1, the Gold Line for Los Angeles to Pasadena, and the sbX E Street BRT Corridor (the Green Line) in San Bernardino County. Award-winning projects include the Union Station Master Plan, the ARRIVE Corridor, Redlands Passenger Rail Station Area Plan, SANBAG Land Use/Transportation Integration Plan and the Grossmont Trolley Station TOD in La Mesa. We recently collaborated with the City of Los Angeles on the Exposition Corridor Transit Neighborhood Plans for four Exposition LRT stations. We are currently working on the County of Los Angeles TOD Design Guidelines.

## RELEVANT EXPERIENCE

### Cordoba Corporation

#### Eastside Extension Phase 2, Los Angeles County, CA

Cordoba and HNTB have come together to form Cordoba HNTB Design Partners, Inc. to conduct the advanced conceptual engineering and urban design services. The team is responsible for all necessary data collection, coordination, design studies and design work in direct support or parallel to the development and completion of a supplemental/ recirculated draft EIS/environmental impact report (EIR) document and the subsequent final EIS/EIR as part of National Environmental Policy Act (NEPA)/California Environmental Quality Act (CEQA) requirements. The work includes refinement of the conceptual engineering plans and exhibits previously developed for the draft EIS/EIR to a 15% level of engineering calculations, design for three build alternatives and securing of regulatory approval from third-party agencies while addressing specific design issues raised by key stakeholders and communities in the target area. The team is coordinating with Metro's environmental, systems and public outreach teams.

#### California High-Speed Rail Program, Statewide, CA

Cordoba is part of the program management team (led by WS)) responsible for oversight of the development for preliminary engineering thru construction of the 700-mile California High Speed Rail System. Cordoba staff is responsible for program management services for the Southern California region. The proposed system



---

stretches from San Francisco, Oakland and Sacramento in the north, providing service to the Central Valley, continuing to Los Angeles and San Diego in the south. Cordoba staff work throughout the entire project (Northern, Central and Southern California) and provide both seconded personnel (who support the owner and program management activities directly) and regional management personnel (who are responsible for the oversight of significant sections of the system in southern California).

#### **Santa Ana Garden Grove Fixed Guideway**

Cordoba Corporation was the Prime Consultant on the project which was funded by the Orange County Transportation Authority (OCTA) through the Go Local Step 2 program. Working closely with the Cities of Santa Ana and Garden Grove, OCTA and the Federal Transportation Administration (FTA), Cordoba successfully completed the Go Local Step 2 Work Program, preparing the project for ownership, operations and management by OCTA, acceptance into Project Development by FTA, and advancement into design.

The Santa Ana-Garden Grove Fixed Guideway Project consisted of detailed planning and alternatives analysis, conceptual engineering and environmental compliance. The study process was consistent with Federal Transit Administration requirements for pursuing New/Small Starts funding. The environmental analysis satisfied the requirements of both the California Environmental Quality Act and the National Environmental Policy Act. At the end of the study process, a locally preferred alternative was recommended and adopted by Santa Ana and Garden Grove City Councils, and approved by OCTA; the City of Santa Ana certified the Final Environmental Impact Report and FTA issued a Finding of No Significant Impact for the project, clearing the way for project design and implementation.

#### **Gruen Associates**

#### **Visioning, Land Use and Transportation Integration, Urban Design, Built Streetscape Projects and Multi-Modal Transportation Planning for Projects throughout Southern California Region including:**

- West Santa Ana Branch Corridor Station Area and Vision Plans (Eco-Rapid Transit and the Cities of Paramount, South Gate and Vernon)
- High Quality Transit Area (HQT) Pilot Projects Visioning Studies and TOD Toolkit (four cities in the SCAG Region)
- Marina del Rey Urban Design and Visioning
- Cerritos TOD Demonstration Project
- California High-Speed Rail Authority Burbank-Anaheim Corridor Station Area Plans.

#### **Land Use Planning, Urban Design, Design Standards, Streetscape Plans and Community Benefits, City of Los Angeles Department of City Planning:**

- Exposition Corridor Transit Neighborhood Plan (a TOD Specific Plan)
- Century Boulevard Streetscape Conceptual Plan.

#### **Award-Winning Planning, Urban Design, and TOD/TOC Projects include:**

- Los Angeles Union Station Master Plan
- Redlands Passenger Rail Station Area Plan
- SANBAG Land Use/Transportation Integration Plan
- The ARRIVE Corridor (TOD Concepts for 6 cities), San Bernardino County, CA
- Grossmont Trolley Station TOD, La Mesa, CA
- Rosemead Boulevard Safety Enhancements and Beautification Project, Temple City, CA
- SCAG/SANBAG Improvements to Transit Access for Pedestrians and Transit
- Omnitrans sbX E Street Bus Rapid Transit Corridor, San Bernardino and Loma Linda, CA

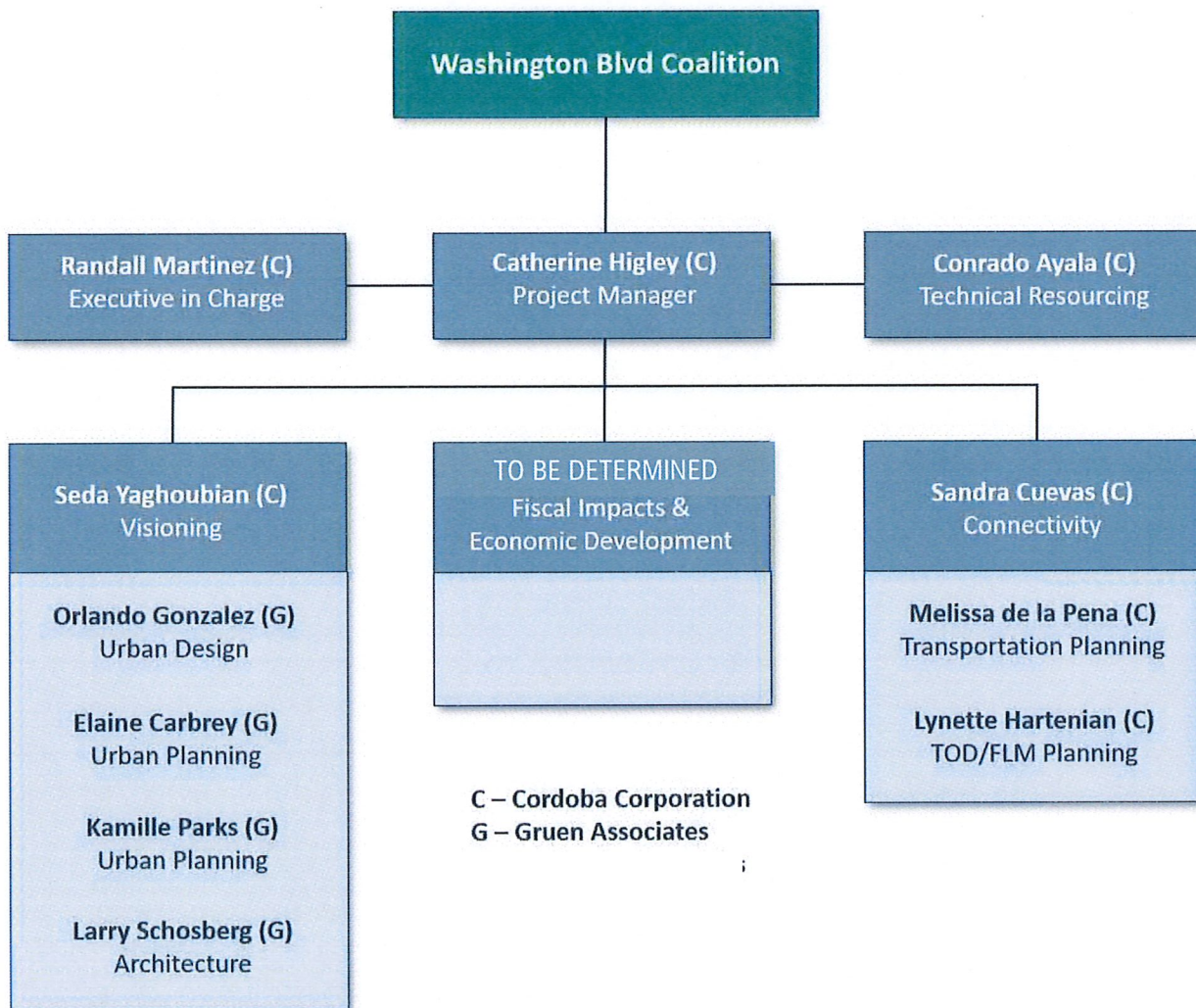
---

**Urban Designer/Planner, Architect and Landscape Architect for Transit Projects including:**

- Metro Orange Line Bus Rapid Transit Corridor and Canoga Extension, Los Angeles, CA
- Omnitrans sbX E Street Bus Rapid Transit Corridor, San Bernardino County, CA
- Mid-City/Exposition Light Rail Transit Line Phase I, Los Angeles, CA
- Metro Los Angeles to Pasadena Gold Line.

**KEY STAFF**

The Cordoba Team has identified key senior staff with the necessary experience and skill set to lead each task and conduct critical technical analyses for this project.





---

### Catherine Higley, Project Manager



Ms. Higley is a highly regarded professional with over 35 years working in the transportation planning and engineering fields. Ms. Higley has extensive experience with planning and implementation of transportation infrastructure projects for rail transit and highways throughout Southern California, including most recently the Santa Ana (Orange County) Streetcar currently under construction and

the Metro Eastside Phase II project. During her tenure with Cordoba

TO BE DETERMINED

Corporation, she has worked closely with engineering teams to plan and design technically sound, cost effective projects that address the needs of her clients and the character of their communities.

#### *Highlights*

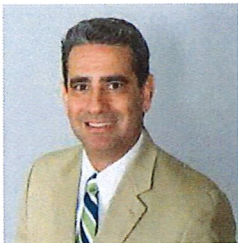
*M.A., Social Ecology  
University of California Irvine*

*Over 35 years of experience in  
transportation and rail transit  
planning throughout Southern  
California*

She also has extensive knowledge of funding strategies and experience in aligning funding sources with project needs. The strong combination of technical expertise with her planning experience makes her a peerless manager on projects requiring attention to technical details while working with the needs of client agencies and their constituents. Ms. Higley's project experience demonstrates her ability to simultaneously work with both technical and lay persons to resolve physical design issues, and to develop funding and implementation strategies to successfully deliver every single project with which she has been associated.

Cathy has earned a Master's Degree in Social Ecology from UC Irvine and Bachelor's Degree in History from UCLA.

### Randall Martinez, Executive in Charge



Randall Martinez is a proven executive manager who has successfully managed multidisciplinary project teams. His primary responsibility is advancing Cordoba's commitment to providing customized planning, engineering, management, and construction services to meet client needs in the areas of transportation, water, energy, and education facilities. With strong technical aptitude and savvy, his professional expertise and personal passion is focused on upholding the public's trust. Using nearly 30 years of business development, management operations and government relations experience at the federal, state and municipal levels he is experienced with conventional

as well as alternative delivery methods.

---

### Conrado N. Ayala, Technical Resourcing



Mr. Ayala is established with over 18 years of experience in site-integrated life-cycle support, including planning, design, construction, and operations. He has civil design, construction management, and environmental remediation engineering experience from characterization and

#### *Highlights*

*Bachelor of Science, Civil Engineering, University of Southern California, CA*

remediation to operations and maintenance. Project experience includes monitored natural attenuation studies, environmental site assessments, remedial investigations and feasibility studies, soil and groundwater investigations, and pollution prevention. Civil design experience includes highway, street, bridges, and site work for buildings. Design and construction experience include road widening, new facilities, commercial facility expansion, and design-build. Construction management and Program/Project management of capital improvement projects includes clients such as City of Los Angeles, Port of Los Angeles, Los Angeles County Metropolitan Transportation Authority, California Department of Transportation, City of Pasadena, Marriott International and Federal Highway Administration

### Seda Yaghoubian, AICP, LEED AP, Visioning Task Lead

Ms. Yaghoubian brings more than thirty years of experience in municipal, regional and development planning. Since 1992, she has been an independent practitioner providing planning, environmental and community outreach services to public and private clients. Her portfolio includes major award-winning municipal, regional, and international projects in land use, transportation, and environmental areas. During her career as an urban planner, she has taken leadership roles in numerous large-scale private development projects and public sector, multi-jurisdictional planning initiatives with projects throughout California, Native American tribal lands, China, Mexico, and the Republic of Armenia. She has extensive experience in projects dealing with major land development ventures involving complex development agreements and ownership structures, land use/transportation linkages, CEQA, NEPA and LEED- ND analysis, General and Master Plans, zoning, entitlement and growth management policy development.

Ms. Yaghoubian's career includes ten years as a planner for the City of Irvine where she was in charge of the rezoning and planning of the Irvine Business Complex, the 2,500- acre mixed-use area near John Wayne Airport, and the planning of the various phases of Irvine Spectrum, a 3,000-acre regional industrial, commercial and mixed-use entertainment district. Acting as the Director of Planning and Entitlement for the Orange County Great Park Design Studio, she managed the feasibility studies of all priority programs of the Orange County Great Park. As a key member of the consultant team for the 4,700-acre Heritage-Fields (Lennar) development on the former MCAS El Toro, she provided planning and land use entitlement expertise for the development of 8 million square feet of commercial and institutional, 9,500 residential units, and Transit Oriented Districts within a public-private ownership structure.



---

### Sandra Cuevas, P.E., Connectivity Task Lead



Sandra Cuevas, P.E., is a senior project manager with Cordoba Corporation. She has worked on large-scale transportation projects throughout southern California where she has provided expertise in program management, transportation planning, roadway and rail project design, cost estimating and construction support.

#### *Highlights*

*B.S., Civil Engineering  
University of California Irvine*

*Professional Engineer, CA  
#64580*

Ms. Cuevas has top technical skills combined with a strong understanding of the community and stakeholder roles in public projects. In her role as Deputy Project Manager for the Santa Ana Garden Grove Streetcar Corridor Alternatives Analysis and as Regional Manager for the HSR Program she has experienced firsthand the need to engage with communities and stakeholders early in the project development process and ultimately through design and construction. She is a professional engineer with ability to convey technical data to diverse stakeholders.

### Melissa de la Peña, P.E., Transportation Planning



Melissa de la Peña has established herself with over 25 years of experience in transportation engineering and management of large infrastructure projects throughout Southern California and for local municipalities throughout the region. She has managed the preparation of corridor studies, feasibility studies, project studies, design, and specifications and estimates - for highway, major urban transit, and complex interchange improvement projects. Her work on all phases of transportation projects from planning

through construction has given her a thorough understanding of federal, Caltrans, and public agency standards and requirements.

Melissa de la Peña provides *strong project delivery experience* having successfully delivered multiple projects (including on-call contracts for Caltrans District 7 and City of Los Angeles) under expedited schedules. She also offers proven project manager capabilities based on her in-depth experience in managing infrastructure projects involving multiple stakeholders, alternative development, design, traffic, and aesthetics.

#### *Highlights*

*B.S., Civil Engineering, UCLA*

*Registered Professional Engineer:  
CA #C59447*

### Lynnette Hartenian, Transit Oriented Development/First-Last Mile Planning



Lynnette Hartenian has a planning background oriented toward finding solutions while considering the broader picture and has been responsible for diverse data collection and analysis assignments. She has extensive experience using PC and Mac; proficient in Microsoft Office, and experience using GIS. She uses these skills in supporting final reports

and in preparing presentations of findings to project stakeholders.

#### *Highlights*

*Master of Planning and Public  
Administration (MPL/MPA)  
Candidate, University of Southern  
California, Los Angeles CA,  
Expected December 2015 (Deans  
Merit Scholarship Recipient)*

*University of California at Los  
Angeles, Los Angeles, Bachelor's  
Degree in Anthropology*

---

### Elaine V. Carbrey, AIA, AICP - Planning



Ms. Carbrey brings more than 45 years of experience as Director of Planning/Urban Design for Gruen Associates. She participates in a full range of urban and regional planning, land use, urban design, master planning, transit, new communities planning, transportation, educational, environmental assessment and architectural projects. As an Urban Planner, Ms. Carbrey prepared design guidelines and coordinated and integrated the technical efforts of all the subconsultants on the Metro Los Angeles Union Station Master Plan (USMP) related to land use, pedestrian, open spaces, sustainability, transit and other mobility modes. The approved and multi-awarded USMP creates a regional transit hub as a destination that plans for the expansion of transit, addresses the site's historic fabric, improves the passenger experience, facilitates connectivity to the surrounding neighborhoods and prepares for High Speed Rail.

#### *Highlights*

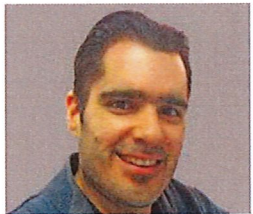
*B.A. Architecture, Louisiana State University, Baton Rouge, LA (Phi Beta Kappa)*

*Registered Architect, CA #C8779*

*2018 Planner Emeritus Network Award, AIA CA Chapter*

*2018 John Chase Visionary Award, AIA CA Chapter*

### Orlando Gonzalez – Urban Design



Mr. González joined Gruen Associates in 2012 as an Urban Planner and became an Associate in 2016. He has over 15 years of experience working on a variety of urban design and architecture projects, as well as taking a leadership role in many on-site charrettes. His experience includes engaging in many aspects of planning work, from feasibility studies and Specific Plans to pedestrian linkage plans and campus master planning. His work has also included international projects, from Panamá to the island of Mauritius. He has the ability to work at both architectural and urban planning scales and his versatility in design and graphic media has led to his management of many projects. Mr. González has a conscientious understanding of the interdependent relationship between architecture, the public realm and urban design as one in which history and building traditions, a consideration of existing urban settings and a consciousness for natural ecosystems are all intertwined to give meaning to city- and place-making. His projects include the Century Boulevard Streetscape Plan, Expo TNP, The ARRIVE Corridor, SCAG City of Cerritos TOD Demonstration Project and Visioning for Marina Del Rey.

Mr. González is bilingual and will be integral to the team with work that may require a Spanish speaker. Mr. González volunteers regularly to introduce and teach Indigenous Architecture and Urbanism subjects to local Los Angeles communities at a multi-cultural community school, as well as assists USC professors in courses for Urban Design-related graphic and drawing tools, and teaches alongside Architecture/Construction/Engineering colleagues as part of the ACE Mentor Program of America for high school students.

#### *Highlights*

*B.A. Architecture, Notre Dame University, IN*

*2016 APA Transportation Planning Award (The ARRIVE Corridor)*

*2006 Advocacy Planning Award, AICP Inland Empire (sbX E Street Bus Rapid Transit)*



---

### Larry Schosberg, AIA, AICP, LEED AP BD+C - Architecture



Larry is responsible for directing the design activities of Gruen Associates, which includes work in architecture, interior design, urban design and physical planning. His work is broadly multidisciplinary, having completed projects that span the range of environmental design from interior design to architecture to new community planning. His practice is international, including major architectural, planning and design work in the US and overseas. Larry's design work has focused on public and institutional projects, winning numerous honors and design awards for transformative architecture and implementation plans.

#### *Highlights*

*M.A. Architecture, Washington University, St. Louis, MO*

*B.S. Architecture, California Polytechnic University, San Luis Obispo, CA*

*Registered Architect CA #C17410*

### Kamille Parks – Urban Planning



Kamille joined Gruen Associates in 2018 as an Assistant Urban Planner/Designer. Her designs and proposals enhance spaces through thoughtful urban design interventions. She has spearheaded team efforts to use GIS for housing and public park development site selection. She conducts site analyses studies through a combination of field surveys and GIS data consolidation to develop findings for development and Specific Plan proposals. Kamille has experience presenting development projects and research findings to local commissions and city council governments. Her projects incorporate interactive elements to generate user-friendly proposals and data analyses. She also has years of experience as a web developer and uses this experience to create custom interactive webpages to generate user-friendly tools for community engagement and project outreach.

#### *Highlights*

*M.A. Planning, University of Southern California, CA*

*B.A. Urban Studies, University of California, Irvine, CA*

---

## METHODOLOGY AND SCOPE OF SERVICES

The Cordoba Team has thoroughly reviewed the Scope of Services provided in the Request for Proposal. While we would typically agree with the iterative planning process underlying the Scope of Services, the schedule identified for completion of the project does not permit the more time-intensive iterative process. With an anticipated start date in early to mid-November, and the approach of the holiday seasons, project work will be limited to approximately 24 to 27 days. Because of this constraint, the Cordoba Team is proposing a modified, streamlined study process that, we believe, will satisfy your goals and objectives for the study and provide you with the information you require in a timely manner.

The Cordoba Team approach will make optimal use of the considerable experience our team members have along the Metro Eastside Phase ii corridor as well as in each of the Coalition cities. We will also seek to work efficiently with the Coalition and each of its member cities within the constraints of the current environment, to fully understand specific interests, goal and objects and concerns each member agency may have. We explore each city's thoughts and ideas to obtain maximize the benefit and minimize the impacts to their city of the proposed Gold Line extension. We will augment the considerable database that we already possess or that can be obtained online, with specific requests of each city to support our analyses.

Equipped with input for the Coalition as a whole and each of the member cities, and the available information and data, the Cordoba Team will prepare a Purpose and Need Statement for the project to frame strategy development. Based on the Purpose and Needs Statement, we will conduct an Opportunities and Constraint analysis. This information will be presented for review and concurrence to a Stakeholder Working Group comprised of city representatives and other key stakeholders.

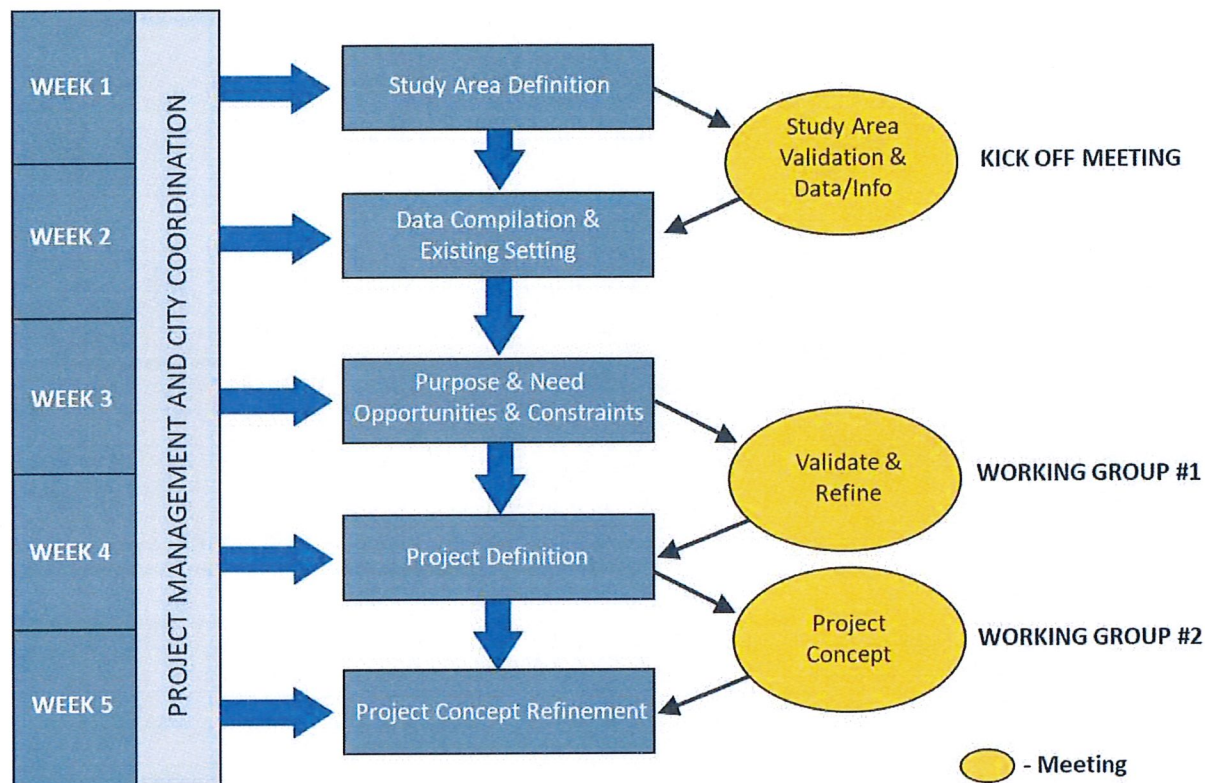
Following the Stakeholder Working Group Meeting, the Cordoba Team will prepare a Connectivity Study, an Economic Analysis and Vision study. We will conduct a series of internal brain storming charrettes to explore the specific strategies for each city, their station area and the study area as a whole. The results will be a Project Definition that defines specific urban design, transportation and economic development concepts and strategies for each city and the study area. This draft Project Definition will be presented at Stakeholder Work Group Meeting #2 for review and comment.

In response to comments and directions received from the cities and the Stake Holder Working Group, the Project Definition will be refined. The final document will identify:

- Economic Development Opportunities
- Recommended locations for transit-oriented development
- Regulations for land use and urban design corridor-wide and for station areas
- Transit Oriented Community applications
- Multimodal connectivity to proposed stations
- ROW enhancement, opportunities for acquisition and modernization

If necessary, the Cordoba team will coordinate with individual cities to resolve issues or concerns they may have. Upon receipt of comments and resolution of issues, the report will be finalized and submitted to the Coalition. We will work with the Coalition, likely beyond the proposed completion date for the project to address any additional comments and finalize the report. The following page presents a flow chart of the study process.





### TASK 1: PROJECT MANAGEMENT

Cordoba Corporation, as Prime Consultant, will provide proactive project management of the technical and administrative aspects of the project, including frequent communications with the City and early identification of issues that may arise during project delivery. Cordoba Corporation's Project Manager will communicate weekly with the City's Project Manager, discussing project progress, next steps, and issues or concerns. This communication may occur in person at the City, or via phone calls, whichever best serves the needs of the project and is most convenient to the City.

This project will be managed through an active Project Management Plan; inclusive of all scope, schedule, budget, deliverables and sub-consultant management. Cordoba Corporation's Project Manager will keep reliable project records and provide monthly invoices and progress reports.

**Deliverables:** Project Management Plan, meeting notes of weekly project manager calls; monthly invoices and progress reports.

---

## TASK 2: PROJECT KICK-OFF AND CITY MEETINGS

Immediately following contract award, the Cordoba Team will coordinate a virtual project kick-off meeting with the Washington Boulevard Coalition (Coalition). The meeting will provide the opportunity for the Coalition and Cordoba Team members to meet, review the project scope of work, and obtain concurrence on key milestones, deliverables and schedule. Its also an opportunity to explore any ideas, issues or concerns that Coalition members may want addressed during the course of the study. The project study area(s) for the various disciplines will be addressed and the Coalition will provide an overview of regional issues of interest or concern. The Cordoba Team will distribute a meeting invitation/agenda in advance of the meeting that includes a data/information request. The requested information should be provided to the Team at the Kick-off meeting.

Following the Kick-Off meeting the Cordoba Team will schedule individual (virtual) meetings with each of the Coalition cities. The purpose of these meetings is to better understand the specific needs and goals for the study of each member city, explore each city's ideas and vision for the study area within their city boundaries and any known opportunities or obstacles to that vision, and to obtain any additional data that was not available at the Kick-off meeting.

**Deliverables:** Meeting agenda, supporting materials and meeting notes and action items for the Kick-off Meeting; agenda, meeting notes, and action items for individual city follow-up meetings.

## TASK 3: STAKEHOLDER WORKING GROUP

The Cordoba Team will work with the Coalition to identify a Stakeholder Working Group to support the project. In addition to city representatives, each city may have key stakeholders that should be included in the Working Group. For efficiency and workability, we hope to limit participate to approximately 25 members. Based on the limited schedule duration for this project (approximately 5 weeks), only two Working Group meetings are recommended:

1. Review study area, purpose and need for the project, and existing conditions and previous study findings
2. Present study concept(s) and analyses.

**Deliverables:** Meeting agendas, supporting materials, meeting notes and action items

## TASK 4: COMPILE AND REVIEW DATA/INFORMATION

The study area is generally assumed to be bounded by the I-5 freeway on the west, Whitter Boulevard on the north, ½ mile beyond Washington Boulevard on the south and the east. It is further assumed that the study area will capture a 1 to 3 mile swath on each side of the LRT corridor and up to a 5-mile radius for selected proposed station locations for market capture. Since station area planning generally focuses on a tighter radius than 5 miles, the data available for the outer reaches of the 5-mile radii will likely be more limited, coarser, and more appropriate for sketch planning. Since the potential economic development influence of LRT has been found to typically to be less than 5 miles, higher level sketch planning will focus on opportunities for areas more distant to the alignment and stations to potentially benefit through enhanced connectivity and future development trends. Existing characteristics of the ½ mile study areas and connecting arterial corridors will be documented including land uses, circulation system (including roadway, transit, bike, pedestrian, etc.) and operating characteristics, socio-demographics, notable physical features, and issues or considerations identified by the cities.



---

The Cordoba team will identify/document future goals, plans, and projects each city may have for the corridor as a whole and their segment within the corridor to better develop alternatives and strategies for the corridor. In the years since Metro began planning for the Gold Line Eastside Extension, a considerable amount of planning has been conducted within the study area. As part of the data collection effort, the team will compile and review available relevant plans and documents pertaining to the corridor including those currently in production as part of the Eastside Transit Phase 2 Study (station area planning, Transit Oriented Community Assessment, First-and-Last Mile Analysis, etc.).

**Deliverables:** Study Area Existing Setting Technical Report; Data Collection List/Inventory

### **TASK 5: PURPOSE AND NEED, OPPORTUNITES AND CONSTRAINTS**

Based on the stated goals and objectives of each city for their city and the corridor as a whole, and on the existing setting information compiled in Task 4, a Purpose and Need Statement for the project will be developed. It will define the goals for fiscal impacts, economic development, land use patterns and urban place goals, and mobility and connectivity goals. The Purpose and Need Statement will provide a framework within which the team can evaluate potential opportunities and constraints along the corridor and at each station area in satisfying the goals and objectives of the Coalition and each member city.

An opportunities and constraints analysis will be prepared that will identify the strengths and potential opportunities (e.g. land value capture potential, positive fiscal and economic impact potential, community land use cohesiveness and placemaking, multi-modal opportunities to enhance connectivity), and the constraints and weakness along the study corridor. Opportunities and constraints will be organized by station area and for the corridor.

An opportunities and constraints summary matrix supported by a brief Opportunities and Constraints Technical Memorandum will be presented to the Working Group (Working Group Meeting #1) for their review input.

**Deliverables:** Purpose and Need Statement; Opportunities and Constraints Matrix

### **TASK 6: PROJECT DEFINITION**

Concept(s) for the study corridor and the areas surrounding stations in each city will be developed in collaboration with market demand analysis, potential implementation, economic development strategies, mobility and connectivity opportunities and urban design themes and place typologies. Concepts will consider the 2012 study prepared earlier and address new concepts for mixed-use, transit-supportive communities, innovative housing types, affordable housing, and first/last mile concepts to link uses along Washington Boulevard and to the stations.

In order to streamline the project schedule and provide the Coalition with a completed project in December 2020. The Cordoba Team will draw upon their considerable cumulative expertise and experience in the corridor and with the Eastside Phase II project. Following the first Stakeholder Working Group meeting, and based on the foundation created by the Purpose and Need Statement, the existing setting, the opportunities and constraints analyses, and input from the cities and stakeholders, the Cordoba Team will conduct a series of internal brainstorming sessions and design charettes. Working through 2 to 3 half day sessions, members of the Cordoba Team will identify elements and strategies within each city, surrounding each station and along the corridor. At the end of each session, each member of the team will spend additional time to analyze and refine the identified concepts prior to the next session. At the end of the process the elements and strategies will be compiled to

---

form an overall concept for the study corridor. The preferred concept(s) will describe an integrated, organized and themed vision for study area enhancement, economic and land use development and community connectivity

The resulting concept(s) will be presented to the Stakeholder Working Group (Working Group Meeting #2) for review and comment. Based on comments received from the group, the concept(s) will be further refined in Task 7.

The following subtasks will inform the project definition.

#### **Task 6.1 – Connectivity Study**

A connectivity study of the preferred alternative will identify and evaluate circulation and connectivity throughout the corridor with emphasis on the potential connectivity between each node and the corresponding LRT station area, connectivity between nodes along Whittier Boulevard, and between nodes the surrounding communities. Multiple applicable modes of transportation (motorized and non-motorized, active and passive) will be considered.

#### **Task 6.2 – Economic Analysis and Vision**

The economic analysis of the study area will support formulation of an economic development strategy addressing land use mix and development patterns within the study area. It will focus on key nodes in each city and the synergy between these nodes, and LRT station areas and other adjacent nodes along the corridor. The analysis will include consideration of demographic and employment characteristics (e.g. population, household size, incomes, education levels, industries and occupations, commute patterns), real estate market supply and demand data (e.g. inventory, vacancy rates, lease rates, historical absorption), commercial, residential and mixed-use development opportunities, the pedestrian environment, street improvements or support non-motorized transportation, safety and traffic calming measures, landscape enhancements, etc. The analysis will provide recommendations for the types of activities and development patterns and mixes for each city and corridor-wide that support plan implementation and promote fiscal sustainability for the City general funds (fiscal revenue impacts net of fiscal expenditure impacts), the local residential communities, and the local business sectors.

#### **Task 6.3 – Implementation Strategies**

Several of the Corridor cities have recently updated or are currently updating their General Plans. Each cities' planning and regulatory framework will be reviewed to determine compatibility with the actions and activities required to implement the preferred alternative within each city and support the cross-jurisdictional coordination to foster corridor cohesion. Specific recommendations for program implementation will be provided that each city may incorporate into their planning and policy framework.

Based on the characteristics of the preferred alternative, and the recommended implementation strategies, potential funding methods (e.g. tax increment financing, other special districts, lease-revenue financing), sources (e.g. impact fees, grants, Opportunity Zone investment), and where available, specific programs will be identified.

**Deliverables:** Connectivity Study Summary; Economic Analysis Summary; Implementation Strategies Summary; Project Definition Summary.

### **TASK 7.0 PROJECT CONCEPT REFINEMENT AND DOCUMENTATION**

The preferred concept(s) is intended to describe an integrated, organized and themed vision for study area enhancement, development and community connectivity. The preferred alternative's project definition requires identification of the opportunities for Transit Oriented Community characteristics and energized economic development along the corridor. The project definition, supported by the connectivity study, the economic analysis and the implementation strategies will identify:



- 
- Economic Development Opportunities
  - Recommended locations for transit-oriented development
  - Regulations for land use and urban design corridor-wide and for station areas
  - Transit Oriented Community applications
  - Multimodal connectivity to proposed stations
  - ROW enhancement, opportunities for acquisition and modernization

Following the second Stakeholder Work Group Meeting and based on comments received from the cities and stakeholders at that meeting, the project concept will be refined and documented. If necessary, the Cordoba team will coordinate with individual cities to resolve issues or concerns they may have. Upon receipt of comments and resolution of issues, the report will be finalized.

**Deliverables:** Draft Final Report; Final Report

PROJECT SCHEDULE

PROJECT SCHEDULE		16-Nov	17-Nov	18-Nov	19-Nov	20-Nov	23-Nov	24-Nov	25-Nov	T	30-Nov	1-Dec	2-Dec	3-Dec	4-Dec	7-Dec	8-Dec	9-Dec	10-Dec	11-Dec	14-Dec	15-Dec	16-Dec	17-Dec	18-Dec	21-Dec	22-Dec
Task 1	Project Management									H																	
Task 2	Kick-off & City Meetings									A																	
Task 3	Stakeholder Working Group									N																	
Task 4	Compile/review data									S					WG#1							WG#2					
Task 5	Purpose & Need; Opps & Cons									G																	
Task 6	Project Definition									I																	
Task 7	Project Concept Refinement									V																	
										N																	
										G																	

# COST PROPOSAL

## REVISED FEE

TASK	C. Hilley	S. Cuevas	S. Yagoubian	M. de la Pena	L. Hartman	Graphics	Project Controls	OCSuTotal	Green	Kosmont	TOTAL
Task 1: Project Management	40 \$ 9,000	0 \$ -	0 \$ -	0 \$ -	0 \$ -	0 \$ -	20 \$ 3,300	60 \$ 12,300	\$ 3,336	\$ -	\$ 15,636
Task 2: Project Kick-Off and City Meetings	18 \$ 4,050	12 \$ 2,592	12 \$ 2,100	4 \$ 936	12 \$ 1,176	12 \$ 1,200	0 \$ -	70 \$ 12,054	\$ 4,966	\$ 6,504	\$ 23,524
Task 3: Stakeholder Working Group	12 \$ 2,700	10 \$ 2,100	12 \$ 2,100	\$ -	20 \$ 1,900	12 \$ 1,200	0 \$ -	66 \$ 10,120	\$ 7,280	\$ 6,320	\$ 23,720
Task 4: Compile and Review Data/Information	16 \$ 3,600	12 \$ 2,592	12 \$ 2,100	\$ -	20 \$ 1,900	0 \$ -	0 \$ -	60 \$ 10,252	\$ 19,699	\$ 13,192	\$ 43,143
Task 5: Purpose and Need, Opportunities and Constraints	20 \$ 4,500	16 \$ 3,456	20 \$ 3,500	\$ -	26 \$ 2,744	8 \$ 800	0 \$ -	92 \$ 15,000	\$ 7,824	\$ 11,890	\$ 34,154
Task 6: Project Definition	28 \$ 6,900	16 \$ 3,456	12 \$ 2,100	24 \$ 5,616	32 \$ 3,136	14 \$ 1,400	0 \$ -	126 \$ 22,008	\$ 23,757	\$ 26,352	\$ 72,117
Task 7: Project Concept Refinement Documentation	36 \$ 8,100	20 \$ 4,320	24 \$ 4,200	16 \$ 3,744	32 \$ 3,136	14 \$ 1,400	0 \$ -	142 \$ 24,900	\$ 16,102	\$ 12,504	\$ 53,506
Subtotal	170 \$ 39,250	86 \$ 10,576	92 \$ 16,100	44 \$ 10,296	144 \$ 14,112	60 \$ 6,000	20 \$ 3,300	616 \$ 106,634	\$ 82,563	\$ 76,602	\$ 266,701
ODC's								\$ 2,840	\$ 3,964	\$ 1,600	\$ 8,404
TOTAL											\$ 274,605



**NEW BUSINESS**

**City of Santa Fe Springs 2021 Active Transportation Plan**

**RECOMMENDATION:**

- Find and determine that the project is Statutorily Exempt pursuant to Section 15262 of the California Environmental Quality Act (CEQA); and
- Adopt Resolution No. 9702 to approve and adopt the City of Santa Fe Springs 2021 Active Transportation Plan, based on the information and findings contained within the staff report.

**BACKGROUND**

Active transportation refers to human powered transportation and low speed electronic assist devices, such as bicycles, wheelchairs, scooters, and skateboards. Active Transportation is a critical component in developing and implementing sustainable community strategies, reducing greenhouse gas emissions, increasing public health, and making the City a more enjoyable place to live, work and play. An Active Transportation Plan (ATP) is a comprehensive set of strategies to ensure better options for biking, walking, and transit. It includes recommendations to make streets more comfortable, safe, and inviting to pedestrians and bicyclists of all ages and abilities.

In late 2018, Santa Fe Springs was selected by the Southern California Association of Governments (SCAG) Regional Council for the Southern California Disadvantaged Communities Planning Initiative to develop an ATP at no cost to the City. SCAG selected Alta Planning + Design as the lead ATP consultant to assist the City in drafting the plan, and subconsultant Studio One Eleven to conduct all public outreach efforts.

Planning efforts began in February 2019 with data collection and analysis. The first phase of the project focused on developing a plan vision and goals, as well as understanding the local context and existing conditions. In the second phase, Alta Planning + Design made pedestrian and bicycle network recommendations. Next, the draft plan was circulated for public comment and revised accordingly. The final phase involves plan adoption and completion.

Public input was received from several outreach methods throughout the planning process. A Community Advisory Committee met six times to review each phase of the project, and numerous public outreach events were held to provide local input. Public outreach events included:



- Go Human Training 1 – July 30, 2019
- Interactive Art Installation – October 31, 2019 at the Halloween Carnival
- Dedicated Santa Fe Springs ATP Website – December 2019 to present
- Walking Audit – January 25, 2020
- Go Human Training 2 – February 26, 2020
- Online Interactive Map – March through July 2020
- Community Survey – September 2020
- Virtual Town Hall – September 9, 2020
- Curbside Display Banners – November 2020
- Social Media Posts – throughout the process

#### November 9, 2020 Planning Commission meeting

At the regularly scheduled meeting on November 9, 2020, the proposed Active Transportation Plan was presented to the Planning Commission. Following a brief presentation provided by planning consultant, Laurel Reimer, several Planning Commissioners provided their questions and comments. After much discussion, an initial motion to recommend that the City Council approve the ATP with consideration of the comments provided by the Planning Commission was made. The initial motion, with a 2-2 vote, did not pass. Additional follow-up discussion ensued which resulted in a new motion to recommend the ATP to the City Council. Said motion passed with a 4-0 vote. It should be noted that said motion was made in an effort to move the 2020 ATP forward for consideration by the City Council due to an anticipated deadline that was established by grant. At the time, the deadline was December 31, 2020, however, an extension was granted in late November and the new deadline is now March 2021.

Following the Planning Commission meeting, Staff arranged a follow-up Zoom meeting with ALTA Planning + Design to discuss how the comments by the Planning Commission should be addressed. With assistance from ALTA Planning + Design, a comment matrix has been prepared to document the comments made by the Planning Commissioners and also recognize subsequent changes made to the ATP, or otherwise identify the recommended approach, to address said comments (see attachment #6 – Comments Matrix).

#### **PLAN OVERVIEW**

The ATP is designed as a long-range planning document focused on encouraging bicycling and walking as a safe and healthy alternative to the motor vehicle. It provides a strategy to develop a comprehensive bicycle and pedestrian network that creates access to transit, schools, and other destinations. The design concepts and locations of infrastructure improvements are conceptual in nature and do not constitute an engineering level analysis of any project. Rather, they are meant as concepts for future implementation. Therefore, the ATP is an informational document

only and does not impose requirements on City actions. The plan will increase the City's eligibility for grant funds to implement bicycle and pedestrian improvement projects.

The ATP is divided into nine chapters:

1. Introduction – explains the need for and benefits of active transportation
2. The Vision – includes the plan goals, objectives, and actions for meeting the goals and objectives
3. Local Background – details the City's historical and current context related to transportation and land use planning efforts
4. Existing Conditions – details existing active transportation facilities and non-infrastructure programs, barriers to active transportation, collision information, and needs assessment
5. Community Collaboration – outlines how the project team engaged with the community to guide the planning process
6. Street Recommendations – describes recommended bicycle and pedestrian projects
7. Program Recommendations – focuses on the engagement, education, encouragement, and promotional programs to bolster active transportation
8. Implementation – details how the plan can be implemented
9. Appendix – includes a compliance checklist, funding sources, recommended maintenance procedures and operations, and consistency with existing plans and policies

### **GENERAL PLAN CONSISTENCY**

The City's General Plan contains the goals, policies, and programs for current and future development within Santa Fe Springs. The Circulation Element addresses issues related to active transportation:

**GOAL 3:** Develop and encourage a transportation demand management (TDM) system to assist in mitigating traffic impacts and in maintaining a desired level of service on the circulation system. The TDM system will be in accordance with the TDM ordinance adopted by the City of Santa Fe Springs pursuant to the requirements of the State's Congestion Management Plan Act.

- Policy 3.1 Pursue transportation management strategies that will maximize vehicle occupancy and optimize average trip length.
- Policy 3.2 Encourage non-residential development to provide employee incentives to utilize alternatives to conventional automobile travel (i.e., carpools, vanpools, buses, bicycle and walking).
- Policy 3.7 Minimize pedestrian and vehicular conflicts.

**GOAL 6:** Support a system of safe, efficient and attractive bicycle and pedestrian routes for commuter, school and recreational use.

- Policy 6.1 Maintain a Bikeway Plan that is consistent with other adopted master plans, to assure that local bicycle routes will be compatible with routes of neighboring jurisdictions.
- Policy 6.2 Maintain existing pedestrian facilities and support the inclusion of pedestrian facilities in new development.
- Policy 6.3 Where appropriate, require proposed developments adjacent to proposed bikeway routes to include bicycle paths or lanes in their street improvement plans to construct the bicycle paths or lanes as a condition of project approval.
- Policy 6.4 Endorse safe, separate, and convenient paths for bicycles and pedestrians so as to encourage these alternative forms of transportation.
- Policy 6.5 Require plans for bicycle and pedestrian facilities to give priority to providing continuity and closing gaps in the bikeway and sidewalk network.
- Policy 6.6 Encourage the placing of showers, changing rooms and bicycle storage at all major new and existing non-residential developments and public places.
- Policy 6.7 Develop programs that encourage the safe utilization of easements and/ or rights-of- way along flood control channels, public utilities, railroads and streets wherever possible for the use of bicycles and/or pedestrians.
- Policy 6.8 Ensure accessibility of pedestrian facilities to the elderly and mobility impaired.

### **ENVIRONMENTAL REVIEW**

The development and adoption of the ATP is a planning and feasibility study that will guide future actions by the City. Therefore, it is statutorily exempt from the California Environmental Quality Act (CEQA) review pursuant to the CEQA Guidelines Section 15262, which states:

“A project involving only feasibility or planning studies for possible future actions which the agency, board, or commission has not approved, adopted, or funded does not require the preparation of an EIR or negative declaration but does require consideration of environmental factors. This section does not apply to the adoption of a plan that will have a legally binding effect on later activities.”

The City's ATP is a plan that will serve as a guide for the City to take future actions and to approve future grant applications. The ATP serves as a guiding document related to the education, encouragement, enforcement, and evaluation of future walking and bicycling network improvements. It will not have a legally binding effect on current activities or future City actions.

Furthermore, implementation of the recommendations identified in the ATP would be dependent on the availability of funding sources and would be subject to future environmental review on a case-by-case basis. Therefore, no environmental review is required in connection with the adoption of the ATP.

### **LEGAL REVIEW**

The City Attorney's Office has reviewed the proposed Resolution (Resolution No. 9702) which effectively adopts the City of Santa Fe Springs 2021 Active Transportation Plan.

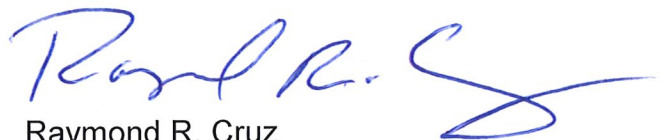
### **FISCAL IMPACT**

There is no immediate fiscal impact resulting from adoption of the ATP. The ATP is covered by the Southern California Association of Governments (SCAG) Disadvantage Communities Active Transportation Planning Initiative (DCPI).

It is important to note that there will be a future cost associated with implementing each of the proposed improvements contained within the ATP. However, adoption of the ATP will not only increase the City's eligibility for grants but also provides the City with a competitive advantage when seeking funding and grant opportunities to help implement such bicycle and pedestrian improvement projects within the City.

### **STAFF REMARKS**

Staff recommends that the City Council adopt Resolution 9702, to approve and adopt the City of Santa Fe Springs 2021 Active Transportation Plan, which has been revised to address comments made by the Planning Commission at their meeting on November 9, 2020.



Raymond R. Cruz  
City Manager

#### **Attachments:**

1. Proposed Resolution No. 9702
2. Recommended Bikeways
3. Prioritized Bicycle Projects
4. Pedestrian Recommendations
5. Prioritized Pedestrian Projects
6. Comments Matrix – Planning Commission
7. City of Santa Fe Springs 2020 Active Transportation Plan



**CITY OF SANTA FE SPRINGS**

**RESOLUTION NO. 9702**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTA FE SPRINGS, ADOPTING THE 2021 ACTIVE TRANSPORTATION PLAN, AND MAKING FINDINGS IN SUPPORT THEREOF.**

**WHEREAS**, the City of Santa Fe Springs was selected to participate in the Southern California Association of Government's (SCAG) Disadvantaged Communities Active Transportation Planning Initiative (DCPI), and initiated drafting the Active Transportation Plan to provide a comprehensive plan for a network of trails, bike lanes, sidewalks, and other elements aimed at supporting safe walking and bicycling throughout the City and providing connections to nearby destinations; and

**WHEREAS**, the Active Transportation Plan is exempt from the California Environmental Quality Act (CEQA) as it meets the definition of a Feasibility or Planning Study under CEQA Guidelines, Section 15262; and

**WHEREAS**, the proposed Active Transportation Plan meets Goal 3 of the General Plan; to Develop and encourage a transportation demand management (TDM) system to assist in mitigating traffic impacts and in maintaining a desired level of service on the circulation system; and

**WHEREAS**, the proposed Active Transportation Plan meets Goal 6 of the General Plan; Support a system of safe, efficient and attractive bicycle and pedestrian routes for commuter, school and recreational use; and

**WHEREAS**, the proposed Active Transportation Plan builds on the city's existing bike and walking paths and also provides an updated vision for walking and biking in the community; and

**WHEREAS**, in the process of drafting the Active Transportation Plan, community participation events were scheduled to gather input from public agency stakeholders, residents, and recreational participants; and

**WHEREAS**, notice was duly provided to the public, stake holders of government agencies and all other interested parties; and

**WHEREAS**, prior to taking actions, the City Council has heard, been presented with, and/or reviewed all of the information and data which constitutes the administrative record for the above-mentioned approvals, including all oral and written evidence presented to the City during all project meetings and hearings; and

**WHEREAS**, all other legal prerequisites to the adoption of this Resolution have occurred.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Santa Fe Springs as follows:

**SECTION 1.** The above recitals are all true and correct.

**SECTION 2.** The City Council hereby determines that the Active Transportation Plan meets the definition of a feasibility Planning Study under California Environmental Quality Act (CEQA) Guidelines, Section 15262, and is therefore exempt from CEQA.

**SECTION 3.** Based on the information contained in the staff report and supporting exhibits and plans for the General Plan Amendment, the City Council hereby finds:

- a) The proposed project will not result in a significant adverse effect on the environment and will not negatively affect public health, safety, and welfare as the plan provides a comprehensive network of trails, bike lanes, sidewalks, and other elements aimed at supporting safe walking and bicycling through the City and providing connections to nearby destinations to encourage a more active lifestyle instead of automobile use.
- b) The Active Transportation Plan is consistent with and will contribute to achieving the goals and objectives established by the General Plan Circulation Element to minimize automobile congestion and to provide a well-planned network of trails, bike lanes, sidewalks, and other elements aimed at supporting safe walking and bicycling throughout the City.
- c) The Active Transportation Plan will preserve and enhance existing residential neighborhoods by providing greater connectivity throughout the City by improving safety standards and minimizing potential conflicts with pedestrians and bicycles with motor vehicles.

**SECTION 4.** For the foregoing reasons, the City Council approves and adopts the Active Transportation Plan, based on the information in the staff report and findings contained in the Resolution.

**SECTION 5.** The City Council declares that should any provision, section, paragraph, sentence, or word of this Resolution be rendered or declared invalid by any court of competent jurisdiction, or by reason of any preemptive legislation, the remaining provisions, sections, paragraphs, sentences, and words of this Resolution shall remain in full force and effect.

**SECTION 6.** The Mayor shall sign this Resolution and the City Clerk certify to the passage and adoption of this Resolution.

PASSED AND ADOPTED this 14<sup>th</sup> day of January, 2021, by the following vote:

AYES:

NAYES:

ABSENT:

ABSTAIN:

---

John M. Mora  
Mayor

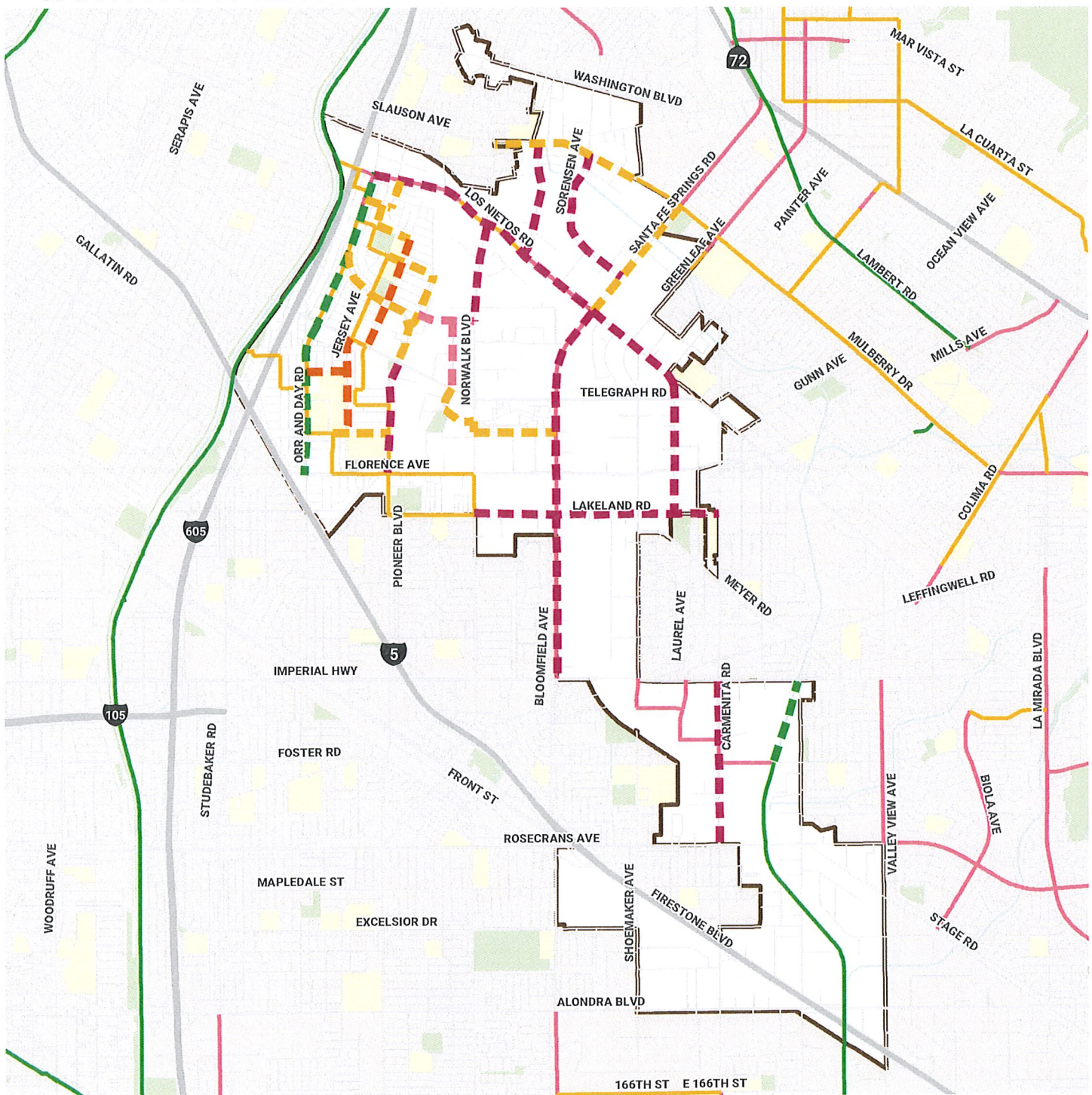
ATTEST:

---

Janet Martinez, CMC  
City Clerk

# RECOMMENDED BIKEWAYS

## SANTA FE SPRINGS



### Recommended Bikeways Class

- — — Shared-Use Path (Class I)
- — — Bicycle Lane (Class II)
- — — Buffered Bike Lane (Class IIB)
- — — Bicycle Route (Class III)
- — — Bicycle Boulevard (Class IIIB)

### Existing Bikeways

- Shared-Use Path (Class I)
- Bicycle Lane (Class II)
- Bicycle Route (Class III)

### Destinations + Boundaries

- City Boundary
- School
- Park or Open Space

0 0.55 1.1 Miles



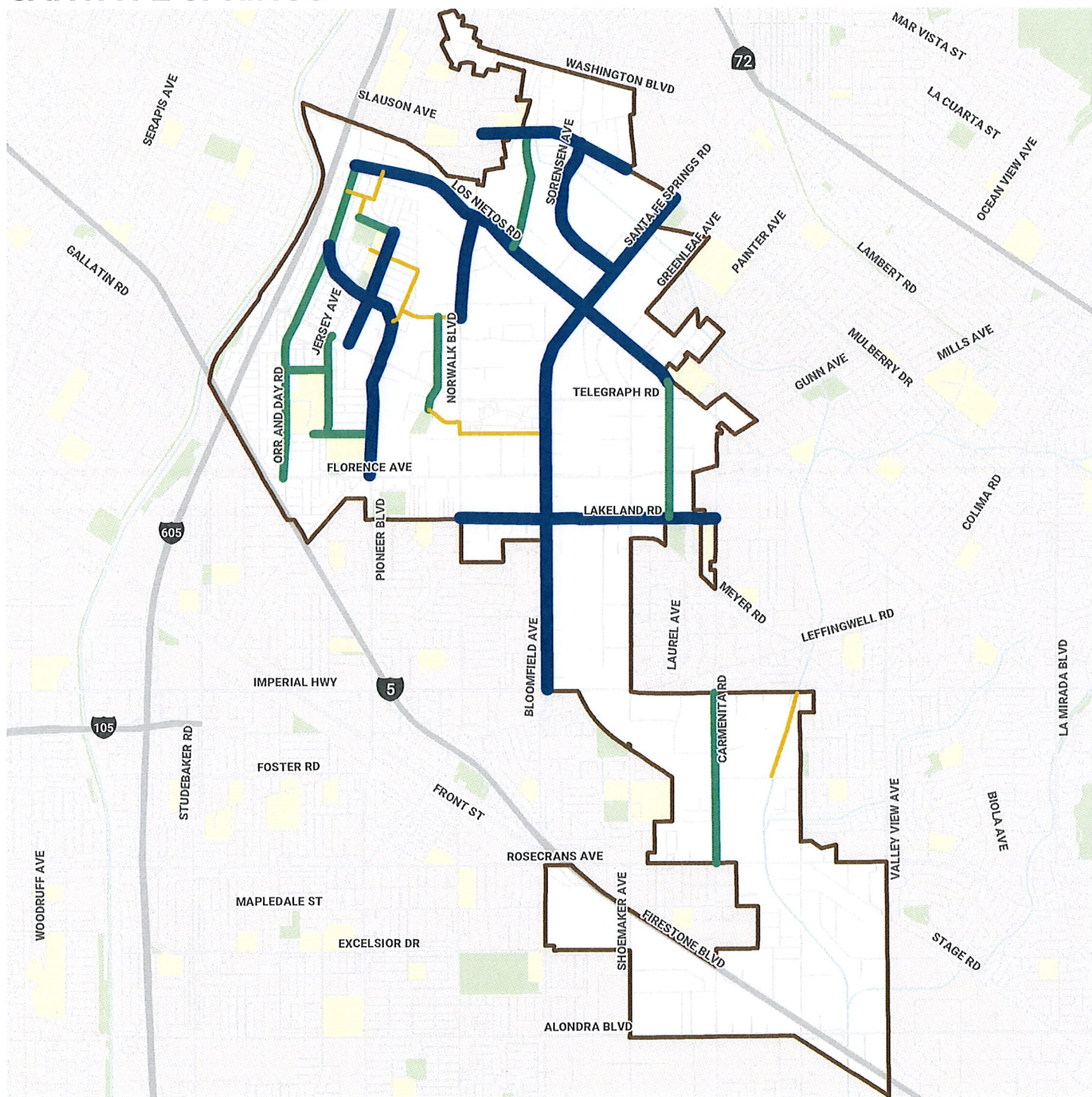
Sources:  
SCAG  
UC Berkeley TMS  
OSM  
Caltrans

**alta**



# PRIORITIZED BICYCLE PROJETS

## SANTA FE SPRINGS



### Prioritized Bicycle Projects

- Tier 1
- Tier 2
- Tier 3

### Destinations + Boundaries

- City Boundary
- School
- Park or Open Space

0 0.55 1.1 Miles



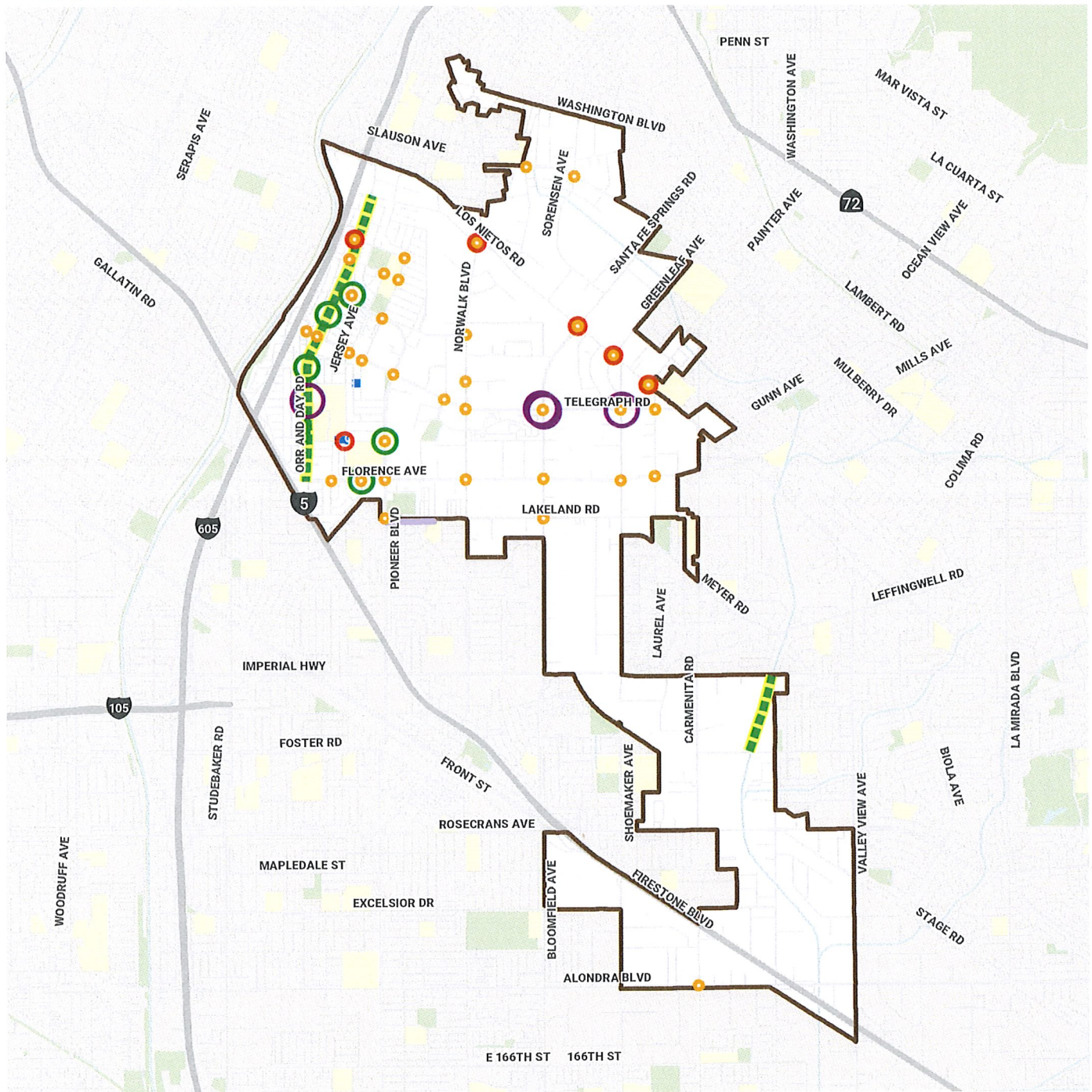
Sources:  
SCAG  
UC Berkeley TMS  
OSM  
Caltrans

**alta**



# PEDESTRIAN RECOMMENDATIONS

## SANTA FE SPRINGS



### Pedestrian Recommendations

- Crossing Facilities
- Curb Treatments
- Signals & Beacons
- Traffic Calming
- Transit Stop Amenities
- Green Infrastructure
- Pedestrian-Scale Lighting
- Sidewalks & Paths
- Traffic Calming
- - - Shared-Use Path (Class I)

### Destinations + Boundaries

- City Boundary
- School
- Park or Open Space
- Existing Walking Path

0 0.6 1.2 Miles



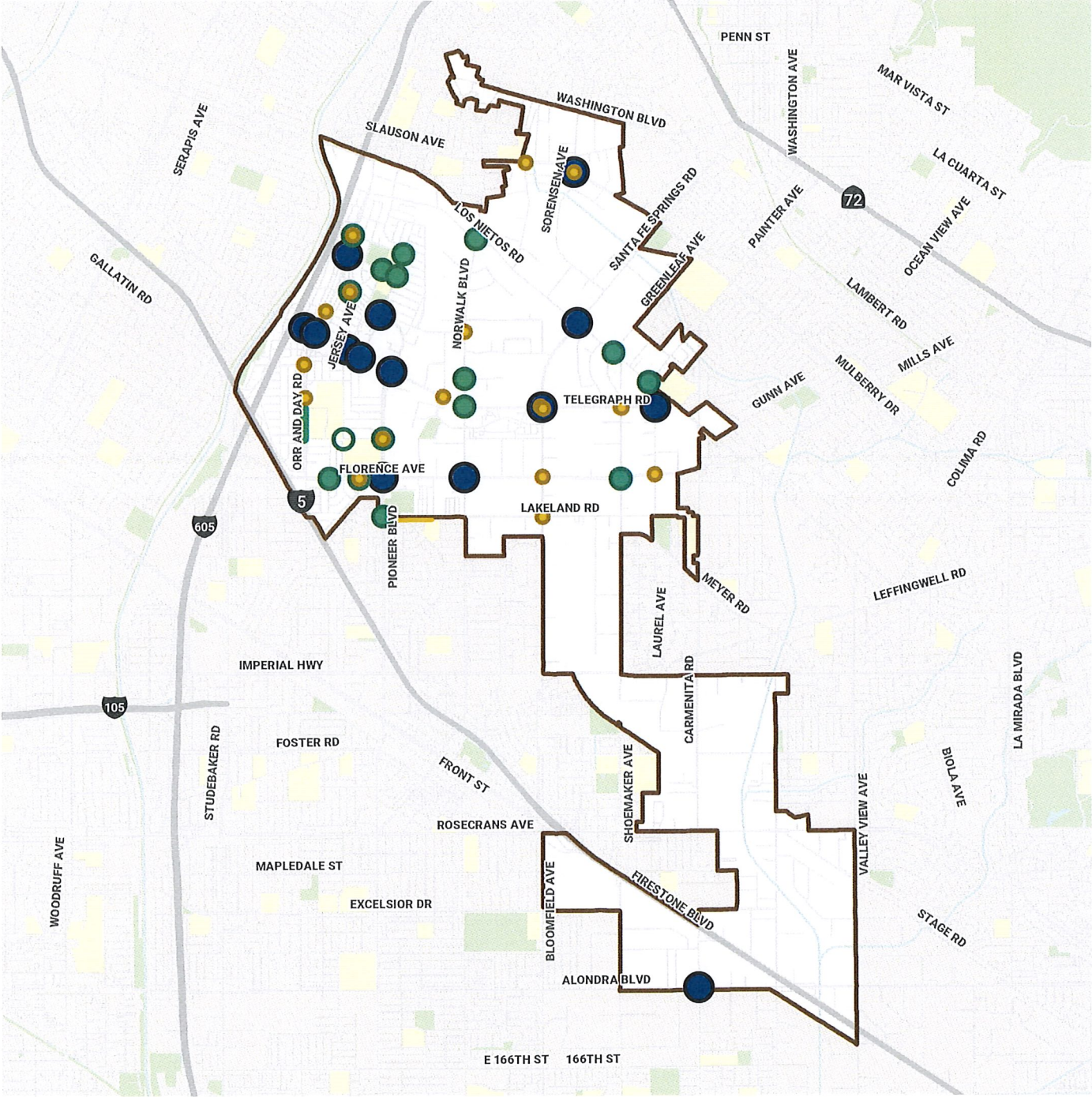
Sources:  
SCAG  
UC Berkeley TMS  
OSM  
Caltrans





# PRIORITIZED PEDESTRIAN PROJECTS

## SANTA FE SPRINGS

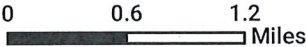


### Prioritized Pedestrian Projects

- Tier 1
- Tier 2
- Tier 3

### Destinations + Boundaries

- City Boundary
- School
- Park or Open Space



Sources:  
SCAG  
UC Berkeley TIMS  
OSM  
Caltrans





Comment	Action/Response
<p>* Please make reference to the drop/pick up area in front of Santa Fe High School on school days. This area could impact the Orr &amp; Day Class 1 route.</p>	<p>We worked closely with Public Works to identify the recommended Class I shared-use path on Orr and Day. They will do further study to determine the most appropriate design for Orr and Day before anything is built and we will coordinate with the school to ensure this is implemented in a feasible way with the lowest impact. It's likely the path would be implemented on the west side of Orr and Day to avoid impacting the schools.</p>
<p>Make it clear that no existing traffic lanes are to be removed to create bike lanes.</p>	<p>Text has been added to the Bicycle Recommendations section to indicate that new bikeways have been recommended where right-of-way already exists and can accommodate new bikeways, and where minimal parking reduction will be required.</p>
<p>Regarding the frontage road connection on Jersey and Telegraph, they wanted to make sure there is a curb cut to connect from the frontage road to Jersey.</p> <p>* PC reply: Yes, this is the location, there needs to be access to the frontage road for bikes traveling north on Jersey Ave. An alternative is to eliminate this leg as bikers can use Joslin to get to Alburdis to get to TCH.</p>	<p>Given the cost of a new curb cut and the fact that this existing route features no signage or pavement markings to indicate that it is, in fact, a bike route, we are encouraging use of the existing curb cut at the driveway. No changes proposed here, but we have recommended a bicycle route along Joslin Street that connects to Alburdis, to provide a better-connected alternative to this existing bike route. As part of the General Plan update, we can look into removing this frontage road segment</p>
<p>* Regarding the map going west instead of east, is it the area below you were talking about? The lighter orange solid line is an existing city bike path, I have no clue why it was designed that way!</p> <p>* PC reply: Yes, again the existing route goes from Alburdis goes west on Duning, south on Fallon, and west on Garetal. Perhaps we can just go east on Dunning and eliminate the path to Garetal. The other thing to note is that Garetal does not open up to Pioneer as the opening is on Parkmead.</p>	<p>We do not recommend changing the existing condition (a bike route that jogs). Instead, we have recommended an additional route along Jersey Avenue (Telegraph to Clarkman) to make a more direct bicycle connection. This will encourage bicyclists to take the new, more convenient route, but retain the existing bike route if anyone wants to ride along those other streets.</p> <p>Existing walking paths have been added to the Existing Bikeways map and recommendations maps.</p>
<p>You want to know if it is possible to consider weekend bicycle access on Telegraph.</p> <p>* PC reply: Yes, understandably weekdays would be impossible but Saturdays and Sundays the outside lanes are not usually occupied by vehicles unless they are going to make a turn. I have seen riders use telegraph on weekends as well.</p>	<p>From an engineering standpoint, the City can't have a parttime bike route and neither Telegraph nor Florence can support permanent bike facilities without greatly impacting vehicular traffic. In the Plan's programs recommendation, we explore open streets and demonstration events which would give people the opportunity to ride on Telegraph and Florence during set times.</p>
<p>You are opposed to removing vehicle parking along Orr &amp; Day north of Telegraph since parking is impacted in that area,</p> <p>* PC reply: Ken's comment and I would agree as well. Residents who live along this stretch park in front of their homes as they all have alleys in the back</p>	<p>We worked closely with Public Works to identify the recommended Class I shared-use path on Orr and Day. They agree, parking removal needs to be as minimized as possible. They will do further study to determine the most appropriate design for Orr and Day before anything is built.</p>
<p>* You are opposed to a bike lane on Florence since it is too narrow and speeds are too fast,</p> <p>* PC reply: Ken's comment. In think Florence and Telegraph should be treated the same for biking purposes</p>	<p>We are not touching the existing bike route on Florence Ave as part of this effort, but we are in the beginning phase of updating our General Plan. We can look into removing this existing bike route as part of the Transportation Element update. We agree, Florence and Telegraph should be treated the same and neither can safely support new bikeways.</p>
<p>* You want to make sure these recommendations are reviewed when capital improvement projects are proposed so that they can be incorporated into the projects.</p> <p>* PC reply: Yes, reference to this report needs to be on the CIP checklist.</p>	<p>Noted, projects in this Plan will be implemented as part of the CIP when possible. Reference will be made on the CIP checklist.</p>



<p>* Access to the future transit station on Washington could be provided via the San Gabriel River Trail</p> <p>* PC reply: Ken's comment, though I disagree that this one access point is sufficient. Depending on the starting point bikers will want to access the riverbed via Florence, Telegraph and Washington Blvd. Consider the park gates are not open at all hours. Also, we will need future paths along Pioneer and Norwalk (through LA County territory) to access shopping and transportation on Washington Blvd.</p>	<p>Agreed. There are many other concurrent planning efforts happening around this station by Metro and LA County, so we will want to coordinate with them on those efforts in the future. No specific recommendations were made in this Plan, as it will depend on these Metro and LA County's plans for the transit station and first-last mile connections.</p>
<p>* You want to make sure the plan shows the existing connection from Alburdis to Fallon:</p> <p>* PC reply: Yes, drive aprons are in place. this could also eliminate the Telegraph Rd leg,</p>	<p>We have added walking paths to relevant maps, to show both this connection from Alburdis to Fallon and the connection along Clarkman south of the High School.</p>
<p>You want to make sure the plan shows that access ramps are needed to connect Clarkman to Jersey:</p> <p>* PC reply: Yes, this is a proposed route though bikes cannot ride through without having to stop and climb the curb or using nearby private driveways.</p>	<p>A recommendation for curb ramps at this walking path has been added. We also spoke with the School District to confirm they are in support of future ramps to help bicycle access, and will coordinate with them upon implementation.</p>



# Santa Fe Springs Active Transportation Plan

*January 2021*



## Acknowledgements

Thank you to the residents, community leaders, community-based organizations, agencies, and other stakeholders who have helped shape this Plan. We appreciate your vision, insights, and commitment to improving mobility and access for all residents.

### COMMUNITY ADVISORY COMMITTEE

Laurel Reimer, City of Santa Fe Springs Planning  
Wayne Morrell, City of Santa Fe Springs Planning  
Cuong Nguyen, City of Santa Fe Springs Planning  
Jimmy Wong, City of Santa Fe Springs Planning  
Noe Negrete, City of Santa Fe Springs Public Works  
Kevin Periman, City of Santa Fe Springs Public Works  
Maritza Sosa-Nieves, City of Santa Fe Springs Community Services  
Aimee Matsumoto, City of Santa Fe Springs Community Services  
Connie Swisher, City of Santa Fe Springs Police Services  
Linda Vallejo, Santa Fe Springs Traffic Commissioner

### SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Julia Lippe-Klein, Acting Program Manager

### ALTA PLANNING + DESIGN

Sam Corbett, Principal  
Kaitlin Scott, Senior Planner  
Courtney Banker, Planner  
Elizabeth Bisegna, Graphic Designer  
Nora Hastings, Graphic Designer  
Ryan Taylor-Gratzer, Planner/GIS Specialist  
Steve Hernandez, Graphic Designer

### STUDIO 111

Shannon Heffernan, Urban Design Director/Senior Associate  
Shruti Shankar, Urban Designer

### COMMUNITY-BASED ORGANIZATION

Helpline Youth Counseling, Inc.  
People for Mobility Justice

## Table of Contents

<b>Executive Summary</b>	<b>7</b>		
Goals & Objectives .....	7		
Community Priorities .....	8		
Our Community's New Approach .....	10		
Making this Vision a Reality .....	15		
<b>1. Introduction .....</b>	<b>17</b>		
The Need for an Active Transportation Plan.....	17		
Benefits of Walking, Biking, and Being Active.....	17		
<b>2. The Vision .....</b>	<b>26</b>		
Equity Framework.....	26		
Vision.....	29		
Goals, Objectives, and Actions .....	29		
<b>3. Local Background .....</b>	<b>39</b>		
Historical and Current Context.....	39		
Equity Analysis .....	39		
Land Use & Destinations	46		
Existing Travel Patterns	50		
Plans and Policies	51		
<b>4. Existing Conditions</b>	<b>53</b>		
Active Transportation Overview	53		
		Framing Active Transportation	63
		Existing Support Facilities	64
		Non-Infrastructure Programs	67
		User Experience & Perceived Comfort	69
		Existing Barriers	74
		Collision Analysis	75
		Needs Assessment	79
		<b>5. Community Collaboration</b>	<b>88</b>
		Community Advisory Committee	89
		Media	89
		Events	92
		Interactive Map	97
		Refining the Draft Plan	98
		Key Needs in Our Community	99
		<b>6. Street Recommendations</b>	<b>101</b>
		How We Developed Projects	101
		How Recommended Projects Advance Our Goals	103
		Recommended Bicycle Projects	105
		Recommended Pedestrian Projects	110
		Benefits of Implementation	116



Support Facilities	117	Design Guidelines	154
<b>7. Program Recommendations</b>	<b>122</b>	<b>9. Appendix</b>	<b>158</b>
Continue Existing Programs	123	Appendix A: ATP Compliance Checklist	158
Program Toolkit	124	Appendix B: Funding Sources	161
<b>8. Implementation</b>	<b>134</b>	Appendix C: Maintenance and Operations	171
Administration	134	Appendix D: Plans and Policies	174
Prioritization Framework	135	Appendix E: Resolution [PLACEHOLDER]	187
Maintenance and Operations	149		
Funding	150		

## List of Figures

Figure 1. Distribution of Ages.....	40
Figure 2. Percentage of Population Under 18.....	41
Figure 3. Percentage of Population 65 and Older .....	42
Figure 4. Percentage of Population that is Non-White.....	43
Figure 5. Percentage of Households without Access to an Automobile .....	44
Figure 6. Median Household Income .....	45
Figure 7. CalEnviroScreen 3.0 Scores by Census Tract.....	47
Figure 8. Land Use .....	48
Figure 9. Means of Transportation to Work.....	50
Figure 10. Operation of Pedestrian Hybrid Beacons .....	56
Figure 11. Existing Bikeways by Class and Length.....	60
Figure 12. Existing Bikeways.....	61
Figure 13. Previously Planned Bikeways .....	62
Figure 14. Bicycle Level of Traffic Stress .....	71
Figure 15. Bicycle Level of Traffic Stress Percentage of City Streets .....	72
Figure 16. Bicycle Level of Traffic Stress on All Roads.....	73
Figure 17. Pedestrian-Involved Collisions.....	76
Figure 18. Bicycle Involved Collisions .....	78
Figure 19. Clean Environment Conditions Santa Fe Springs Compared to Other Cities in California .....	83
Figure 20. Neighborhood Conditions in Santa Fe Springs Compared to Other Cities in California.....	84
Figure 21. Online Public Input Map .....	97
Figure 22. Network Development Process.....	102
Figure 23. Length of Recommended Bicycle Network (Miles) .....	105
Figure 24. Recommended Bicycle Projects .....	106
Figure 25. Recommended Pedestrian Projects.....	112
Figure 26. Recommended Bicycle Projects by Prioritization Tier .....	138
Figure 27. Prioritized Pedestrian Projects .....	143

## List of Tables

Table 1. Number of Health Variables of Low, Medium, and High Priority .....	80
Table 2. High Priority Health Variables.....	80
Table 3. Key Themes from Community Feedback .....	89
Table 4. Public Input Guiding Network Recommendations .....	103
Table 5. Miles of Recommended Bikeways by Type .....	105
Table 6. Recommended Bicycle Projects .....	107
Table 7. Recommended Pedestrian Projects Including Quantity and Length .....	113
Table 8. Recommendations for Bicycle Parking Locations and Quantities .....	117
Table 9. Public Input Guiding Programmatic Recommendations .....	123
Table 10. Prioritization Criteria .....	135
Table 11. Recommended Bicycle Projects Including Length and Estimated Costs: Tier 1 .....	139
Table 12. Recommended Bicycle Projects Including Length and Estimated Costs: Tier 2 .....	140
Table 13. Recommended Bicycle Projects Including Length and Cost Estimates: Tier 3.....	141
Table 14. Recommended Pedestrian Projects Including Quantity, Length, and Cost Estimate: <b>Tier 1</b> ...	144
Table 15. Recommended Pedestrian Projects Including Quantity, Length, and Cost Estimate: <b>Tier 2</b> ...	146
Table 16. Recommended Pedestrian Projects Including Quantity, Length, and Cost Estimate: <b>Tier 3</b> ...	147
Table 17. Average Maintenance Activity Costs .....	149
Table 18. Funding Sources.....	151

## Executive Summary

The 2020 Active Transportation Plan (“Plan”) represents a new commitment by the City of Santa Fe Springs to walking and biking. It will help our community move away from the driving-focused approach of the past, and toward a more sustainable, multi-modal transportation system that serves all residents, regardless of age, ability, identity, or income.

***VISION: Santa Fe Springs is a walking- and biking-friendly community that provides safe, comfortable, convenient, and healthy mobility for people of all ages and abilities.***

## GOALS & OBJECTIVES

The Plan is guided by an Equity Framework which prioritizes equity and the needs of vulnerable residents. Equity, in this planning process, means that community members who have historically been left out of transportation investments and decisions will be prioritized, engaged, and included.

Collectively, the various strategies and components of the Plan assist the City to meet the four goals established by this Plan, each of which is rooted in advancing our Equity Framework:



**1. Improve  
Safety & Health**



**2. Improve  
Access & Comfort**



**3. Enhance  
Transportation  
Affordability**



**4. Commit to  
Maintain & Expand  
the Network**





### **Safety & Health**

- A. Reduce bicycle and pedestrian collisions through safe and comfortable facilities
- B. Promote an active lifestyle that includes walking and biking
- C. Reduce air pollution, asthma rates, and greenhouse gas emissions
- D. Reduce travel times for low-income households



### **Access & Comfort**

- A. Increase access to jobs, education, retail, parks and libraries, schools, recreational centers, transit, and other neighborhood destinations
- B. Address barriers so that vulnerable populations can take part in the improvements
- C. Support public transit service
- D. Prioritize the needs and trip patterns of vulnerable populations
- E. Prioritize universal design standards



### **Affordability**

- A. Reduce the overall household transportation costs for all residents, both anticipated and existing
- B. Reduce long-term transportation costs by reducing the need for vehicle ownership or for parking in new developments



### **Maintain & Expand the Network**

- A. Integrate bicycle and pedestrian network and facility needs into all Santa Fe Springs planning documents and capital improvement projects
- B. Leverage existing funding to maximize project delivery
- C. Maintain designated facilities to be comfortable and free of hazards to biking and walking

## **COMMUNITY PRIORITIES**

Community and stakeholder participation played a central role in shaping the project, from a Community Advisory Committee (CAC), community-wide events including an interactive Art Installation and Walking Tour, to an online public input map and community survey. During this planning process, community members expressed support for:

- Sidewalks, crossing facilities, and bikeways to greatly improve the experience of walking and biking in Santa Fe Springs.

- Traffic calming and interventions to reduce speeding.
- Lighting to increase visibility for people walking and biking in the dark.

Similarly, community members also shared many concerns that guided the recommendations in this Plan, including:

- Walking and biking feeling unsafe or uncomfortable due to vehicles speeds, truck traffic, and lack of adequate facilities.
- Facilities do not support the needs of people of all ages and abilities.
- Some key destinations are difficult to reach by bike or on foot because facilities are lacking.



*Thank you to the many stakeholders who helped shape this Plan, and who are committed to improving access, safety, and health for all.*

## OUR COMMUNITY'S NEW APPROACH

The Plan was created through intensive collaboration between various city departments, the Community Advisory Committee (CAC), local community organization Helpline Youth Counseling, and most importantly, our residents. Using this feedback and analysis of existing conditions, collisions, and demographic data, the Plan designates an ambitious active transportation system and introduces a comprehensive collection of programs and policies. The street recommendations provide new, low-stress connections between schools, residential areas, parks and trails, and commercial centers, helping ensure that people can more comfortably and safely access everyday needs.

**The recommended programs work to address key community concerns**, and include a citywide Safe Routes to School program to get students to school more safely and encourage them to walk and bike more. Bicycle and pedestrian education for adults, through classes and campaigns, will help drivers and active transportation users travel through Santa Fe Springs more safely.

Collectively the policies, programs, projects, and recommendations in this Plan will create an environment that enhances active transportation in the City, and makes walking and biking a safe, healthy, and enjoyable means of transportation and recreation.



*The Plan envisions an active transportation network that improves access, health, and quality of life for all of our residents.*

## Bicycle Facility Types



### CLASS I

#### Shared-Use Path

- Paths completely separated from motor vehicle traffic used by people walking and biking.
- Comfortable for people of all ages and abilities.
- Typically located immediately adjacent and parallel to a roadway or in its own independent right-of-way, such as within a park or along a body of water.



### CLASS II

#### Bicycle Lane

- A dedicated lane for bicycle travel adjacent to traffic.
- A painted white line separates the bicycle lane from motor vehicle traffic.



### CLASS IIB

#### Buffered Bicycle Lane

- A dedicated lane for bicycle travel separated from vehicle traffic by a painted buffer.
- The buffer provides additional comfort for users by providing space from motor vehicles or parked cars.



### CLASS III

#### Bicycle Route

- A signed bike routes that people biking share with motor vehicles.
- Can include pavement markings.
- Comfortable facility for more confident bicyclists.
- Recommended when space for a bike lane may not be feasible.



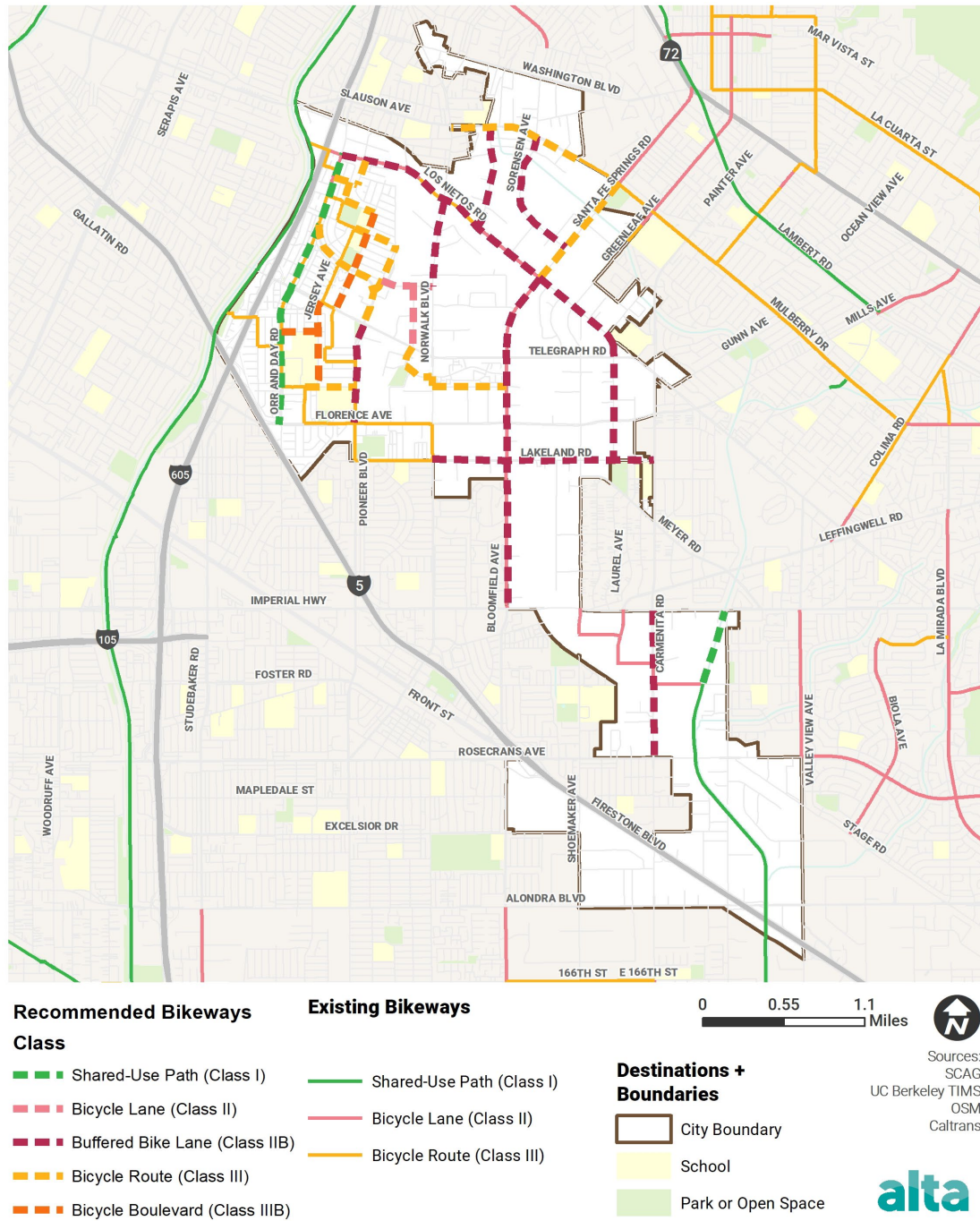
### CLASS IIIB

#### Bicycle Boulevard

- Calm, local streets where bicyclists have priority but share roadway space with motor vehicles.
- Shared roadway bicycle markings on the pavement as well as traffic calming features to keep these streets more comfortable for bicyclists.
- Comfortable facility for bicyclists with wider range of abilities.



## Recommended Bicycle Network



## Pedestrian Facility Types



### Sidewalks & Paths

- Completely separated from motor vehicle traffic.
- Used by people walking or using mobility devices such as wheelchairs.
- Sidewalks are typically located immediately adjacent and parallel to a roadway. Shared-use paths can be located in their own independent right-of-way, such as within a park or along a body of water.



### Crossing Facilities

- Make crossing the street at intersections and midblock safer and more comfortable.
- High-visibility crosswalk markings are more visible to approaching vehicles and have been shown to improve yielding behavior.



### Curb Treatments

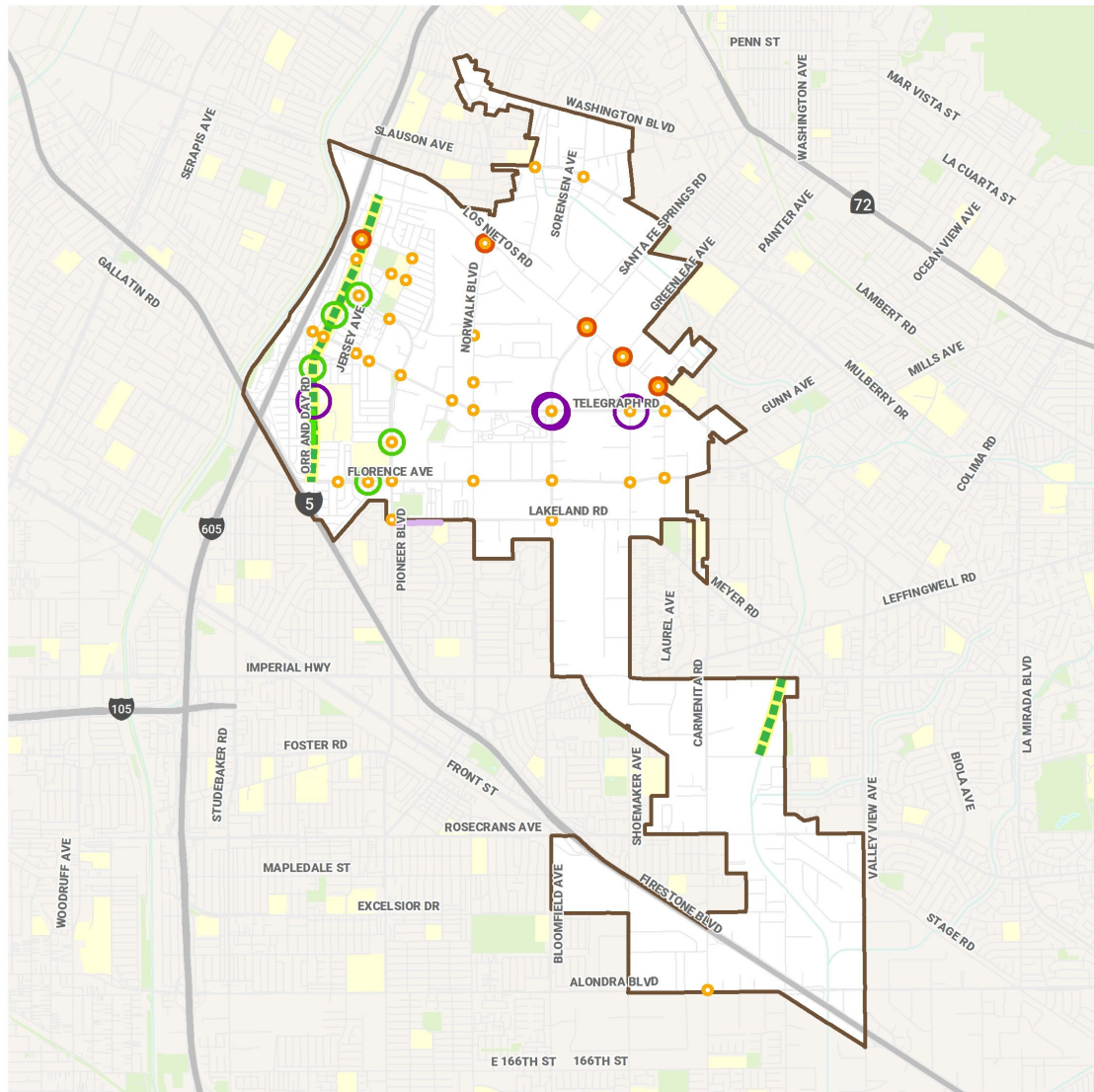
- Curb ramps allow users of all abilities to make the transition from the street to the sidewalk. They are required by the Americans with Disabilities Act (ADA) at all crosswalks, including those that are unmarked.



### Beacons & Signals

- Beacons and signals both indicate to drivers that someone may be crossing the street.
- Make crossing the street safer and more comfortable.
- Pedestrian countdown signals create a more predictable crossing environment and give adequate warning to pedestrians attempting to cross a roadway.

## Recommended Pedestrian Projects



### Pedestrian Recommendations

- Crossing Facilities
- Curb Treatments
- Signals & Beacons
- Traffic Calming
- Transit Stop Amenities
- Green Infrastructure
- Pedestrian-Scale Lighting
- Sidewalks & Paths
- Traffic Calming
- - - Shared-Use Path (Class I)

### Destinations + Boundaries

- City Boundary
- School
- Park or Open Space

0 0.6 1.2 Miles



Sources:  
SCAG  
UC Berkeley TIGRS  
OSM  
Caltrans

**alta**



## MAKING THIS VISION A REALITY

Following the implementation strategy outlined in Chapter 8, the City will work to secure funding for high-priority projects and programs, with the hopes of expanding our network in the coming years. As the City works to implement the Plan, we will continue to engage with our residents and, most importantly, follow the Equity Framework to ensure that the most vulnerable members of the community voices are heard and needs are met.



*This Plan sets the City on track to expand walking and biking routes in the coming years.*





Section 1

# INTRODUCTION

“I like the option of having a path to walk  
safely with my kids.”

*Santa Fe Springs Resident*



# 1. Introduction

## THE NEED FOR AN ACTIVE TRANSPORTATION PLAN

The City of Santa Fe Springs is committed to improving the quality of life for residents and visitors by ensuring walking and biking are convenient, comfortable, and healthy modes of transportation and recreation. This Active Transportation Plan establishes a long-term vision for improving walking and biking in Santa Fe Springs. The Plan is a critical tool for guiding City staff and the development community in building a balanced transportation system that encourages biking and walking. The City's ultimate goal in developing this Plan is a shift from automobile trips to walking and biking as a normal part of daily life. The new projects and programs featured in this Plan will work to address our community's mobility needs.



*Our community aims to build an active transportation network that improves mobility options for all of our residents.*



## BENEFITS OF WALKING, BIKING, AND BEING ACTIVE

### Collision Reduction

Conflicts between people walking, biking, and driving can result not just from poor behavior, but also from insufficient or ineffective design. Encouraging development that supports biking and walking can enhance safety and comfort for all users. Bike lanes and physical barriers between bicyclists and motor vehicle traffic have been shown to increase individuals' use of bicycle infrastructure.<sup>1</sup> Shaded sidewalks with landscaped buffers from vehicle traffic and curb ramps, high-visibility crossings, and rest areas similarly create comfortable experiences for people walking. However, existing transportation networks

---

<sup>1</sup> Hoffman et al. *Bicycle commuter injury prevention: it is time to focus on the environment*. 2010.; Pucher et al., *Infrastructure, programs, and policies to increase bicycling: An international review*. 2010.



*Providing safe and accessible facilities is a priority in our community.*

are often designed primarily for safe and efficient motor vehicle travel. Most roadways poorly protect bicyclists and pedestrians, making them more vulnerable to injury and, in some cases, death. Non-motorists are more likely to suffer injury or death in a collision and are about 1.5 times more likely than motorists to die when getting around.<sup>2</sup>

There are many ways to improve safety for bicyclists and pedestrians while maintaining an efficient transportation system for motor vehicle travel. Successful bicycle and pedestrian improvements on existing facilities tend to focus on changing traffic volume and speed<sup>3</sup> and increasing the separation from vehicles.<sup>4</sup> Additional methods include the design of smarter multi-modal streets, reduced vehicle/bike or vehicle/pedestrian conflict zones, enhanced visibility, and requiring new facility design standards that consider

bike/pedestrian safety as a top priority. Enforcement programs can help reduce dangerous travel behavior by all roadway users, but they have also adversely impacted marginalized community members throughout the U.S.

This Plan outlines an active transportation network and programmatic changes to help us reduce collisions, improve traffic safety, and protect the historically marginalized members of our community.



## Public Health Improvements

Physical inactivity is now widely understood to play a significant role in the most common chronic diseases in the United States, including heart disease, stroke, and diabetes. Each year, approximately 280,000 adults in the United States die prematurely due to obesity-related illnesses. A 2004 study

---

<sup>2</sup> Beck et al. *Motor vehicle crash injury rates by mode of travel, United States: using exposure-based methods to quantify differences*. 2007; Centers for Disease Control and Prevention. *Motor Vehicle Crash Deaths in Metropolitan Areas – United States, 2009*. *Morbidity and Mortality Weekly Report*. 2012.

<sup>3</sup> Harris et al. *The Bicyclists' Injuries and the Cycling Environment study: a protocol to tackle methodological issues facing studies of bicycling safety*. 2011; Miranda -Moreno et al. *The link between built environment, pedestrian activity and pedestrian-vehicle collision occurrence at signalized intersections*. 2011.

<sup>4</sup> Lusk et al. *Risk of injury for bicycling on cycle tracks versus in the street*. 2011.

published in the American Journal of Preventive Medicine by Frank et al. reported that for each additional 60 minutes spent in a car daily, one's chance of becoming obese increases by six percent. A 2019 report by the Outdoor Foundation found that Americans are spending less time outdoors: Nearly half of the U.S. population doesn't participate in any outdoor recreation at all, and only 17.9% got out at least once a week in 2018. The result? One billion fewer hikes, climbs, rides, and other outdoor excursions in 2018 than in 2008. The report also found an alarming impact on youth: Children took part in 15% fewer outdoor activities in 2018 than they did six years before.<sup>5</sup> However, walking and biking is highly impacted by people's ability, or rather inability, to access safe places to do so. Studies demonstrate disparities in the quantity and quality of park spaces between low-income and affluent communities.

**Building infrastructure that encourages biking and walking—while improving access to parks or active recreation opportunities for all residents—is a key strategy to fighting obesity and inactivity.** Better yet, it has been shown to have substantial benefits on public health with relatively minimal public investment. Biking and walking can help improve mental health, facilitate social connections, encourage activity among older adults, foster healthy habits among youth, lower risk of chronic diseases, and improve air quality. The World Health Organization identified atmospheric particulate matter (PM) with a diameter of less than 2.5 micrometers (PM2.5), ozone (O3), and oxides of nitrogen (NOx), all of which are related to automobile emissions, as the primary pollutants of concern for environmental and human health.<sup>6</sup> These pollutants



*Walking helps to improve mental health, foster social connections, and lower the risk of chronic diseases.*

<sup>5</sup> Outdoor Foundation. 2019 Outdoor Participation Report. 29 January 2019.

[https://outdoorindustry.org/resource/2019-outdoor-participation-report/?utm\\_source=media&utm\\_medium=press-release&utm\\_campaign=participation](https://outdoorindustry.org/resource/2019-outdoor-participation-report/?utm_source=media&utm_medium=press-release&utm_campaign=participation)

<sup>6</sup> World Health Organization. Review of Evidence on Health Aspects of Air Pollution: REVIHAAP Project. Copenhagen, Denmark: WHO Regional Office for Europe; 2013.



have both short- and long-term effects on respiratory health, cardiovascular health, cancer, reproductive health, and premature mortality in humans.<sup>7</sup> Further, there is increasing evidence that links these emissions to increased systematic inflammation and diabetes risk.<sup>8</sup> Nitrogen dioxide from motor vehicles was found to cause 60% of pediatric asthma cases in urban areas worldwide.<sup>9</sup> Poor air quality particularly impacts vulnerable populations such as older adults, youth, and people with respiratory ailments.

Reducing our reliance on motor vehicles and increasing the use of active transportation will help break the cycle of air pollution and the corresponding negative health impacts. Altogether, the Plan will identify interventions that support safe walking, biking, and recreation opportunities as effective strategies for addressing public health concerns in our community.



### Environmental Benefits

Fossil-fuel driven transportation generates the largest share of greenhouse gas (GHG) emissions of any economic sector in the United States, amounting to almost 30% of all GHG emissions and

surpassing those generated from electricity production and industry.<sup>10</sup>

*Transportation generates the largest share of greenhouse gas (GHG) emissions of any economic sector in the United States: 30%.*

Unlike driving, biking and walking cause no direct air or water pollution, require minimal land use impacts, and emit negligible noise and light pollution. Bicyclists and pedestrians occupy less space than cars and help reduce demand for road space and parking, freeing up land for public space, buildings, food production, and housing. Replacing some

<sup>7</sup> U.S. Environmental Protection Agency. *Provisional Assessment of Recent Studies on Health Effects of Particulate Matter Exposure*. Washington DC 2012.

<sup>8</sup> Jerrett M, Brook R, White LF, et al. Ambient ozone and incident diabetes: A prospective analysis in a large cohort of African American women. *Environment International*. 2017;102:42-47.

<sup>9</sup> Pattanun A, Brauer M, Hystad P, Anenberg S. Global, national, and urban burdens of pediatric asthma incidence attributable to ambient NO<sub>2</sub> pollution: estimates from global datasets. *The Lancet Planetary Health*. 2019.

<sup>10</sup> United States Environmental Protection Agency. *Sources of Greenhouse Gas Emissions*. Accessed May 28, 2019, <https://www.epa.gov/ghgemissions/sources-greenhouse-gas-emissions>.

driving trips with biking or walking trips reduces emissions associated with mobility, translating into less carbon dioxide, nitrogen oxides, hydrocarbons, and other pollutants in the air.

Implementation of this Plan can not only help reduce our contribution to climate change, but can also enhance our resilience to it. Creating viable alternatives to private vehicles reduces pressure on road infrastructure and provides options for people to remain mobile when other transportation modes are disrupted by climate events. It will also improve the health of residents who are vulnerable to asthma or other chronic respiratory diseases associated with air pollution.



## Equity

Because they often cannot drive or do not own a vehicle, children, older adults, people with physical disabilities, and people with low incomes tend to rely on transit, walking, and biking to get to and from daily activities. When age and physical abilities are not a barrier, costs associated with car ownership can inhibit mobility in car-centric environments. A study cited by the Victoria Transport Policy Institute found that **households in automobile-dependent communities devote 50% more of their income to transportation (more than \$8,500 annually)** than households in communities with better conditions for



*Ensuring everyone has access to safe and affordable transportation options helps improve the wellbeing of our community.*

walking and biking (less than \$5,500 annually). Indeed, transportation typically accounts for a household's second-largest expenditure behind housing. For low or under-resourced households, however, this high cost of driving can consume a high portion of peoples' incomes and make them transportation burdened. Unsurprisingly, people with low incomes have the highest rates of walking and bicycling to work, with the greatest number of bicycling trips taken by people of color.<sup>11</sup>

When affordable housing is not located near opportunities for work or school, low-income residents endure longer commutes and incur greater transportation costs. Longer travel distances mean less time spent with family, less time to rest and less time for obligations like picking up children from child care, visiting the doctor, exercise, or grocery shopping. Impeding access to these and other basic necessities

can have health consequences and exacerbate health inequities.<sup>12</sup>

*Active transportation options increase mobility for vulnerable populations, enabling safe, affordable access to economic and social opportunities.*

Environmental factors and infrastructure deficiencies also disproportionately affect low-income communities and communities of color. For example, inadequate walking and biking infrastructure (e.g., missing or broken sidewalks, limited street lighting, lack of marked crosswalks and traffic islands, substandard or no bike lanes, etc.) and perceived safety issues create barriers to walking and biking. Bicyclists and pedestrians in low-income communities and communities

of color have higher injury and fatality rates. In the United States, Latino and African American bicyclist/pedestrian fatality rates are double that of White people.<sup>13</sup> Children<sup>14</sup> and older adults<sup>15</sup> are

---

<sup>11</sup> Safe Routes to School National Partnership. *At the Intersection of Active Transportation and Equity*. 2015.

<sup>12</sup> PolicyLink Prevention Institute Convergence Partnership. *Healthy, Equitable Transportation Policy: Recommendations and Research*. 2009.

<sup>13</sup> Safe Routes to School. 2015.

<sup>14</sup> Wong et al. *GIS measured environmental correlates of active school transport: A systematic review of 14 studies*. 2011; Rothman et al. *Walking and child pedestrian injury: a systematic review of built environment correlates of safe walking*. 2014; Rothman et al. *Motor Vehicle-Pedestrian Collisions and Walking to School: The Role of the Built Environment*. 2014.

<sup>15</sup> Lusk et al. *Risk of injury for bicycling on cycle tracks versus in the street*. 2011; Moran et al. *Understanding the relationships between the physical environment and physical activity in older adults: a systematic review of*

especially vulnerable sub-populations whose tendencies to walk and bike are particularly impacted by vehicle traffic speed and volume, as well as available or missing infrastructure that creates safe or unsafe environments. Further, when these populations choose to walk or bike, they are often faced with health risks associated with greater air and noise pollution, as many sources of air pollutants are located near these communities,<sup>16</sup> and low-income people and people of color are more likely to live near major roads, highways, or truck routes.<sup>17</sup>

**For older adults, youth, people of color, people with disabilities, and people with low wealth, not having safe, sufficient infrastructure to access destinations by foot or bike means increased vulnerability to traffic related injury and fatalities as well as indirect health implications.**<sup>18</sup> Active transportation plans that improve biking and walking provide an opportunity to improve mobility for vulnerable populations who might not own or are unable to operate a motor vehicle, enabling safe, affordable access to economic and social opportunities that are known to predict health later in life..

The Plan will enhance the accessibility of pedestrian and bicycle networks in our community by making daily transportation and physical activity more viable for children, older adults, people of color, and people with physical disabilities. The Plan is designed to create opportunities for affordable, safe, and convenient transportation for all people, especially those who may not have access to a motor vehicle or who have limited income.



### Quality of Life

The design, land use patterns, and transportation systems that comprise the built environment profoundly impact one's experience of being in a community. Creating conditions in which walking, biking, and using other active modes are accepted and encouraged increases a community's livability, and sense of connectedness, and by extension, residents' quality of life. Communities become more pleasant when noise and air pollution are reduced, and when urban space is reserved for facilities that enable people of all ages and abilities to travel in safe and enjoyable settings. This Plan works to increase the quality of life for all residents in our community.

---

*qualitative studies*. 2014; Yen et al. *How design of places promotes or inhibits mobility of older adults: realist synthesis of 20 years of research*. 2014.

<sup>16</sup> Miranda et al. *Race/Ethnicity, Residential Segregation, and Exposure to Ambient Air Pollution: The Multi-Ethnic Study of Atherosclerosis*. 2014.

<sup>17</sup> Bae et al. *The exposure of disadvantaged populations in freeway air-pollution sheds: a case study of the Seattle and Portland regions*. 2007.

<sup>18</sup> Policy Link Prevention Institute. 2009.





## Economic Benefits

Active transportation is economically advantageous to individuals and communities. Replacing automobile trips with walking or biking can reduce vehicle maintenance and fuel costs. These savings are accompanied by potential reductions in health care costs, as regular physical activity can minimize health complications associated with an inactive lifestyle. In 2009, the CDC estimated that the direct medical costs of physical inactivity to the country totaled more than \$147 billion.<sup>19</sup>

According to the Bureau of Labor Statistics, in 2017, households spent 13% of their earnings on transportation—the second highest household expenditure after housing.<sup>20</sup> Increasing opportunities for non-automobile travel can reduce spending on transportation, which may allow for households to increase spending on health-promoting activities such as healthcare, education, and nutritious food.

Furthermore, active transportation facilities require significantly less capital to construct and maintain than roadway or highway projects. **Active transportation investments allow cities to do more with fewer taxpayer dollars.** And in many cases, such projects result in higher spending at local businesses.<sup>21</sup> This Plan sets Santa Fe Springs on track to help residents spend less on transportation, and our community to do more with our existing resources.

---

<sup>19</sup> Center for Disease Control and Prevention. *Adult Obesity Causes & Consequences*. Last modified August 29, 2017, <https://www.cdc.gov/obesity/adult/causes.html>.

<sup>20</sup> Bureau of Labor Statistics. *Consumer Expenditures—2017*. Published September 11, 2018, <https://www.bls.gov/news.release/cesan.nr0.htm>.

<sup>21</sup> New York City Department of Transportation. *The Economic Benefits of Sustainable Streets*. 2013.

The background image shows a public transit station with yellow structural poles and a glass roof. Two women are in the foreground, looking at informational displays. One woman is wearing a red baseball cap and a dark shirt, and the other is wearing a black shirt and has a large flower in her hair. They are standing near a table with a clipboard and a water bottle. In the background, there are picnic tables and a building.

## Section 2

# THE VISION

“Santa Fe Springs is an All American City,  
where people like to keep fit. The future of  
our city is now!”

*Santa Fe Springs Resident*



## 2. The Vision

### EQUITY FRAMEWORK

This Plan is guided by an Equity Framework, which asks:

- Who are the most vulnerable groups in the community?
- What outcomes do the most vulnerable residents want to see come from this planning effort?
- How can implementation of the Plan work towards these outcomes?

The City identified vulnerable user groups as well as a vision and supporting goals that we believe will advance equity: **safety and health, access and comfort, affordability, and an enhanced network**. The City also defined future actions and ways to measure progress on these four goals.

### Focusing on Vulnerable Residents

Some groups of people experience greater vulnerabilities and disparities in Santa Fe Springs' transportation system—at times as a result of the system itself. The more groups a person identifies with, the greater the disparity. These groups include:

- Children and older adults
- Black, Indigenous, Latinx, and other people of color

*Equity in this Plan means that community members who have historically been left out of transportation investments and decisions will be prioritized, engaged, and included.*



*This Plan works to improve transportation for all residents of our community, especially those who have historically been excluded from transportation decisions and investments.*

- People of no- and low-income/under-resourced
- People with limited English proficiency
- People with disabilities
- People who do not own cars or do not drive

The goals, policies, and recommendations of this Plan will work to serve and improve transportation for all residents of our community, particularly those who identify with any of these groups.

### ***State-Identified “Disadvantaged Communities”***

This Plan also works to improve conditions in state-identified “disadvantaged communities” within Santa Fe Springs. In 2012, the California Senate passed SB 535 requiring that a portion of all revenue from the state’s Greenhouse Gas Reduction Fund be spent on projects that benefit disadvantaged communities, and charged the California Environmental Protection Agency (CalEPA) with determining which communities qualify as “disadvantaged.” CalEPA developed CalEnviroScreen, an online tool that ranks census tracts in California based on potential exposures to pollutants, adverse environmental conditions, socioeconomic factors, and prevalence of certain health conditions. Census tracts scoring in the top 25% qualify as disadvantaged. The largest source of state funding for active transportation projects, Caltrans’s Active Transportation Program (ATP), also defines communities with median household incomes at or below 80% of the state median as “disadvantaged.” For Safe Routes to School projects, Caltrans accepts communities in which at least 75% of students qualify for free or reduced-price meals as “disadvantaged.”

### **Serving Current Residents**

Improvements to the public realm can increase the risk of displacement of existing residents. Too often, public projects are designed to attract new development and appeal to future hypothetical tenants, rather than serving the people who have historically called the community home before the project began. As housing costs continue to rise across Southern California, existing households (especially



*This Plan aims to serve existing residents and reduce disparities in access to affordable, safe, and comfortable transportation.*



renters and working-class families) face the very real threats of unaffordable housing options and displacement. When forced to move, households potentially lose contact with the community they rely on and are connected to.

The project recommendations have been shaped by—and designed for—the existing residents of Santa Fe Springs. **Consistent with the Equity Framework, this Plan supports current residents' right to remain in their community as this Plan is implemented and improvements to our active transportation network are realized.** The City will prioritize the needs of existing residents and identify ways to not only improve their safety, comfort and health, but to enhance community access to public resources and create a healthier, more sustainable, and more inclusive community.



*The Equity Framework not only guides the recommendations in this Plan, but will continue to guide the City during implementation.*

## VISION

*Santa Fe Springs is a walking and biking-friendly community that provides safe, comfortable, convenient, and healthy mobility for people of all ages and abilities.*



## GOALS, OBJECTIVES, AND ACTIONS

### Safety & Health

*This Plan empowers residents to live a more active lifestyle by providing a network of safe and comfortable walking routes and bikeways for everyone to enjoy.*

#### Asking the Right Questions

- Will the Plan help reduce crashes and fatalities while increasing opportunities for physical activity among vulnerable populations?
- Does the Plan help reduce air pollution, asthma rates, and greenhouse gas emissions, particularly within vulnerable populations?

#### How Do We Measure Progress?

- Reduce the number of severe and fatal collisions by half by 2030
- Begin providing K-12 students with education on safe walking and biking
- Increase outreach and education events throughout the city, particularly in disadvantaged neighborhoods, by 20%
- Decrease the number of poor air quality/smog days by 30%
- Decrease rates or prevalence of obesity and chronic diseases (e.g., cardiovascular disease, type 2 diabetes, cancer)



Objective		Action
A.	Reduce bicycle and pedestrian collisions through safe and comfortable facilities	<ol style="list-style-type: none"> <li>1. Prioritize short-term implementation of bicycle and pedestrian facilities on streets with high rates of traffic collisions (such as Telegraph Road and Florence Avenue) according to the Statewide Integrated Traffic Records System (SWITRS), and as collisions occur.</li> <li>2. Adopt design guidelines that promote safety through incorporating separation between bicyclists/pedestrians and drivers. Refer to national and state best practices.</li> <li>3. Implement best practice facilities, including flashing beacons, bulb-outs, and sidewalks, to improve safety and reduce collisions throughout the city.</li> <li>4. Fund safety education programs for drivers, pedestrians, and bicyclists that encourage safe behaviors. Make this information available through schools, work sites, and at City events.</li> <li>5. Adopt a City Council resolution authorizing school zone speed limits as low as 15 MPH.</li> </ol>
B.	Promote an active lifestyle that includes biking and walking	<ol style="list-style-type: none"> <li>1. Dedicate City staff time to implement programs that encourage residents to walk and bike together on city streets.</li> <li>2. Fund programs that incorporate biking and walking into curriculum at district schools. Seek an Office of Traffic Safety Grant or other funding or resources for educational activities.</li> <li>3. Provide more opportunities for outdoor recreation via parks and joint-use agreements with school facilities, such as at Santa Fe High School.</li> <li>4. Develop a citywide map of existing bicycle facilities for public use.</li> </ol>



Objective		Action
C.	Reduce air pollution, asthma rates, and greenhouse gas emissions	<ol style="list-style-type: none"> <li>1. Build a network that encourages residents to choose modes of transportation other than driving by providing low-stress bicycle facilities, robust pedestrian networks, and first/last mile access to transit.</li> <li>2. Achieve a 5% reduction in vehicle miles traveled annually as residents, workers, and visitors meet daily needs by walking, bicycling, and using transit.</li> </ol>
D.	Reduce travel times for low-income households	<ol style="list-style-type: none"> <li>1. Increase the overall mileage of the low-stress bicycle network in low-income neighborhoods by 25% by 2025.</li> </ol>



### Access & Comfort

*This Plan supports increased access to neighborhood destinations such as grocery stores, libraries, schools, recreation centers, and transit stops. Pedestrian and bicycle facilities will be accessible and comfortable for people of all ages and abilities to use.*

Asking the Right Questions	How Do We Measure Progress?
<ul style="list-style-type: none"> <li>• Does the Plan prioritize the needs and trip patterns of vulnerable users?</li> <li>• Does the Plan remove barriers so that vulnerable populations can take part in or enjoy the improvements?</li> <li>• Does the Plan support and not impede public transit service?</li> <li>• Does the Plan consider universal design principles that serve all users, including those with physical disabilities?</li> </ul>	<ul style="list-style-type: none"> <li>• Increase the share of people walking and bicycling to work to 3% by 2030 and 5% by 2040</li> <li>• Increase the share of students walking or bicycling to school to 10% by 2025 and 20% by 2040</li> <li>• Reduce the percent of streets that are Level of Traffic Stress (LTS) 4 by 2040</li> <li>• Implement a Safe Routes to School Program</li> <li>• Begin tracking the share of students walking or bicycling to school</li> </ul>



Asking the Right Questions	How Do We Measure Progress?
	<ul style="list-style-type: none"> <li>• Adopt a Complete Streets ordinance, per state requirements</li> <li>• Implement a Vision Zero program</li> <li>• Make a SCAG Safety Pledge</li> <li>• Complete Tier 1 projects recommended in this Plan by 2030 and Tier 2 projects by 2040</li> </ul>



Objective	Action
A. Increase access to jobs, education, retail, parks and libraries, schools, recreational centers, transit, and other neighborhood destinations	<ol style="list-style-type: none"> <li>1. Implement the recommended active transportation network to safely and comfortably connect residential neighborhoods to destinations like employment centers, grocery stores, community centers, schools, and shopping areas.</li> <li>2. Increase bicycle parking at neighborhood destinations like schools, medical centers, grocery stores, and government offices.</li> <li>3. Establish a transportation impact fee ordinance to leverage funding for installation of new bicycle and pedestrian facilities.</li> <li>4. Evaluate streets during pavement resurfacing to determine if pedestrian or bicycle facilities can be provided (e.g. bike lanes, wider curb lanes or shoulders) on an ongoing basis.</li> <li>5. Incorporate routine accommodation for pedestrian and bicycle facilities when developing priority lists for overlay and construction projects, maintenance, and traffic control plans.</li> <li>6. Ensure street furniture supports active transportation and allocate benches, shade, and hydration amenities in areas with high volumes of people walking and biking.</li> </ol>

Objective	Action
	<ol style="list-style-type: none"> <li>7. Work with local businesses that have outdoor restaurant seating or merchandise to maintain ADA-accessible pedestrian walkways.</li> </ol>
B.	Address barriers so that vulnerable populations can take part in the improvements
C.	Support public transit service
D.	Prioritize the needs and trip patterns of vulnerable populations
	<ol style="list-style-type: none"> <li>1. Provide fix-it and hydration stations at key community destinations such as Santa Fe Springs Park and City Hall.</li> </ol>
<ol style="list-style-type: none"> <li>1. Design bikeways on streets with transit lines using best practices that do not impact transit reliability or bicycle/pedestrian movement (e.g., floating bus islands, bus/bike lanes). Best practices can be found in design guidelines such as the Urban Street Design Guide (2013), developed by the National Association of City Transportation Officials (NACTO).</li> <li>2. Work with Metro and Norwalk Transit to improve bicycle and pedestrian access (first/last mile connections) to transit stops and the comfort of transit stops and onboard transit vehicles, especially during peak commute hours, and to provide secure bike parking, benches, and covered waiting areas at stations and stops.</li> <li>3. Install more secure, long-term bicycle parking at major transit hubs.</li> </ol>	
<ol style="list-style-type: none"> <li>1. Increase the overall mileage of the sidewalks and low-stress bicycle network in low-income neighborhoods by 10% by 2030.</li> <li>2. Prioritize the construction of facilities that connect existing active transportation networks and address disparities between neighborhoods.</li> <li>3. Develop a citywide Safe Routes to School Plan for K-12 schools in Santa Fe Springs, in collaboration with the school and school district, to identify specific improvements for students walking and riding bicycles.</li> </ol>	

Objective	Action
E. Prioritize universal design standards	<ol style="list-style-type: none"> <li>1. Prioritize design that facilitates access, comfort, and ease for all users, including people with physical disabilities, strollers, food carts, etc.</li> <li>2. Install or upgrade curb ramps to comply with current Americans with Disabilities Act standards.</li> <li>3. Repair potholes and pavement cracking, including those in crosswalks, during routine maintenance.</li> <li>4. Provide ample crossing time at signalized crossings, particularly those adjacent to destinations heavily used by people who move at slower rates, including children, older adults, and people with physical disabilities.</li> <li>5. Revise the City's current standard condition of approval that requires meandering sidewalks to require a 3'-5' parkway between the street and sidewalk, where feasible.</li> </ol>



### Affordability

*This Plan works to reduce the burden of transportation costs on households.*

Asking the Right Questions	How Do We Measure Progress?
<ul style="list-style-type: none"> <li>• Does the Plan help reduce the burden of transportation costs?</li> <li>• Is implementation of the Plan likely to reduce transportation costs in the long run (e.g. by reducing the need for vehicle ownership or for parking in new developments)?</li> <li>• Does the Plan enhance affordability for existing residents?</li> </ul>	<ul style="list-style-type: none"> <li>• Build a complete network of low-stress bikeways by 2030</li> <li>• Connect all major transit stops and community destinations with bicycle and pedestrian facilities by 2030</li> <li>• Demonstrate a reduction in vehicular trips and an increase in walking and bicycling with traffic counts by 2030</li> </ul>



Objective		Action
A.	Reduce the overall household transportation costs for all residents, both anticipated and existing	<ol style="list-style-type: none"> <li>1. Build an active transportation network that provides low-stress bicycle and pedestrian facilities for people, particularly those in low-income neighborhoods, and encourages the use of biking and walking as low-cost transportation.</li> <li>2. Build facilities that provide first- and last-mile connections to public transit stations and major bus stops.</li> <li>3. Integrate sustainable transportation improvements with housing projects, particularly affordable housing.</li> </ol>
B.	Reduce long-term transportation costs by reducing the need for vehicle ownership or for parking in new developments	<ol style="list-style-type: none"> <li>1. Review the City's Zoning Regulations to identify opportunities to reduce parking minimums for residential properties.</li> <li>2. Update the City's Zoning Regulations to require more bicycle parking in major development projects.</li> <li>3. Update the City's Zoning Regulations to require end-of-trip-facilities, such as showers and changing rooms, in major non-residential developments.</li> <li>4. Update the City's Zoning Regulations to require pedestrian improvements (such as sidewalks, bulb-outs, and ADA compliant curb ramps) in major development projects.</li> <li>5. Create a menu of transportation demand management (TDM) options to include bike-share passes, fix-it stations, and hydration stations.</li> </ol>





## Maintain & Expand the Network

*This Plan will help our community identify, develop, and maintain a complete and convenient bicycle and pedestrian network.*

Asking the Right Questions	How Do We Measure Progress?
<ul style="list-style-type: none"> <li>Does the Plan adequately position our community for successful implementation?</li> <li>Does the Plan ensure equitable distribution of proposed facilities?</li> </ul>	<ul style="list-style-type: none"> <li>Increase the mileage of existing bikeways by 75% by 2040</li> <li>Double the number of short-term and secure long-term bicycle parking locations by 2040</li> <li>Maintain adequate pavement quality, striping, and sign visibility and signal/beacon functionality on all bicycle and pedestrian facilities</li> <li>Start tracking and begin publishing annual bicycle and pedestrian counts to SCAG's Active Transportation Database (ATDB) by 2022</li> </ul>



Objective	Action
A. Integrate bicycle and pedestrian network and facility needs into all Santa Fe Springs planning documents and capital improvement projects	<ol style="list-style-type: none"> <li>Review the City's Capital Improvement Program (CIP) list on an annual basis to make sure that recommended projects from this Plan are considered at the earliest possible stage of both new capital projects and maintenance of existing facilities.</li> <li>Evaluate all streets during pavement resurfacing to determine if additional bicycle and pedestrian facilities can be provided (e.g. bike lanes, wider curb lanes or shoulders, wider sidewalks) when the striping is reapplied.</li> <li>Ensure that all traffic impact studies, analyses of proposed street changes, and development projects address impacts on bicycling and walking facilities.</li> </ol>

Objective	Action
	<ol style="list-style-type: none"> <li>4. Require new development, or reconstruction if applicable, to address the pedestrian and bicycle circulation element based on the above considerations.</li> <li>5. Conduct pedestrian and bicycle counts before and after project implementation following SCAG's methodology. Upload counts to SCAG's ATDB.</li> <li>6. Amend § 73.04 RIDING IN CROSSWALKS of the Municipal Code to remove the requirement that people dismount their bicycles when using a crosswalk.</li> <li>7. Repeal § 73.15 REQUIRED and associated sections of the Municipal Code requiring people to register and license their bicycle prior to operating it within city limits.</li> </ol>
B.	<p>Leverage existing funding to maximize project delivery</p> <ol style="list-style-type: none"> <li>1. Utilizing funds as a local match, pursue funding from available grant sources.</li> <li>2. Actively develop projects from the Plan to position the City to best compete for grant funding.</li> <li>3. Follow the Plan's prioritization recommendations, which include equity and other funding-agency-determined factors in scoring.</li> <li>4. Through the CIP process, assess and prepare for upcoming staffing, consultant, and capital funding needs as projects arise.</li> </ol>



Section 3

# LOCAL BACKGROUND

“Speeding is a major issue on major roads.  
Larger trucks are going into residential  
neighborhoods...”

*Santa Fe Springs Resident*

## 3. Local Background

### HISTORICAL AND CURRENT CONTEXT

There is great potential to expand the role and use of active transportation in Santa Fe Springs. A Gateway City, Santa Fe Springs is located in southeast Los Angeles County, adjacent to the cities of Downey, Norwalk, Whittier, Pico Rivera, La Mirada, and Cerritos. The southern part of the city is predominantly industrial, and most residents live and shop in the northwestern part of the city.

### EQUITY ANALYSIS

The project team conducted an equity analysis using existing demographic information from the US Census Bureau. All data was obtained from the 2017 American Community Survey (ACS) Five-Year Estimates and analysis was conducted at the census tract level for Santa Fe Springs. For this analysis, the following indicators were used:

- **Age:** Individuals under the age of 18 and over the age of 65 comprise this indicator. These two age groups are displayed separately to better identify the differing needs of these populations.
- **Race:** This indicator measures the percentage of the population that identifies as non-white.
- **No Access to a Vehicle:** This indicator measures the percentage of households that do not have regular access to a vehicle.
- **Income:** This indicator measures median household income.
- **CalEnviroScreen 3.0:** This indicator identifies disadvantaged communities as compared to other places in California.



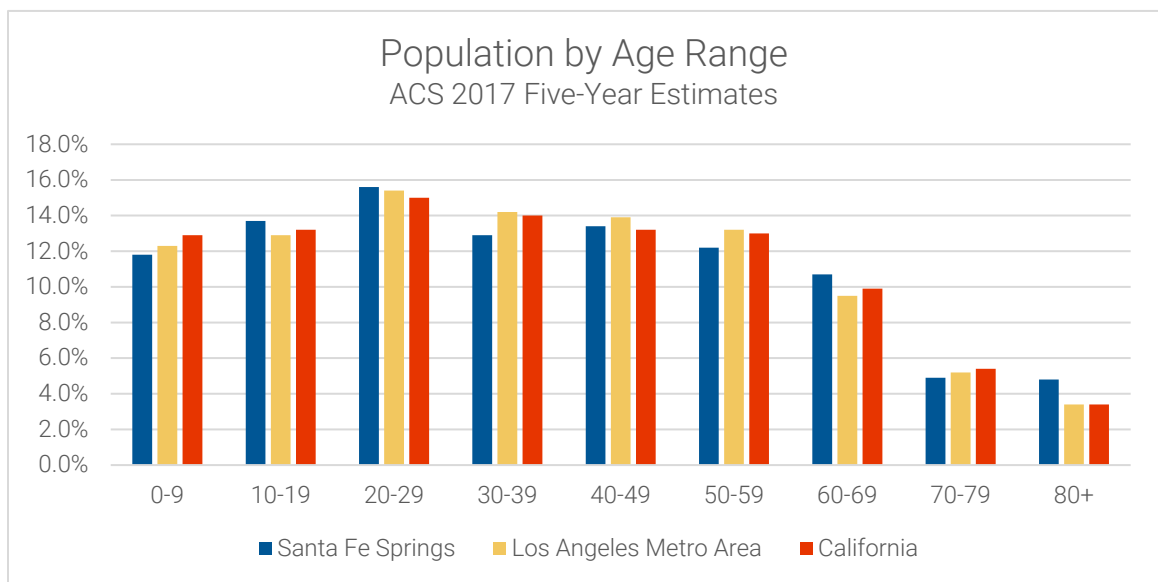
## Demographics

Santa Fe Springs is home to approximately 18,000 residents, according to 2018 American Community Survey five-year estimates. Comparatively, Los Angeles County has a population of over 10 million people.

### Age

In general, age distributions in Santa Fe Springs mimic that of the greater Los Angeles Region as well as the state (see Figure 1). The median age in Santa Fe Springs is 36.4 years, which is the same as that of the Los Angeles Metro Area.

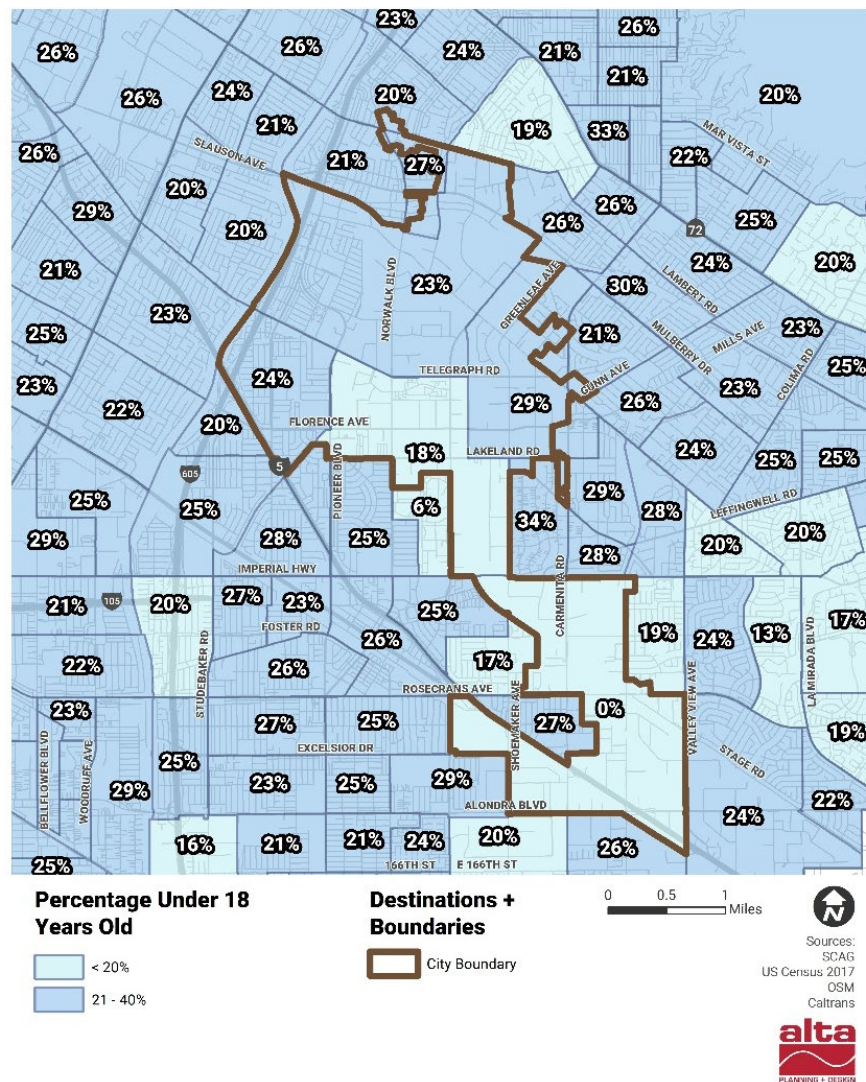
*Figure 1. Distribution of Ages*



## UNDER 18

Within our residential neighborhoods, youth are generally evenly distributed and range from 18% to 29% of the population across all census tracts. In total, children make up approximately one-fourth of our city's population. Slightly more children under 18 live in the northern part of Santa Fe Springs due to the location of schools and residential areas.

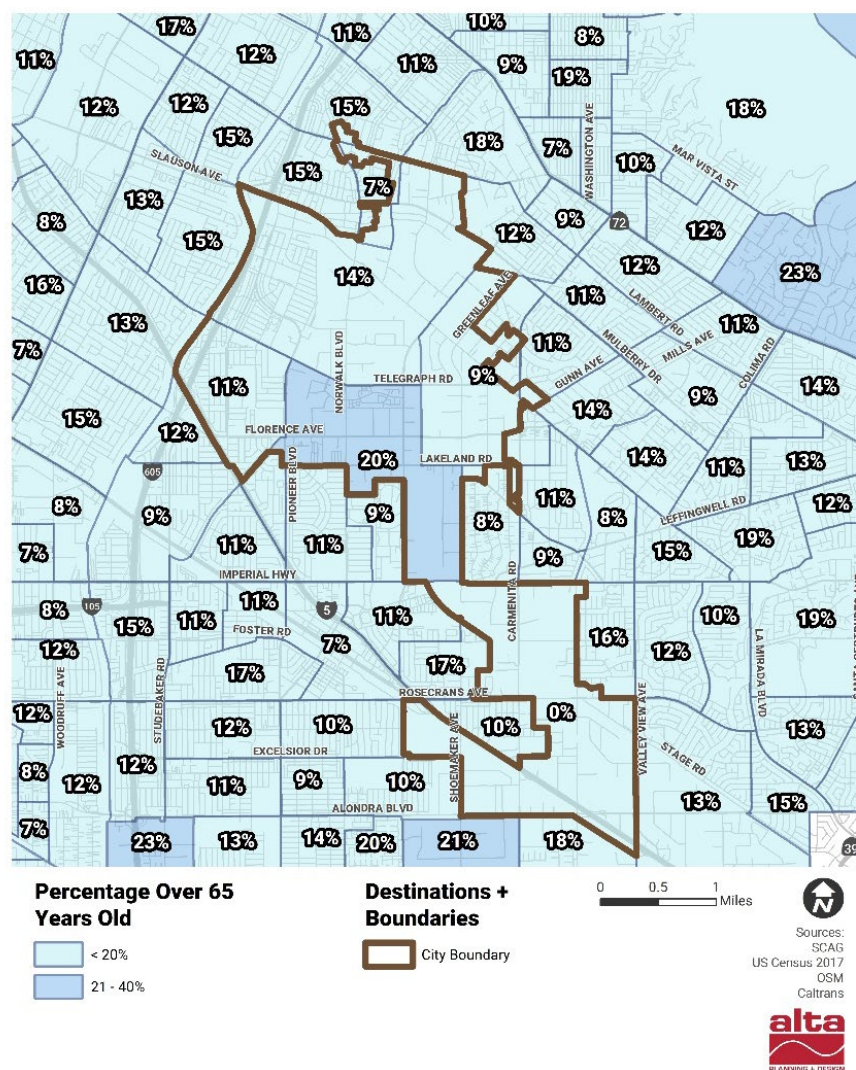
Figure 2. Percentage of Population Under 18



## OVER 65

People 65 years and over make up significantly less of Santa Fe Springs's total population than those under 18 years of age, at: 13.7%. Unlike people under the age of 18, the highest proportion of people 65 and older is found in the Villages at Heritage Springs neighborhood. Census tracts (excluding the industrial district) range from having 9% to 20% of residents over 65.

Figure 3. Percentage of Population 65 and Older

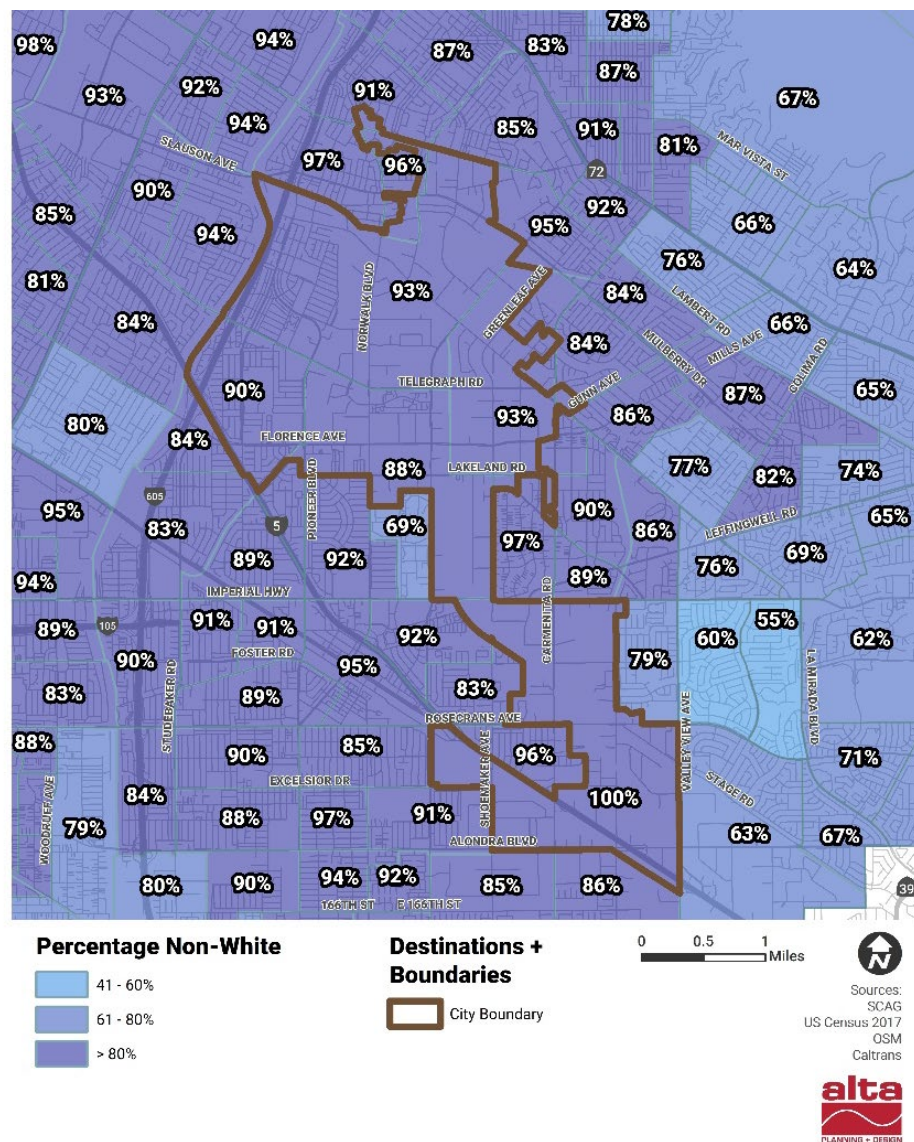




## People of Color

Approximately 90% of our city identifies as non-white, with the majority (80%) identifying as Hispanic or Latino. Census tracts's populations range from 88% people of color to 93%.

Figure 4. Percentage of Population that is Non-White

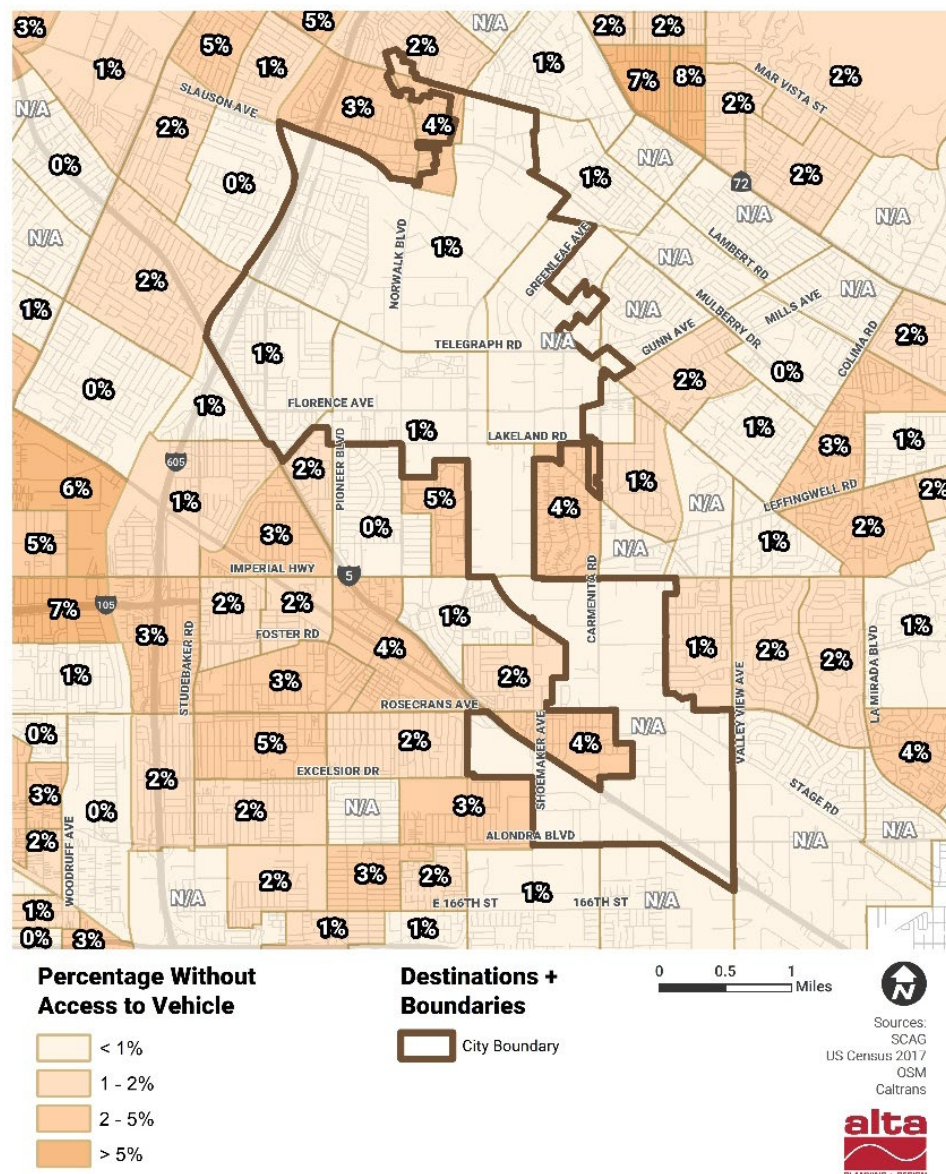




### No Access to Vehicles

The ACS estimates that approximately 75 people over age 16 in Santa Fe Springs do not have access to a vehicle, or one percent. Similarly, the ACS estimates that one percent of people over age 16 do not have access to a vehicle in each of the census tracts with residential land uses.

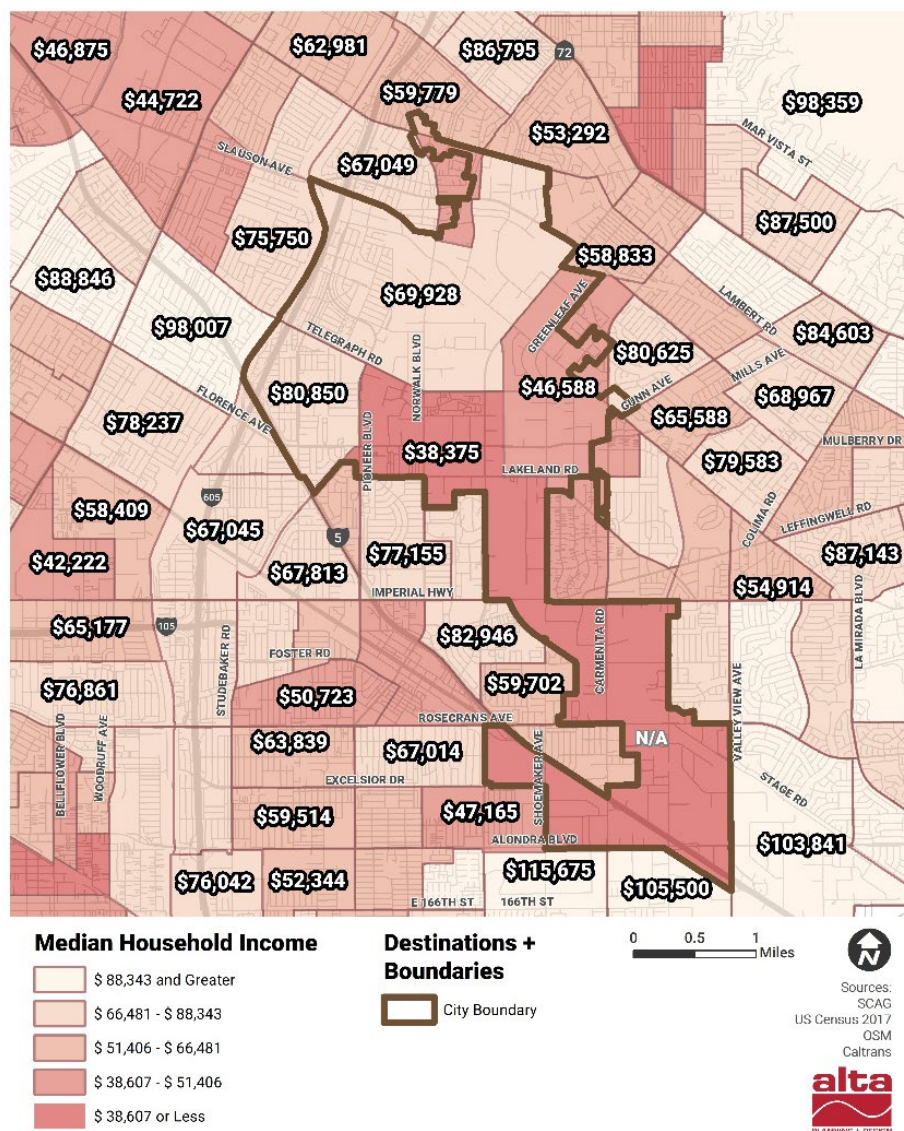
Figure 5. Percentage of Households without Access to an Automobile



## Median Household Income

The overall median household income in Santa Fe Springs is \$63,540, which is slightly lower than the County's median household income of \$65,006. However, there is a great disparity in median household income across census tracts, with higher concentrations of wealth in the west—where there is better access to existing active transportation facilities—and lower concentrations of wealth in the east.

Figure 6. Median Household Income



### **CalEnviroScreen 3.0**

The California Office of Environmental Health Hazard Assessment developed the CalEnviroScreen tool to help identify communities that are disproportionately burdened by multiple sources of pollution. It combines pollution data (such as ozone concentrations and drinking water contaminants) with population indicators (such as birth weight and educational attainment).

This is also a tool used in California's Active Transportation Program grant application scoring. Communities that score in the most burdened 25% of the state are considered to be disadvantaged and receive a small advantage in the competitive funding process. Areas in Santa Fe Springs that meet this threshold are indicated in Figure 7.

## **LAND USE & DESTINATIONS**

An industrial community with significant truck traffic on arterial streets, land uses in Santa Fe Springs primarily consists of industrial uses (see Figure 8). Single-family residential zoning can be found in the western portions of the city along the San Gabriel River. Major public buildings such as City Hall, Santa Fe Springs City Library, and the Fire Station are located off of Telegraph Road. Our city has 8 public schools served by Little Lake City School District, Los Nietos School District, Whittier Union High School District, and South Whittier School District, plus three private schools.

Major shopping centers in the city include Santa Fe Springs and Gateway Plazas (at Telegraph Road/Carmenita Road), Santa Fe Springs Promenade on Telegraph Road, and Santa Fe Springs Marketplace on Norwalk Boulevard, which also serve as employment centers. Multiple historical landmarks are located in Santa Fe Springs, including the Clarke Estate on Pioneer Boulevard, Hathaway Ranch Museum on Florence Avenue, Heritage Park off of Norwalk Boulevard, and the Historical Railroad Exhibit. The city is also home to numerous parks including Lake Center Athletic Park and Little Lake Park.



Figure 7. CalEnviroScreen 3.0 Scores by Census Tract

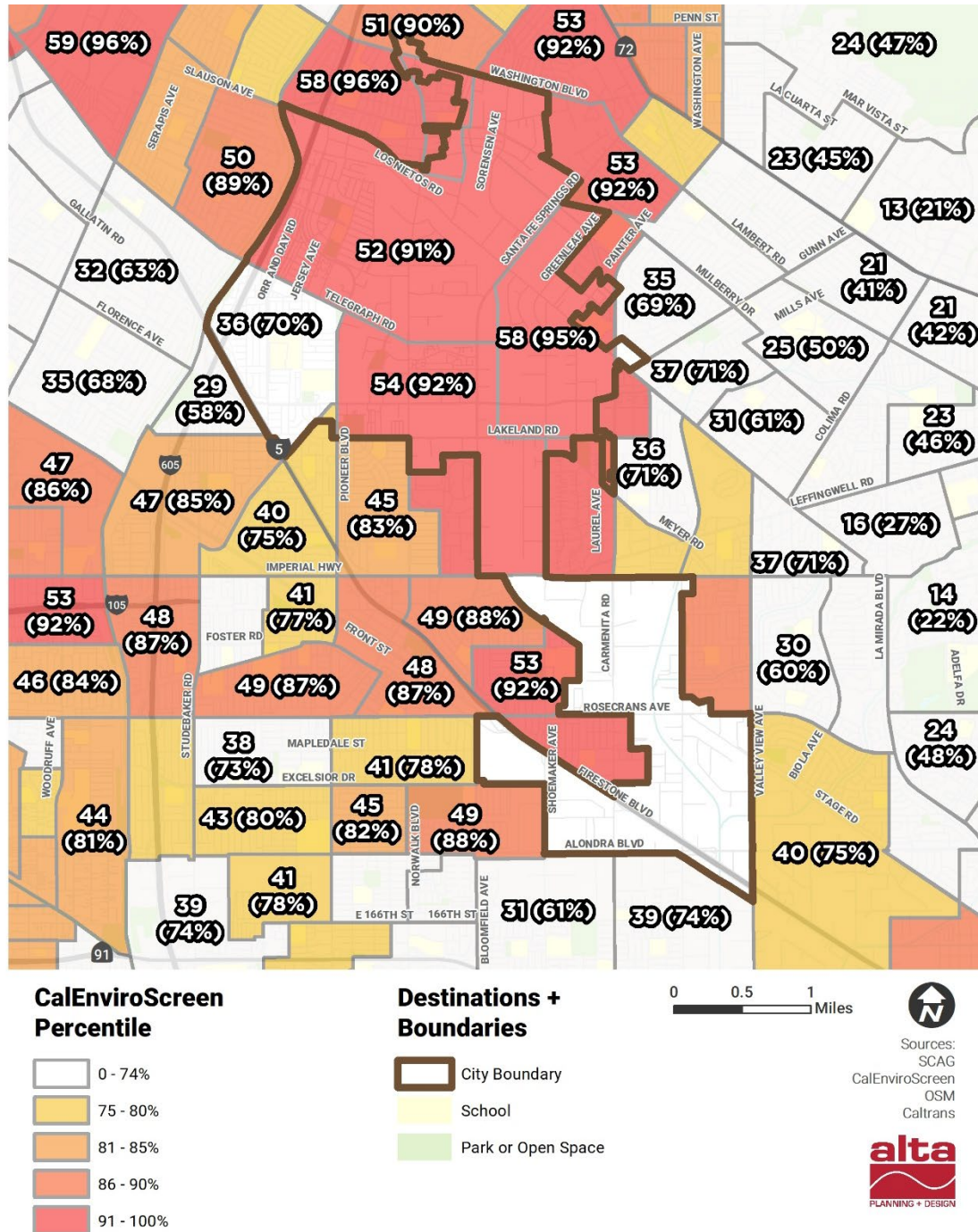
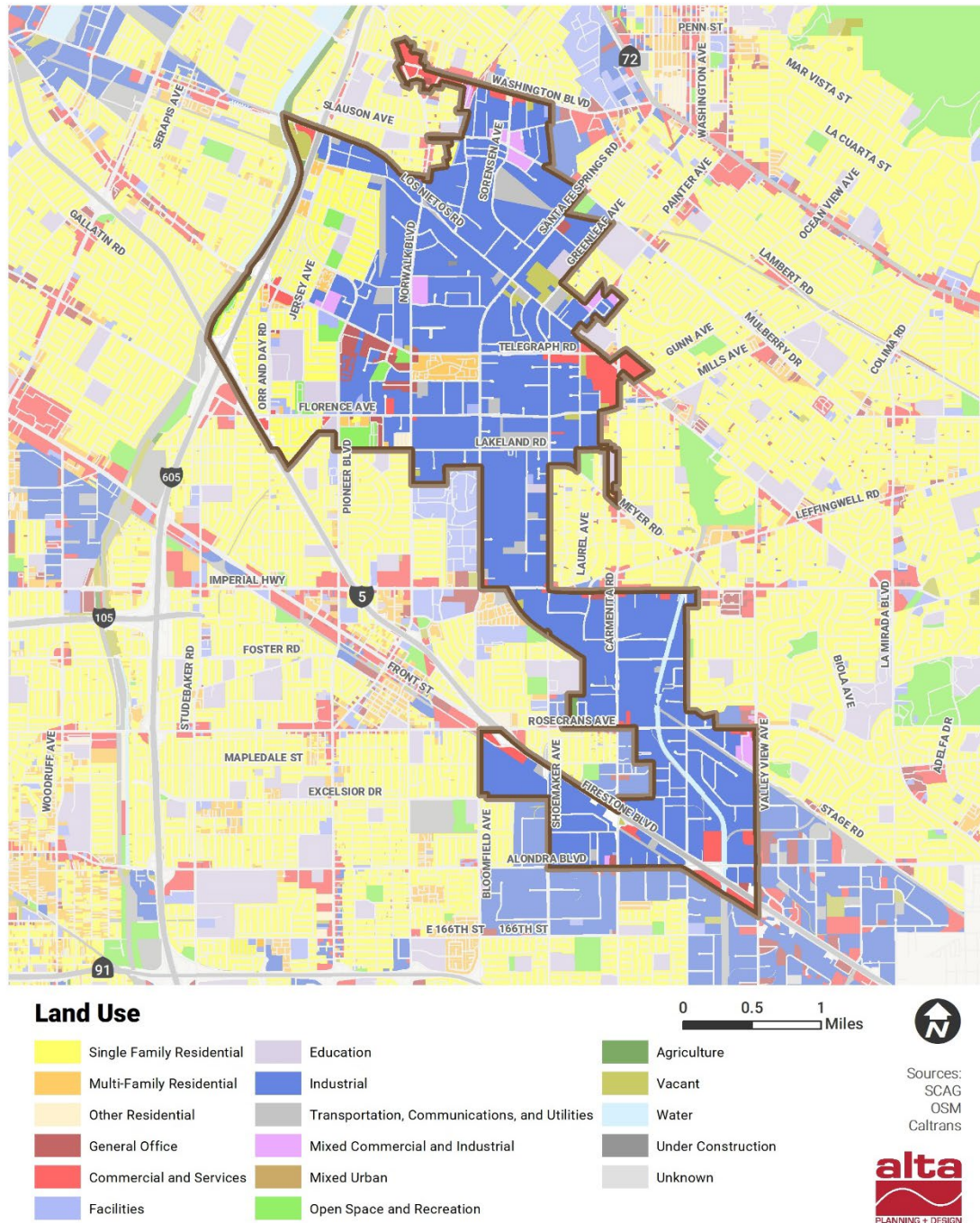




Figure 8. Land Use



## Transit Access

Santa Fe Springs is served by several transit providers and routes that offer connections to local and regional destinations. Two agencies provide bus service within the city:

- **LA Metro:**
  1. Line 62: Connects Hawaiian Gardens with downtown Los Angeles
  2. Line 120: Connects Whittier to Los Angeles International Airport (LAX)
- **Norwalk Transit:**
  1. Route 1: Connects southwest Norwalk with Rio Hondo College
  2. Route 3: Connects Norwalk with West Whittier–Los Nietos
  3. Route 4: Connects Westridge Plaza with the Norwalk Green Line Station; serves the Norwalk / Santa Fe Springs Metrolink Station
  4. Route 5: Connects to the Norwalk Green Line Station via Rosecrans Avenue

Both LA Metro and Norwalk Transit buses are equipped to carry bicycles, with front racks on the front of their vehicles. A major transit hub for the city is the Norwalk/Santa Fe Springs Metrolink Station. Located on the border of Santa Fe Springs and the City of Norwalk on Imperial Highway between Bloomfield Ave. and Shoemaker Ave., the station connects to two Metrolink routes:

1. **91/Perris Valley Line:** Service between Los Angeles Union Station and Perris, CA
2. **Orange County Line:** Service between Los Angeles Union Station and Oceanside, CA



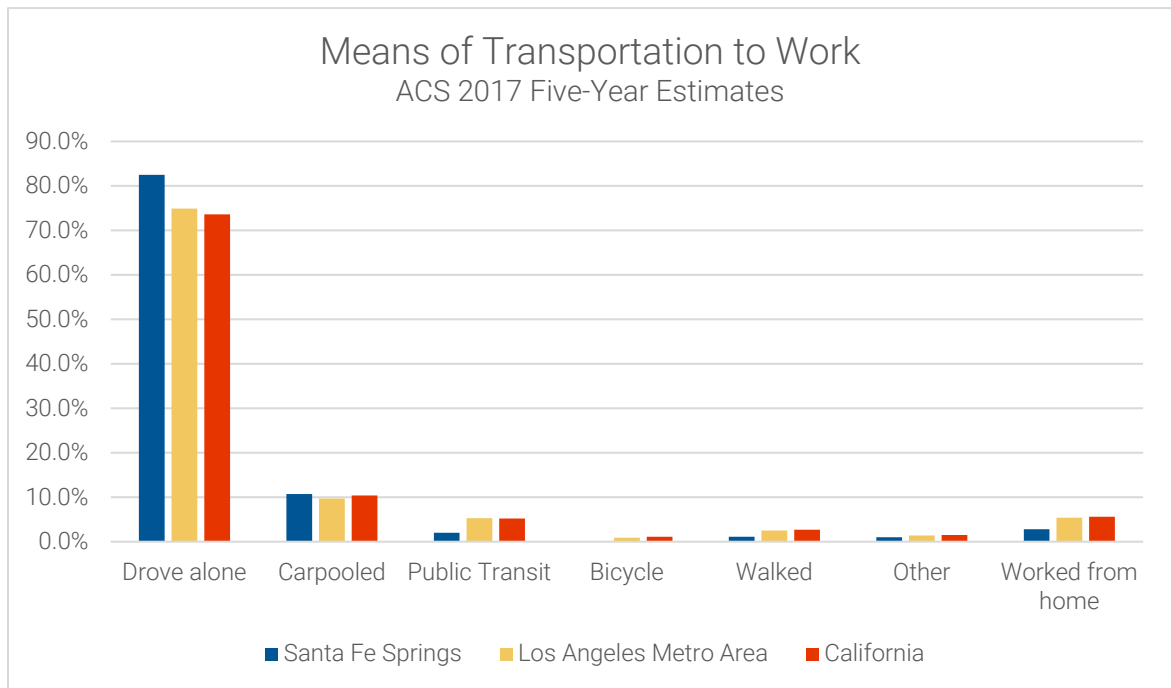
*The Norwalk/Santa Fe Springs Metrolink Station serves as a transit hub, providing connections to regional buses and Metrolink's Perris Valley and Orange County Lines.*

## EXISTING TRAVEL PATTERNS

### Mode Share

The ACS estimates that of the 7,907 Santa Fe Springs residents officially in the workforce, 88 people (1.1%) are estimated to walk to work, and that no residents bike to work (see Figure 9). However, ACS does not factor recreational trips, school travel, or trips where commuters use more than one mode when traveling to work, such as taking a bus partway then riding a bicycle to the final destination. For the workers in our community without access to a vehicle (estimated to be one percent of workers, or 75 people), transit, walking, bicycling, and carpooling are critical for getting to and from work.

*Figure 9. Means of Transportation to Work*



## PLANS AND POLICIES

This Plan is consistent with and builds upon the efforts of various planning, policy, and regulatory documents including the City's General Plan and Zoning Regulations. Santa Fe Springs also intends to design a bicycle and pedestrian network that complements existing and planned bikeways and pedestrian projects in surrounding jurisdictions. Therefore, the planning context also includes bicycle and pedestrian plans, policies, and projects of neighboring jurisdictions, Los Angeles County, and the State of California.

This Plan will help Santa Fe Springs continue to meet the following goals. See Appendix D for all of the relevant plans and policies.

### Local

#### *General Plan, Circulation Element*

- **GOAL 6:** Support a system of safe, efficient and attractive bicycle and pedestrian routes for commuter, school and recreational use

### Regional

#### *Gateway Cities Strategic Transportation Plan (2016)*

- **Mobility** — Reduce congestion, improve travel choices, and reduce travel times
- **Accessibility** — Improve transit access, increase bicycle and pedestrian facility options, and provide improved access to disadvantaged communities
- **Sustainability** — Improve air quality and further reduce vehicle and greenhouse gas emissions through a variety of measures
- **Safety** — Address high-collision areas

### State

#### *Toward an Active California: State Bicycle and Pedestrian Plan*

- Triple bicycling trips and double walking and transit trips statewide by 2020 (relative to 2010)





Section 4

# EXISTING CONDITIONS

“I walk the “four corners” which is Orr & Day/Florence/Pioneer/Telegraph. It's a great, safe walk...[and] you feel that people can see you. It's great to walk by the community gardens!”

*Santa Fe Springs Resident*



## 4. Existing Conditions

### ACTIVE TRANSPORTATION OVERVIEW

#### Types of Active Transportation

Any human-powered mobility classifies as “active transportation.” Beyond walking and biking, active transportation also encompasses people roller skating, skateboarding, using a scooter, using electric-powered devices, and using a wheelchair or other mobility device. In addition to people walking, “pedestrian” also refers to people using mobility devices or skateboards in California per the California Vehicle Code. Similarly, the increased prevalence of technology such as electric bicycles (“e-bikes”) and other motor-assisted vehicles has introduced a new element to “active transportation” considerations, fraught with potential and tensions. This Plan aims to advance e-powered devices in so that they support, and not compromise or inhibit, walking and biking.

Active transportation promotes positive public health, diminishes environmental impacts related to transportation, expands accessibility and mobility choices, and decreases the financial burden of getting around.

#### Types of Pedestrian and Bicycle Facilities

##### *Pedestrian Facilities*

There are many features that contribute to a convenient and comfortable walking environment. Significant investments and commitments to improvements have been made that continue to enhance the pedestrian experience in Santa Fe Springs.

##### SIDEWALKS

Sidewalks form the backbone of pedestrian transportation networks. Most streets in the northwestern part of Santa Fe Springs have sidewalks on at least one side. Some roads in Santa Fe Springs lack or have intermittent sidewalks,



*Shade trees create pleasant walking conditions on this Santa Fe Springs sidewalk.*



including Clarkman Street, Los Nietos Road, and parts of Pioneer Boulevard. Additionally, some streets in the industrial parts of Santa Fe Springs do not have sidewalks or pathways on one or both sides. There are also two existing walking paths located between Clarkman Street and Jersey Avenue, near Santa Fe High School and off of Joslin Street between Flallon and Alburtis Avenues.

Within the city limits, sidewalk maintenance is the responsibility of the Department of Public Works Maintenance Services Division. Sidewalks and pedestrian improvements are particularly important around schools. Arrival and dismissal periods can cause congestion as streets are blocked and sidewalks get clogged.

### CROSSWALKS

Crosswalks are a legal extension of the sidewalk and provide guidance for pedestrians who are crossing roadways by defining their path of travel. Crosswalks are not required to be marked or striped, but marked crosswalks alert drivers of a pedestrian crossing point and increase yielding to pedestrians. Markings can be parallel lines or the “continental” high visibility pattern shown in the image to the right, which enhances visibility of the crossing and is becoming best practice. Crosswalks in school zones are required to be marked using yellow coloring. In Santa

Fe Springs, crosswalks exist at most major intersections including yellow markings in school zones. In recent years, the Department of Public Works has updated school crossings to be high-visibility. However, other crossings throughout the city could be updated for higher visibility, as identified in Chapter 6.



*Continental crosswalks enhance the visibility of pedestrians in this intersection at Orr and Day Road and Joslin Street.*

### CURB RAMPS

Curb ramps are design elements that allow users of all abilities to make the transition from the street to the sidewalk. A sidewalk without a curb ramp can be a barrier to someone in a wheelchair or push a stroller, leading them to travel in the street instead of on the sidewalk and to use driveways for access to and from the sidewalk. Most sidewalks in Santa Fe Springs have curb ramps; however, most feature the “diagonal” approach as opposed to the recommended “perpendicular” approach of placing curb ramps in both directions of travel.



*The City has installed truncated domes (pads with bumps) at many curb ramps throughout Santa Fe Springs.*

### PEDESTRIAN HYBRID BEACONS

Pedestrian hybrid beacons are used to indicate to motorists to yield to pedestrians at uncontrolled crosswalk locations. The beacon, when activated by a person wishing to cross, flashes yellow before displaying a solid red signal to motorists, requiring them to stop. Pedestrians are then shown a WALK signal, and may cross the road. When the WALK phase is complete, the beacon flashes yellow before returning to a dark inactive state. Operation of the beacon is illustrated in Figure 10. Rectangular Rapid Flashing Beacons or RRFBs increase visibility of uncontrolled or midblock crosswalks with bright LED lights activated by a pedestrian push button.

Santa Fe Springs has existing flashing beacons at Orr and Day Road/Whiteland Street and at Orr and Day/Joslin Street to assist children attending nearby schools cross the street more visibly.



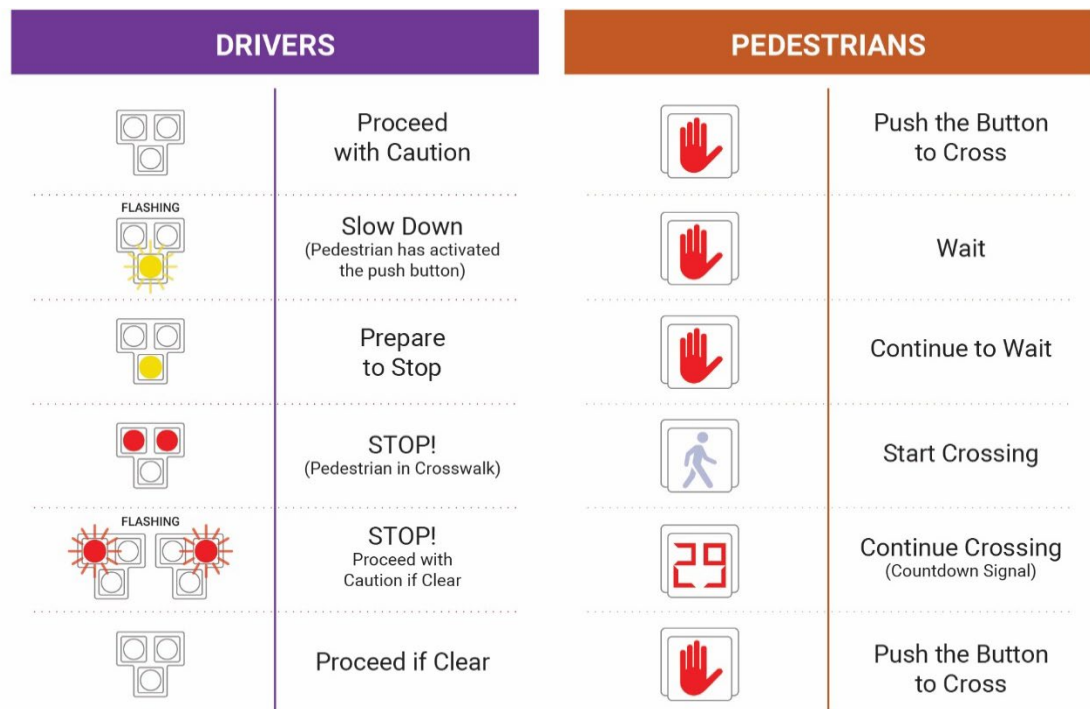


Figure 10. Operation of Pedestrian Hybrid Beacons



## ***Bicycle Facilities***

As of 2019, the California Department of Transportation (Caltrans) designates four classes of bicycle facilities: Class I shared use paths, Class II bicycle lanes, Class III bicycle routes, and Class IV separated bikeways. The City's current bicycle network has approximately 23 miles of bikeways (see Figure 11).

Descriptions of each bikeway class are included in the following section, and bikeways that currently exist in Santa Fe Springs are mapped in Figure 12.

### **CLASS I SHARED USE PATHS**

Class I shared use paths are paved trails completely separated from the street. They allow two-way travel by people bicycling and walking, and are often considered the most comfortable facilities for children and inexperienced riders as there are few potential conflicts between people bicycling and people driving.

There are currently 9 miles of Class I shared use paths in Santa Fe Springs, the San Gabriel River Trail and the Coyote Creek Bikeway.

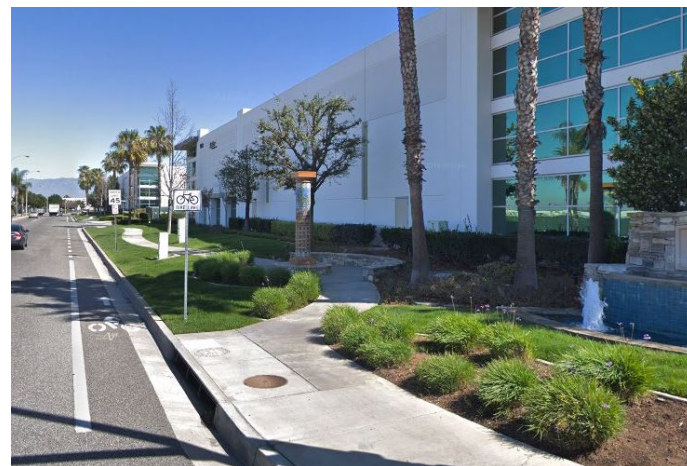


*The San Gabriel River Trail is a Class I shared use path in Santa Fe Springs*

### **CLASS II BICYCLE LANES**

Class II bicycle lanes are striped preferential lanes on the roadway for one-way bicycle travel. Some bicycle lanes include a striped buffer on one or both sides to increase separation from the traffic lane or from parked cars, where people may open doors into the bicycle lane.

There are currently 6.55 miles of Class II bicycle lanes in Santa Fe Springs, including along Pioneer Boulevard, Santa Fe Springs Road, and Los Nietos Road.



*An existing Class II bike lane on Santa Fe Springs Road*

### CLASS III BICYCLE ROUTES

Class III bicycle routes are signed routes where people bicycling share a travel lane with people driving. Because they are shared facilities, bicycle routes are only appropriate on quiet, low-speed streets with relatively low traffic volumes. Some Class III bicycle routes include shared lane markings or “sharrows” that recommend proper bicycle positioning in the center of the travel lane and alert drivers that bicyclists may be present. Others include more robust traffic calming features to promote bicyclist comfort and are known as “bicycle boulevards.”

Santa Fe Springs currently has 8 miles of Class III bicycle routes, including along Orr and Day Road and Florence Avenue.



*Class III facilities provide bike routes on low-speed streets.*



*Bicycle Boulevards incorporate traffic calming measures such as diverters to maintain low vehicular volumes.*



#### CLASS IV SEPARATED BIKEWAYS

Class IV separated bikeways are on-street bicycle facilities that are physically separated from motor vehicle traffic by a vertical element or barrier, such as a curb, bollards, or vehicle parking aisle. They can allow for one- or two-way travel on one or both sides of the roadway.

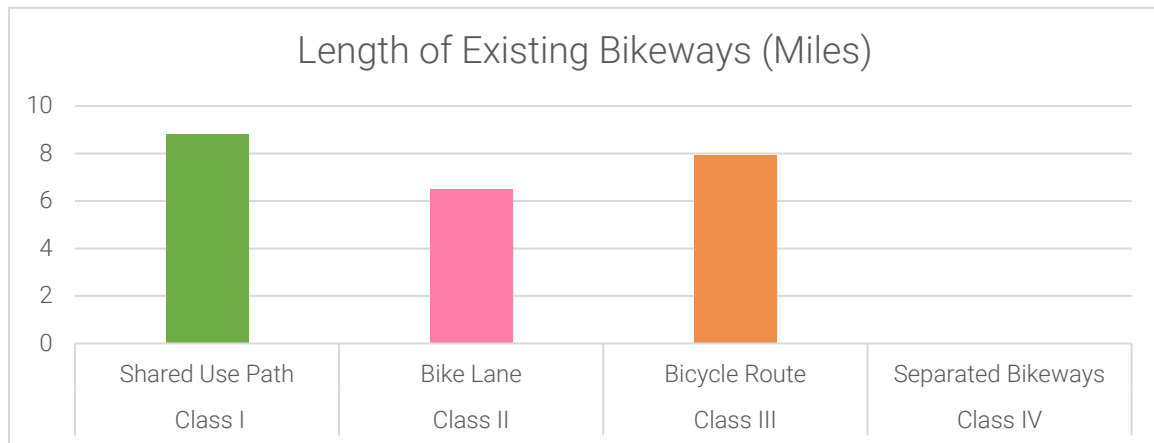
No Class IV separated bikeways currently exist in Santa Fe Springs.



*A Class IV bikeway buffers cyclists from traffic and door zones of parked cars.*



Figure 11. Existing Bikeways by Class and Length



### ***Previously Planned Facilities***

While the city's existing bikeway network covers over 23 miles, previous planning efforts have offered visions for a larger and more connected network spanning more than 34 total miles. Facilities recommended previously (in efforts such as the Gateway Cities Strategic Transportation Plan and the Los Angeles County Bike Master Plan) are shown in Figure 13. This planning effort builds on those recommendations and will provide an updated vision of Santa Fe Springs' active transportation network.

Figure 12. Existing Bikeways

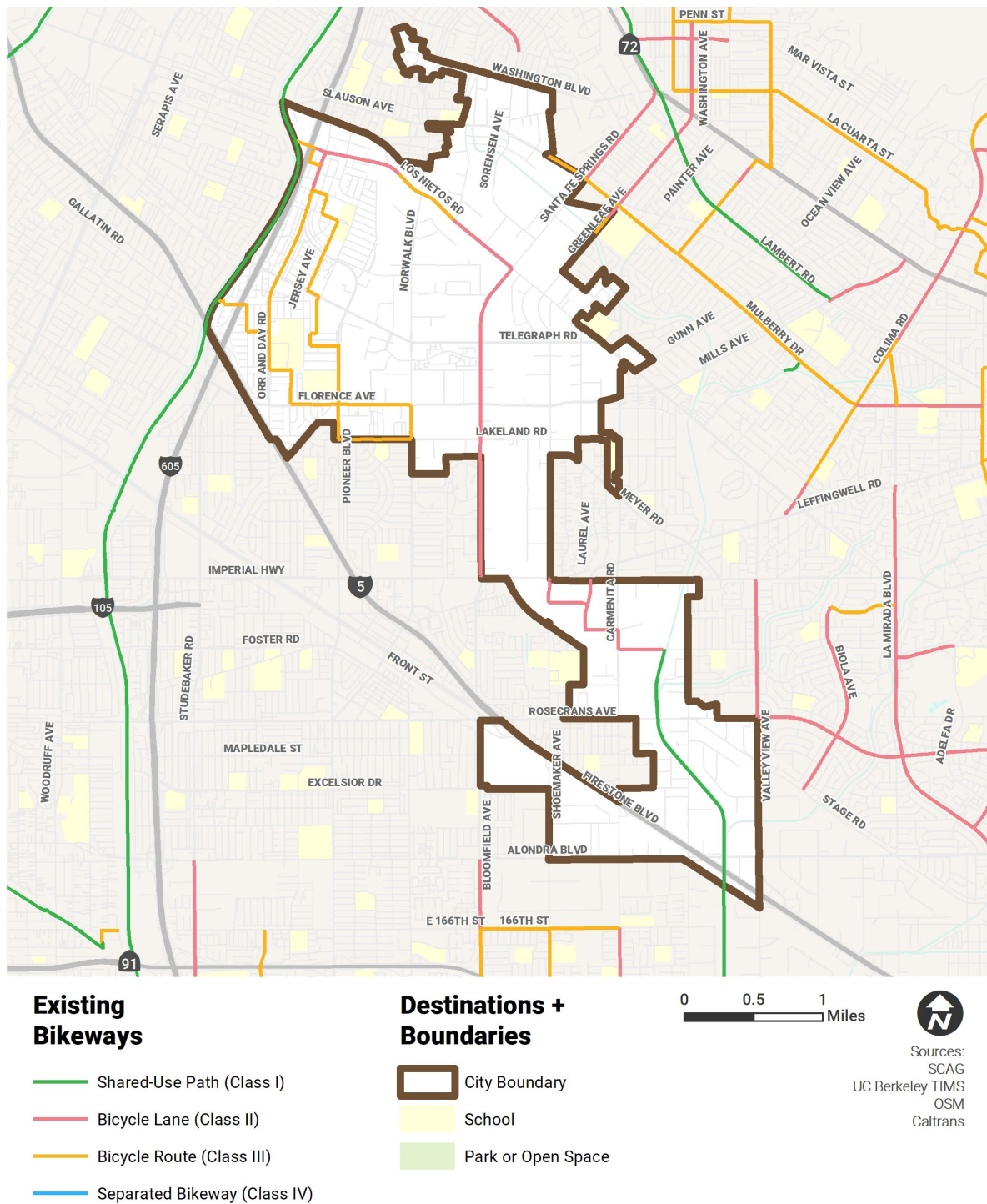
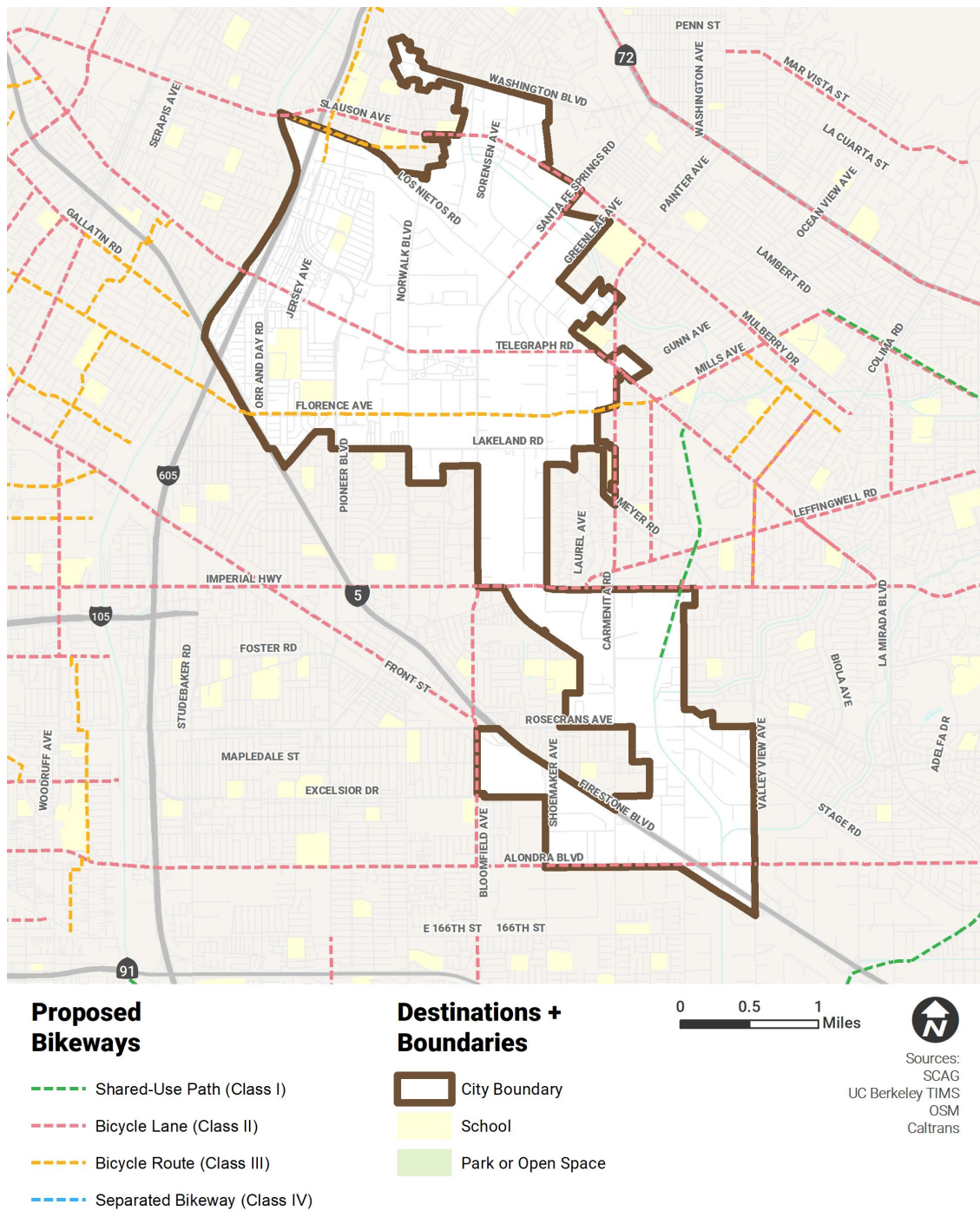


Figure 13. Previously Planned Bikeways



## FRAMING ACTIVE TRANSPORTATION

### For the Future

Mobility options in many cities have changed drastically in recent years with the rise of bike share programs, transportation network companies (TNCs) such as Lyft and Uber, microtransit, and autonomous vehicles. Shared mobility, micro-mobility, and on-demand mobility are likely to continue being part of our transportation landscape, and often align with our goals of reducing household transportation costs and improving access.



*Scooters, bike share, and on-demand mobility services have greatly impacted the transportation experience.*

Although called “bikeways,” such facilities are frequently used not just by people riding bikes, but also by other small-wheeled devices such as mobility scooters, skateboards, roller skates, and more. Further, bikeways may continue to be used by new modes such as e-scooters. California Vehicle Code also requires pedestrians use bike lanes if the sidewalk is unavailable.

The City aims to advance mobility options in the community, and considers the impact of non-traditional active transportation modes when considering new or improved infrastructure.

### During a Pandemic

The COVID-19 pandemic has also greatly impacted transportation in our community, with fewer residents traveling away from home for work, and more residents opting to walk and bike within their neighborhood. As a result, the City has witnessed an increase in walking and biking in our community. To accommodate that increase, the City provided limited use of City parks for passive use (social distancing and face coverings required), a Virtual Recreation Center with ideas for outdoor recreation and links to free online exercise videos, and a Virtual Run/Walk Challenge during which participants tracked their family activity for a chance to win prizes.

This Plan amplifies the increased interest in walking and biking by continuing to encourage residents to do so, and by providing additional resources so that residents can safely exercise and travel on our streets.



## EXISTING SUPPORT FACILITIES

Support facilities are also needed to attract and maintain bicyclists and pedestrians by considering their needs throughout their journey. People are less likely to ride their bicycles to destinations without secure bicycle parking. Other support facilities include showers or lockers at destinations, repair stations with basic tools, drinking fountains, benches, bus shelters, and wayfinding or guide signs to help people navigate along the way.

### Bicycle Parking

A complete bicycle network must include secure bicycle parking at each end of every trip. Bicycle parking can generally be divided into two categories: short-term bicycle racks and long-term higher-security parking.

#### Short-Term Bicycle Parking

Bicycle racks are the preferred device for short-term bicycle parking. Racks serve people who leave their bicycles for a few hours at a time—typically for shopping, errands, eating, or recreation. Though they may have a variety of designs, racks should have two points of connection between the bicycle and rack, allowing the frame and at least one wheel to be secured with a standard U-lock.



*Bike racks can be found near Civic Center, as picture above.*



*Best practices for bike parking allow for two points of contact between bikes and the rack.*

### ***Long-Term Bicycle Parking***

Long-term bicycle parking typically includes bike lockers and bike rooms and serve people who intend to leave their bicycles for more than two hours at a time. Long-term parking is typically found at public transit stations, commercial buildings, and multi-family residential buildings.

Bicycle parking is existing at some key destinations in Santa Fe Springs, such as Civic Center, Santa Fe Springs Park, and the Norwalk/Santa Fe Springs Metrolink Station, but additional parking will be prioritized at other key locations throughout the city.



*At the Norwalk/Santa Fe Springs Metrolink Station, bicycle riders can store their bicycles long-term in lockers.*

## Wayfinding

Wayfinding signs help people traveling along bicycle, pedestrian, and trail networks by providing directional and distance information to community destinations. In Santa Fe Springs, custom wayfinding signage exists along Orr and Day Road, directing people to destinations such as Santa Fe Springs Park, Lakeview Child Care Center, and the Town Center.



*Santa Fe Springs-branded wayfinding helps orient visitors to key locations.*



*Wayfinding signage directed at people biking or walking should include decision, turn, and confirmation signage.*

## NON-INFRASTRUCTURE PROGRAMS

Programs help support walking and bicycling by sharing information, promoting comfort, and creating a vibrant active transportation culture. Communities that have the highest rates of walking and bicycling consistently use a “6Es” approach. In addition to **Engineering** improvements, the other five E’s are:

- **Engagement:** Listening to community members and working with existing community organizations
- **Education:** Providing safety education for people walking, riding bicycles, and driving, as well as education about the environmental and health benefits of active transportation and the facilities available in the community
- **Encouragement:** Promoting bicycling and walking as fun and efficient modes of transportation and recreation
- **Evaluation:** Monitoring the success of efforts through counts, surveys, and review of relevant data
- **Equity:** Increasing access and opportunity for all residents, including disadvantaged communities of color, and low-income populations



*Education events help people feel more confident biking and walking.*

The City and its partners have been carrying out the following programs in recent years to support bicycling and walking:

### Walk to School Day

The City encourages students and parents at our schools to participate in Walk to School Day each October. The event brings school communities together to celebrate the fun and healthy benefits of walking, and spotlight the importance of traffic safety. Students, parents, school staff and



administration, and valued community members join in a morning walk that offers fun physical activity. The community's presence on the streets reminds us to help create calm, safe routes to school for students that walk and bicycle. Students who travel safely to school are more likely to arrive at school ready to learn.

### **Walking Clubs**

The Department of Community Services hosts a walking club that meets at Heritage

Park every Tuesday and Thursday morning for a walk of approximately 45 minutes. By participating in the walking club, our residents are able to get some exercise, meet their neighbors, and appreciate the public artwork in Santa Fe Springs.

### **Annual Fun Run/Walk**

The Department of Community Services also hosts an annual Fun Run/Walk in spring each year. Open to the entire family, this themed event invites residents to enjoy a five-kilometer route starting at the Town Center Plaza.



*Walk to School Day encourages Santa Fe Springs students to get out of cars when commuting to school*

## USER EXPERIENCE & PERCEIVED COMFORT

The experience of being a pedestrian or riding a bike can greatly differ throughout any community. Roads with higher speeds, less separation between traffic and people, lack of adequate facilities, and other factors can create unpleasant experiences.

### Increase Comfort, Increase Bicycling

Research indicates that the majority of people in the United States (56-73%) would bicycle if dedicated bicycle facilities were provided. Only a small percentage of Americans (1-3%) are willing to ride if no facilities are provided.<sup>22</sup> However, many of our community members who rely on biking for transportation do not always have the luxury of choosing a route based on comfort. This Plan provides a comprehensive network of comfortable bikeways that help entice new riders, and enhance the experience and safety for existing riders.



*Not all community members are able to choose their bicycling routes based on comfort, but instead ride on high-stress arterials that currently lack bikeways in order to reach their destinations—because no other convenient route exists.*

---

<sup>22</sup> Roger Geller, City of Portland Bureau of Transportation. *Four Types of Cyclists*. <https://www.portlandoregon.gov/transportation/44597?a=237507>; Dill, J., McNeil, N. *Four Types of Cyclists? Testing a Typology to Better Understand Bicycling Behavior and Potential*. 2012.

## Bicycle Level of Traffic Stress

For people on bikes, the Level of Traffic Stress (LTS) is the perceived sense of discomfort associated with riding in or next to fast vehicle traffic. Studies have shown that traffic stress is one of the greatest deterrents to bicycling. **The less stressful—and therefore more comfortable—a bicycle facility is, the wider its appeal to a broader segment of the population.** A bicycle network will attract a large portion of the population if it is designed to reduce stress associated with potential motor vehicle conflicts and if it connects people bicycling with where they want to go.

Bikeways are considered low stress if they are on low volume roadways with slow speeds (e.g., a shared, low-traffic neighborhood street) or if greater degrees of physical separation are placed between the bikeway and traffic lane on roadways with higher traffic volumes and speeds (e.g., a separated bikeway on a major street).

The LTS is a rating given to a road segment or crossing that indicates the amount of traffic stress a particular facility imposes on bicyclists. The analysis, based on methods developed by the Mineta Transportation Institute, considers posted speed, number of travel lanes, presence of bicycle facility and land use context to calculate a bicyclist's comfort level.

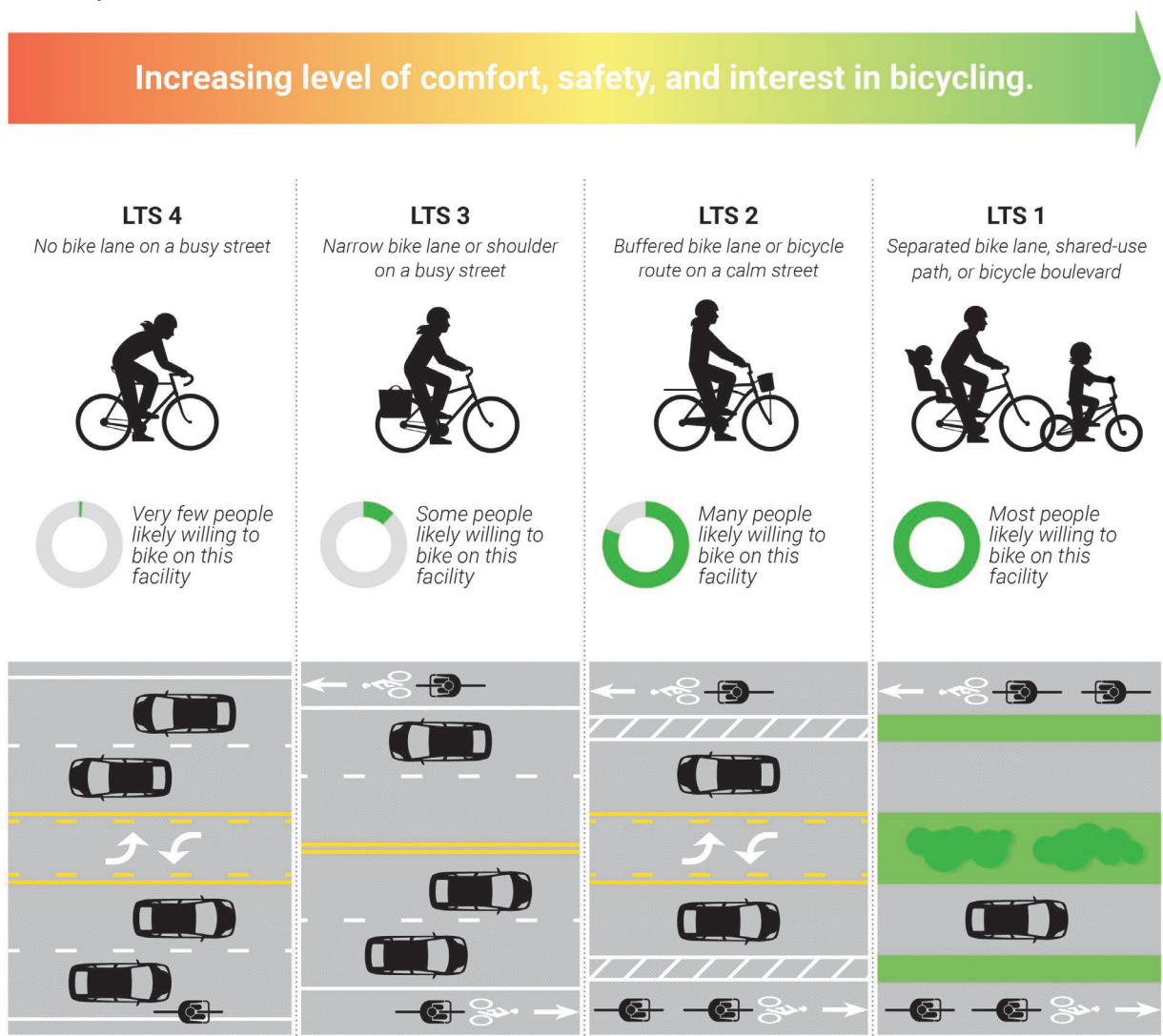
The combination of these criteria creates four levels of traffic stress for the existing roadway network. However, this Plan introduced a fifth level (LTS 1.5) to differentiate between streets without specific bike improvements which nevertheless remain low-speed and low-stress for most people on bikes, versus streets with specific improvements and facilities to create a low-stress experience for riders (LTS 1). The principal of the scale remains the same: the lower the number, the lower the stress and the higher the level of comfort for people on bicycles. LTS 1, 1.5, and 2 roads are typically the roadways that appeal to the "Interested, but Concerned" cyclists. For this analysis, levels of traffic stress range from 1 to 4:

- **LTS 1 – Most Comfortable:** Strong separation from traffic and improvements for people on bikes. Simple crossings. Suitable for children.
- **\*LTS 1.5:** Streets with low speeds and low traffic volumes, but does not feature a bicycle facility.
- **LTS 2:** Physical separation from higher speed and multilane traffic. A level of traffic stress that most adults can tolerate, particularly those sometimes classified as "interested but concerned."
- **LTS 3:** Involves interaction with moderate speed or multilane traffic, or close proximity to higher speed traffic. A level of traffic stress acceptable to those classified as "enthused and confident."

- **LTS 4 – Least Comfortable:** Involves interaction with higher speed traffic or close proximity to high speed traffic. A level of stress acceptable only to those classified as “strong and fearless.”

*\*Note: LTS 1.5 was introduced for this analysis and is not found within the Mineta Transportation Institute’s approach.*

Figure 14. Bicycle Level of Traffic Stress





### Findings

The level of traffic stress scores shown in Figure 14 illustrate the low stress connections and gaps throughout Santa Fe Springs. The Bicycle LTS results map approximates the user experience for the majority of our residents. However, people may have differing opinions of traffic stress depending on their own experiences. While a majority of Santa Fe Springs' entire network scored a Level 1, 1.5, or 2 (80% total; see Figure 15), these facilities are minor local roads or off-street paths typically surrounded by higher-stress arterials (such as Telegraph Road, Norwalk Boulevard, and Florence Avenue) where most average adults would not feel comfortable riding. As a result, the majority of residents may not feel comfortable bicycling outside their immediate neighborhood. This means that getting from residential areas to major destinations may not be possible given most people's tolerance for mixing with traffic—even on streets that have bicycle lanes.

Figure 15. Bicycle Level of Traffic Stress Percentage of City Streets

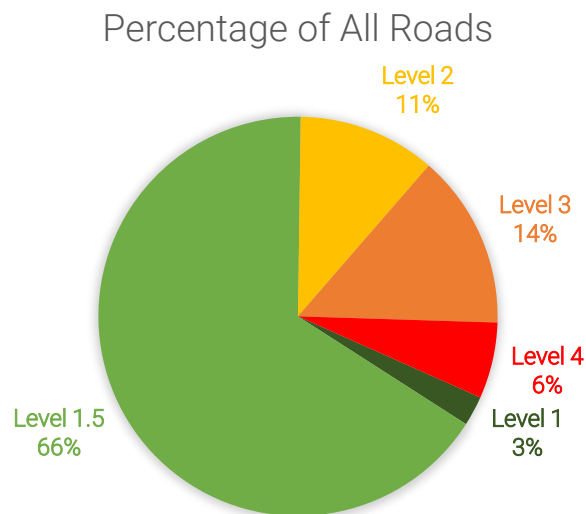
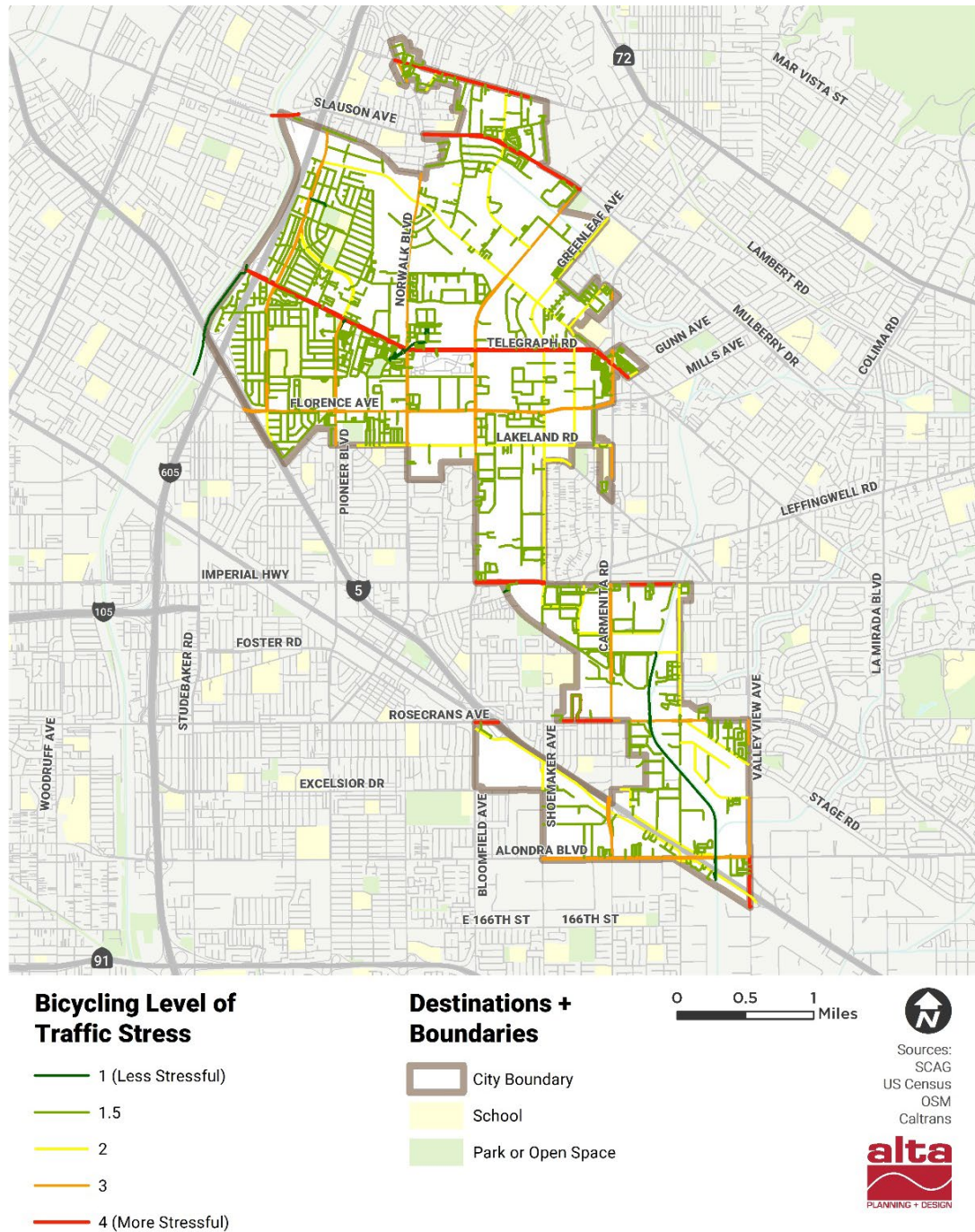


Figure 16. Bicycle Level of Traffic Stress on All Roads



## EXISTING BARRIERS

Most streets in Santa Fe Springs are relatively narrow, two-lane roads that are ideal for biking. However, high-volume arterials and freeways (such as Telegraph Road, Pioneer Boulevard, and Florence Avenue) that intersect these streets often act as barriers to walking and biking by presenting difficult conditions for crossings and through-movements, and for the overall experience of walking and biking. The larger roadways also produce much greater amounts of air pollution than low-volume, local streets. Increased exposure to air pollutants due to proximity to freeways has been tied to higher rates of childhood asthma and other diseases.<sup>23</sup>

Along Pioneer Boulevard, for example, there are multiple intersections without pedestrian countdown signals, high-visibility crosswalk markings, ADA compliant curb ramps, and other features. These barriers also exist on other major corridors in the city and could keep our residents from walking in the city. Additionally, though some dedicated bike lanes exist in Santa Fe Springs, the existing network has barriers that likely keep people from biking more often. For example, the bicycle lanes along Bloomfield Avenue and Pioneer Boulevard are not continuous and these gaps may prevent people from comfortably or safely reaching their destinations. Additionally, along major corridors like Pioneer Boulevard, there are high vehicular and truck traffic volumes that could prevent people from bicycling. This Plan acknowledges the complex environmental, public health, and quality of life issues related to active transportation on large roadways and works to improve conditions for all of our residents.



*Large arterials such as Pioneer Boulevard often lack shade and other amenities that help create comfortable pedestrian conditions*

<sup>23</sup> Gauderman et al. *Childhood Asthma and Exposure to Traffic and Nitrogen Dioxide*. 2005.

## COLLISION ANALYSIS

Data on bicycle- and pedestrian-related collisions can provide insight into locations or roadway features that tend to have higher collision rates, as well as behaviors and other factors that contribute to collisions. These insights will inform the recommendations in this Plan to address challenges facing people bicycling and walking.

Collision data involving people walking and bicycling was acquired from the Transportation Injury Mapping System (TIMS), which geocodes collision data uploaded by the California Highway Patrol and local law enforcement agencies to the Statewide Integrated Traffic Records System (SWITRS). Five years of data were evaluated, from January 1, 2014 through December 31, 2018.

A total of 2,030 collisions were reported in Santa Fe Springs during the study period, 2.4% of which involved people walking and 3.5% of which involved people bicycling. With less than 2% of residents estimated to be walking or biking to work, pedestrians and bicyclists are disproportionately represented in traffic collisions in our community.

### Pedestrian-Involved Collisions

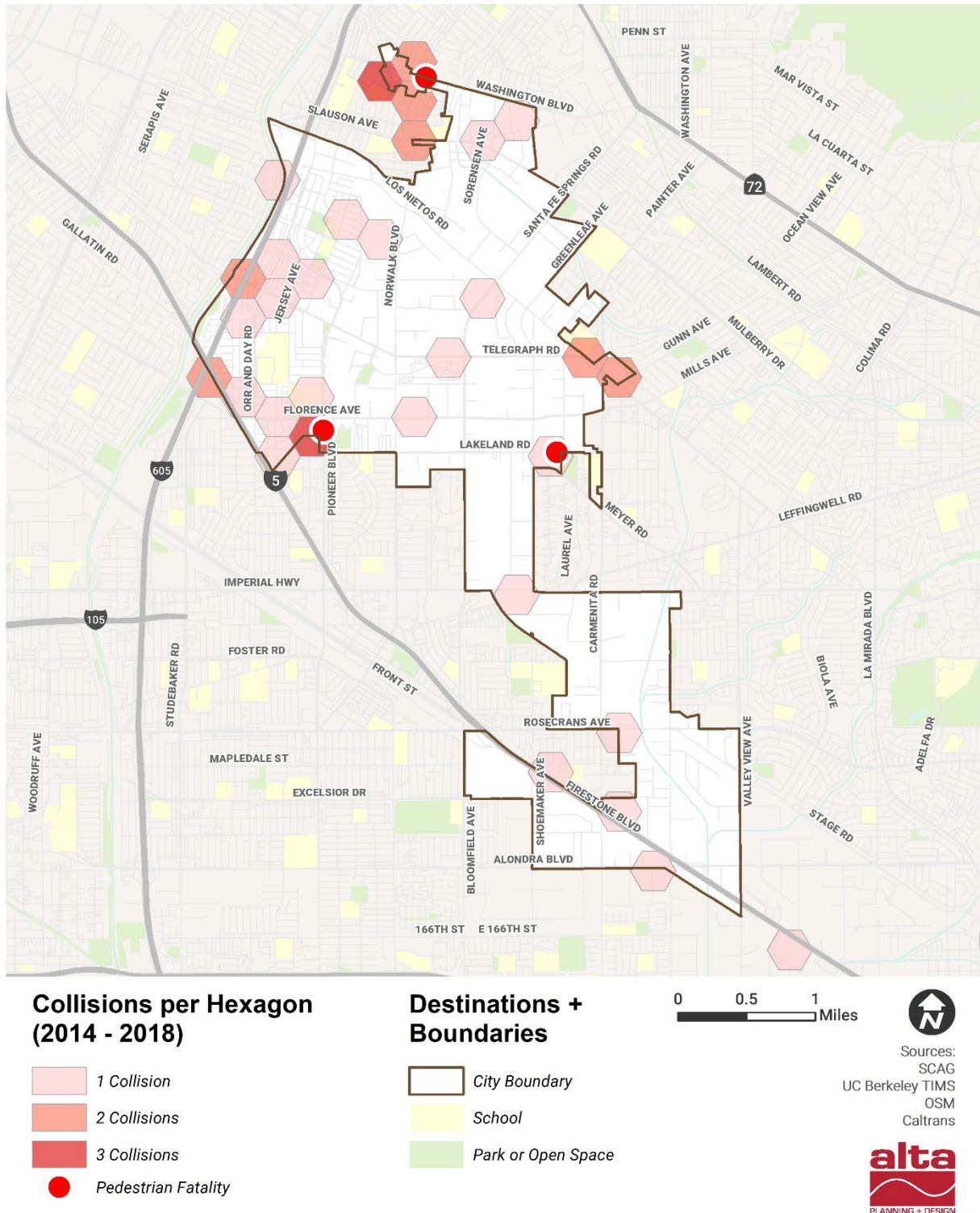
During the study period, 49 collisions in Santa Fe Springs involved a person walking (see Figure 17). Three of these were fatal collisions, representing 6.1% of all pedestrian-involved collisions. Another nine collisions resulted in serious injury, representing 18.4% of all pedestrian-involved collisions. Many pedestrian collisions are concentrated in the northern half of the city, particularly around Florence Avenue and Pioneer Boulevard; around Telegraph Road and Jersey Avenue; Telegraph Road and Carmenita Road; and the intersection of Norwalk and Washington Boulevards.

The most common violations cited as the primary collision factor were pedestrian violations, at which the pedestrian was held at fault (21 collisions; 43% total); and drivers failing to yield to pedestrians in the right of way (15 collisions; 31% total). While just over half of all pedestrian-involved collisions occurred during daylight hours, 18 collisions (37%) occurred at night. Overall, 58% of victims were male. The most common victims of pedestrian collisions were the following ages:

- **14 or younger:** 7 victims (12%)
- **25 – 29 years:** 6 victims (10%)
- **60 – 64 years:** 8 victims (14%)



Figure 17. Pedestrian-Involved Collisions



## Bicycle-Involved Collisions

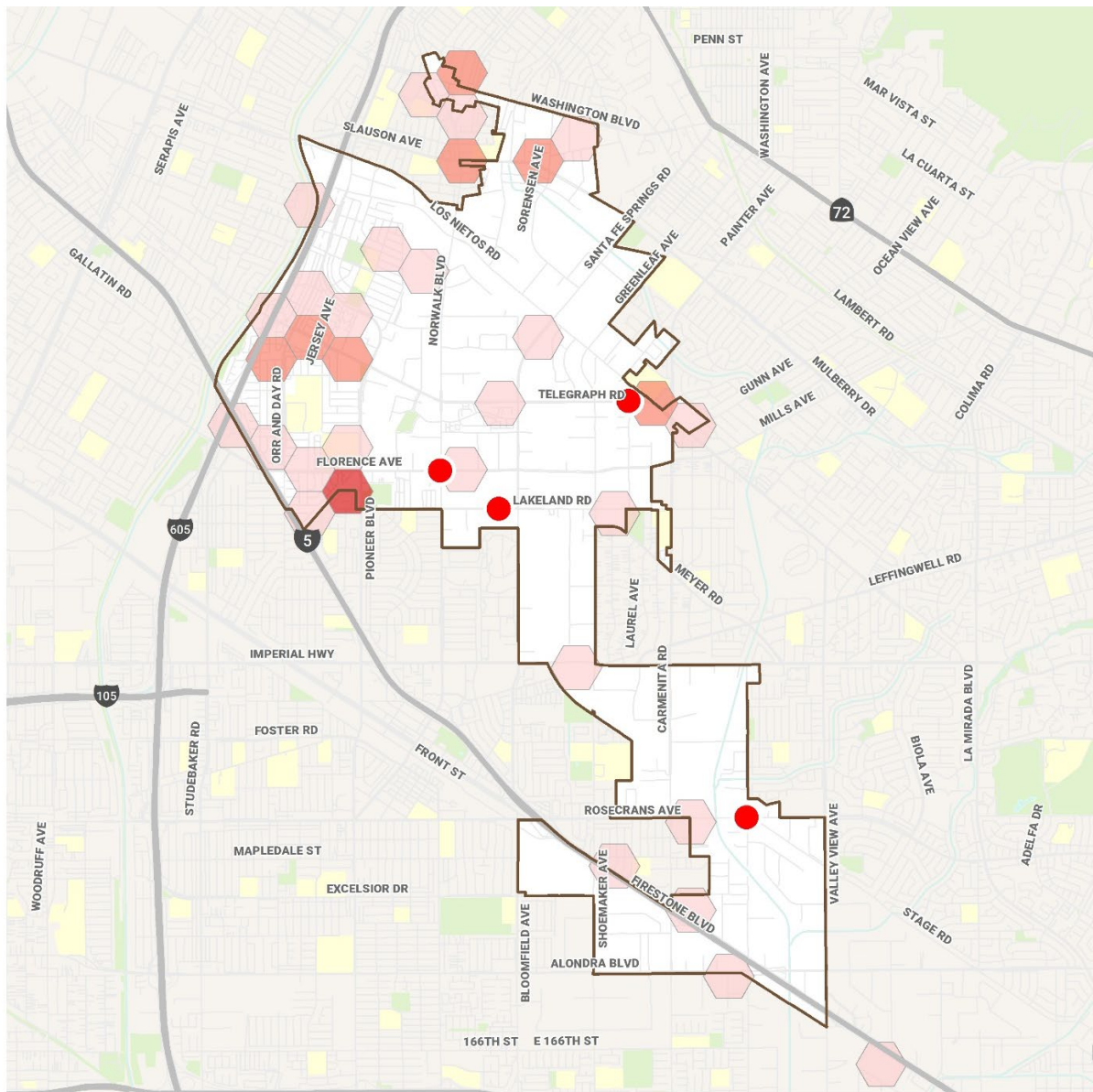
During the study period, 71 collisions in Santa Fe Springs involved a person riding a bicycle, as shown in Figure 18. Four of these were fatal collisions, representing 5.6% of all bicyclist-involved collisions. Another eight collisions resulted in a serious injury, representing 11.3% of all bicyclist-involved collisions. High-collision intersections for bicyclists generally overlap with findings from the pedestrian-involved collisions.

Around 60% (45 total) of bicycle-involved collisions occurred during daylight hours, and most occurred on a weekday, similar to pedestrian-involved collisions. However, unlike pedestrian-involved collisions, significantly more victims were male: 59 out of 71 (83%). In general, victims of bicycle-involved collisions tended to be younger. The most common age groups among victims were:

- **15 – 19 years:** 11 victims (15%)
- **20 – 24 years:** 8 victims (11%)
- **25 – 29 years:** 8 victims (11%)
- **45 – 49 years:** 8 victims (11%)

One third of collisions (23 total) were attributed to traveling on the wrong side of the road, the most common violation cited. Such behaviors can be reduced by adding bicycle lanes or paths that give bicyclists safer options.

Figure 18. Bicycle Involved Collisions



### Collisions per Hexagon (2014 - 2018)

- 1 Collision
- 2 - 4 Collisions
- 5 - 6 Collisions
- Bicycle Fatality

### Destinations + Boundaries

- City Boundary
- School
- Park or Open Space

0 0.5 1 Miles



Sources:  
SCAG  
UC Berkeley TMS  
OSM  
Caltrans



## NEEDS ASSESSMENT

To further understand existing conditions in Santa Fe Springs, the project team conducted an assessment of health and community conditions related to active transportation using a customized score of the California Healthy Places Index<sup>24</sup> (HPI). The HPI, which pools data from 2006 to 2016 depending on the variable and data source, aggregates a collection of community characteristics that predict life expectancy and allow users to see how public health intersects with transportation, climate, and more. Characteristics included in the HPI score consist of social equity, healthcare access, economic, educational, housing, transportation, and environmental factors such as air and water pollutants.

The HPI then generates a composite score based on 25 weighted variables and additional support layers which can be used to compare the relative health impacts of living in different locations throughout California, and later, inform and drive policy decisions. It also offers subcategories and customizable scores that can be adjusted for targeted analyses. The tool allows for analysis at various

geographic levels, including census tracts, zip codes, census-designated places, cities, counties, and more.

*Santa Fe Springs experiences healthier community conditions than 35% of other California cities.*

Overall, the HPI suggests that Santa Fe Springs has healthier community conditions than 35% of other California cities, or worse than 65% of other cities. To better understand conditions related to active transportation, we assessed 26 of the 84 indicators (including decision support layers) impacted by active transportation to create a custom score for our city. This custom score suggests that Santa Fe Springs experiences healthier community conditions related to active

transportation than 49.3% of other cities in California—or worse conditions than half of California cities. However, our city's performance differs for each variable, which are detailed in the following sections on health and built environment.

---

<sup>24</sup> <https://map.healthyplacesindex.org/>



Variables were assessed by level of concern for this planning effort. Variables in which Santa Fe Springs experiences poorer conditions than 61% or more of other cities in California were given high priority; medium priority was given to variables in which our community experiences worse conditions than 40% to 60% of other cities; and low priority was given to variables in which Santa Fe Springs experiences poorer conditions than 39% or less of comparison cities. Table 1 illustrates the number of health variables that are high, medium, or low priority consideration during this planning effort. Nine of the 26 health related variables in Santa Fe Springs classify as high priority (35%). Ten variables (38%) classify as medium priority and seven variables (27%) classify as low priority. Table 2 lists the specific high priority variables.

*Table 1. Number of Health Variables of Low, Medium, and High Priority*

Category	Low	Medium	High
Physical Activity	2	5	5
Safety	1	0	0
Environment	1	1	3
Health Equity	3	4	1
<b>Total Count</b>	<b>7</b>	<b>10</b>	<b>9</b>
<b>Total Percent</b>	<b>27%</b>	<b>38%</b>	<b>35%</b>

*Table 2. High Priority Health Variables*

Category	Variables in which Santa Fe Springs experiences worse conditions than 61% or more of California cities
Physical Activity	<ol style="list-style-type: none"> <li>1. <u>Active Commuting</u>: Low % of workers who walk, bike, or take transit to work</li> <li>2. <u>Physical Health Not Good</u>: Higher prevalence of poor physical health</li> <li>3. <u>Diagnosed Diabetes</u>: Higher prevalence of diagnosed diabetes</li> <li>4. <u>No Leisure Time Physical Activity</u>: High % of people who do not exercise or participate in physical activities (outside of their regular job)</li> <li>5. <u>Heart Attack ER Admissions</u>: High rate of emergency department visits for AMI 10,000</li> </ol>

Category	Variables in which Santa Fe Springs experiences worse conditions than 61% or more of California cities
Environment	<ol style="list-style-type: none"> <li>1. <u>Clean Air - Diesel PM</u>: High exposure to diesel PM emissions in summer</li> <li>2. <u>Clean Air - PM 2.5</u>: High concentration of PM 2.5 (very small particles from vehicle tailpipes, tires and brakes, powerplants, factories, burning wood, construction dust, and many other sources)</li> <li>3. <u>Asthma ER Admissions</u>: High rate of emergency department visits for asthma</li> </ol>
Health Equity	<ol style="list-style-type: none"> <li>1. <u>Tree Canopy</u>: Low % of land with tree canopy (weighted by number of people per acre)</li> </ol>

## Health Assessment

Active transportation is an important element in efforts to improve community health. It has direct and indirect implications on human and environmental health outcomes. The major health benefits of active transportation relate to physical activity, traffic safety, health equity, and environmental conditions (air quality and noise).

### Physical Activity

In Santa Fe Springs, 25% of people did not participate in physical activities or exercise, other than for their regular job—a rate lower than 34% of other California cities. In other words, the number of people in Santa Fe Springs who do not participate in physical activity or exercise is higher than most cities (65.56%). Only 3% of workers (16 years and older) in our city commute to work by transit, walking, or cycling; 64% of other California cities have higher rates of active commuting. Increasing the percentage of active commuters in Santa Fe Springs may help to increase health-enhancing physical activity, especially for those who do not meet the recommended amount via leisure-time activities and exercise.

### Health Conditions

Physical activity, whether through leisure time activities, exercise, or active commuting, helps to combat many chronic health conditions. In Santa Fe Springs, 14% of adults reported 14 or more days during the past 30 days during which their physical health was not good, which is lower than 65% of other California cities, indicating that physical health is a high priority. Furthermore, 12% of adults reported 14

or more days during the past 30 days during which mental health was not good. This is higher than 59% of other California cities, indicating that mental health is a medium priority.

When considering body mass index, 26% of adults in our community have a score greater than or equal to 30.0 kg/m<sup>2</sup> – a rate that is higher than 57% of other California cities – making obesity a medium priority for this planning effort. **There were 11.41 per 10,000 emergency department visits for heart attacks, a rate that exceeds 81% of cities in California.** In addition, 26% of adults have high blood pressure; 5% of adults have angina or coronary heart disease; 11% of adults have diabetes (other than during pregnancy); and 5% of adults have cancer (except skin cancer). Of these four, diabetes is the only variable for which Santa Fe Springs performs worse than more than 61% of other California cities, making it of high concern.

While Santa Fe Springs experiences a much lower rate of people with current diagnoses of asthma (8%), it experiences a high rate of emergency department visits for asthma (55.05 per 10,000). This rate surpasses 67% of other cities in the state, making emergency department visits for asthma a high concern during this effort.

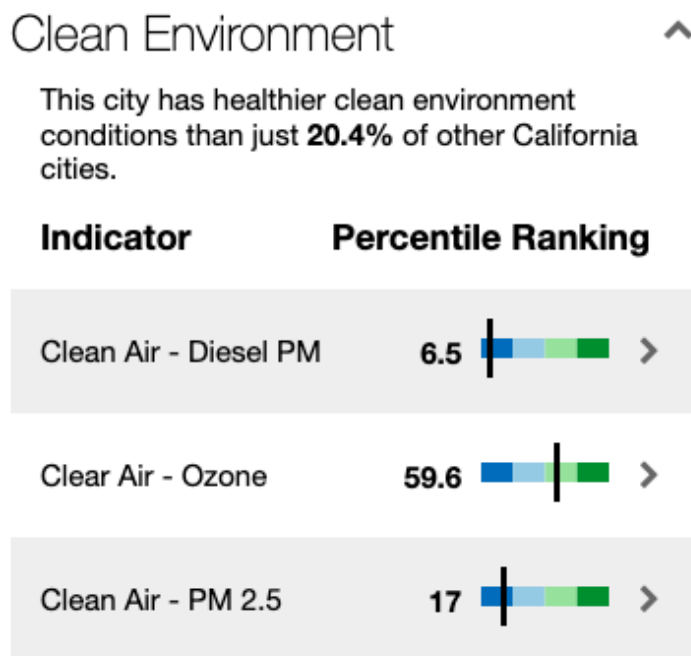
### **Safety**

The five-year annual average rate of severe and fatal pedestrian injuries in Santa Fe Springs per 100,000 people is 9.15, which is a higher average rate of severe and fatal injuries than only 18% of other California cities. To see more details regarding where pedestrian- and bicycle-involved collisions have occurred in the city, refer to the Collision Analysis starting on page 75.

## Environment

Replacing motor vehicle trips with active transportation modes can reduce the vehicle emissions that contribute to poor air quality conditions, and decrease people's exposure to harmful pollutants. **With low rates of active commuting and high rates of vehicle ownership, it is not surprising that Santa Fe Springs has healthier environmental conditions than just 20.4% of other California cities (see Figure 19).**

*Figure 19. Clean Environment Conditions Santa Fe Springs Compared to Other Cities in California*



In fact, the yearly average of fine particulate matter concentration (very small particles from vehicle tailpipes, tires and brakes, powerplants, factories, burning wood, construction dust, and many other sources) is 12.04 µg/m<sup>3</sup>, which is a higher yearly average than 83% of other California cities. Furthermore, the average daily amount of particulate pollution (very small particles) from diesel sources (for July) is 23.63 kg/day, which exceeds 93% of other California cities. The average of daily maximum



eight-hour ozone concentration during the summer months (May to October) over three years (2012 to 2014) is 0.05 ppm, which is a lower average than 60% of other California cities.

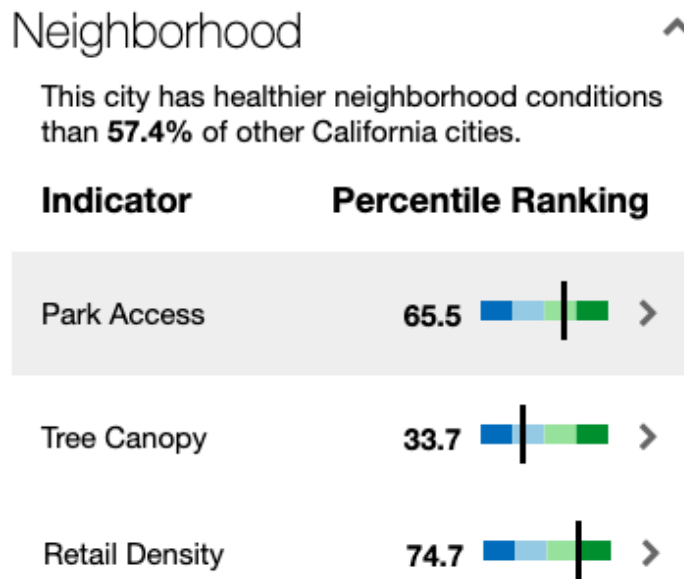
### Built Environment Assessment

Changing the built environment can increase opportunities for more active modes of transportation, and therefore physical activity, while also reducing greenhouse gas emissions. Both physical activity and improved air quality reduce one's risk for chronic health conditions and increase life expectancy.

Compared to other cities in California, Santa Fe Springs experiences high levels of park access and retail density. However, Santa Fe Springs a low tree canopy coverage compared to other cities in the state.

Using data provided on the California Healthy Places Index website, the current built environment conditions for Santa Fe Springs are described in more detail below.

*Figure 20. Neighborhood Conditions in Santa Fe Springs Compared to Other Cities in California*



### ***Destinations***

Living in a community with a mix of uses and destinations can improve health by reducing household transportation costs, encouraging physical activity, reducing chronic diseases, improving mental health, fostering community connections, and supporting community resilience to climate change and pollution. One measure of destinations includes employment sites, which serve as destinations for both employees and patrons. In Santa Fe Springs, the number of retail, entertainment, and education-related jobs per acre amounts to 0.88, which is higher than 74% of other California cities. The high proportion of industrial and commercial land use in our city, and corresponding amount of jobs, likely influences this rate. This indicates better than average distribution of destinations in Santa Fe Springs.

### ***Parks***

Parks can encourage physical activity, reduce chronic diseases, improve mental health, foster community connections, and support community resilience to climate change and pollution. In our community, 80% of residents live within walkable distance (half-mile) of a park or open space greater than one acre. This is a higher percentage than 66% of other California cities.

### ***Trees***

Trees are beneficial for mental and physical health. Adequate tree canopy can provide shade and cool surrounding areas, reduce stress, and promote health, wellness, and physical activity. They also provide many ecosystem services, including absorbing carbon dioxide and improving air quality. Furthermore, trees can provide for a more conducive walking and biking experience. **In Santa Fe Springs, approximately 5% of land has tree canopy, a lower percentage of land with tree canopy than 66% of other California cities.**

### **Findings**

The health and built environment assessments highlight the intersections of health and transportation and the potential active transportation has to benefit multiple aspects of our community. Once complete, this Plan will be another extension of our efforts to improve health and wellness in our community.

The top ten Healthy Places Index variables for which Santa Fe Springs experiences some of the worst conditions among cities in California, as identified in the health and built environment assessments, are (in order of severity):

1. High Rates of Diesel Particulate Matter
2. High Rates of Particulate Matter (PM 2.5)
3. High Rates of Heart Attack ER Admissions
4. High Rates of Diagnosed Diabetes
5. High Rates of Asthma ER Admissions
6. Low Tree Canopy
7. Poor Physical Health
8. Low Rates of Leisure Time Activity
9. Low Rates of Active Commuting
10. Poor Mental Health

## Section 5

# COMMUNITY COLLABORATION

“I think it's great that the city's becoming  
a more walking and biking friendly  
community.”

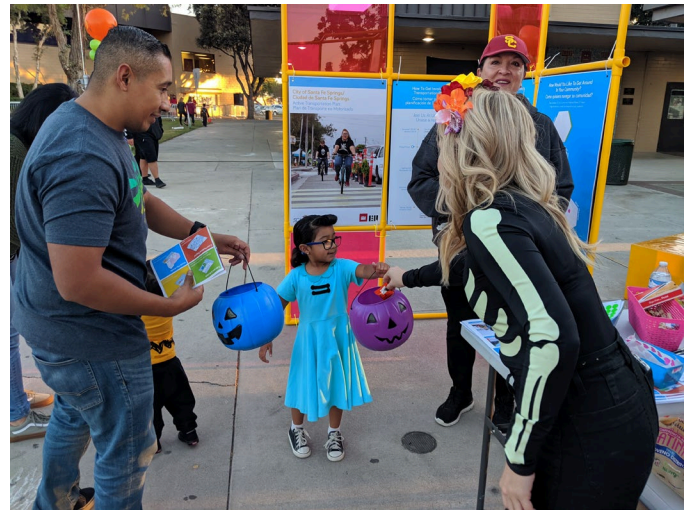
*Santa Fe Springs Resident*



## 5. Community Collaboration

Engaging the community was a top priority throughout the development of this Plan. A variety of opportunities were used to seek input from residents and community members. The planning process also included a partnership with Helpline Youth Counseling, Inc., a local community-based organization that helped with online promotion and community events. Overall, the project team engaged with stakeholders throughout the development of the Plan to:

- **Understand Walking and Biking Needs:** Residents weighed in on current barriers to biking and walking and what destinations and routes could be made more bikeable and walkable. This information helped the project team develop an understanding of the needs and gaps of the citywide network.
- **Develop a Vision for Active Transportation in the City:** Stakeholders across different groups weighed in on the vision, policies, and objectives for the Plan, guiding the high-level direction of the Plan.
- **Refine Draft Recommendations:** The City presented the draft bicycle and pedestrian recommendations developed through the process. Stakeholders and the public helped the City clarify these recommendations, and identified additional areas for improvement.



*The City used multiple strategies to gain community input on this Plan.*

This chapter presents an overview of the format and approach for each outreach opportunity, along with a summary of feedback received. Overall feedback concentrated on three key themes (see Table 3).

*Table 3. Key Themes from Community Feedback*

Topic	What We Heard
Need for Additional Safe Places to Walk, Bike, and Cross	<b>Our Streets Do Not Support Biking and Walking</b> Many community members shared that some existing streets in Santa Fe Springs do not support safe walking and biking; they lack sidewalks, bikeways, and/or safe crossings. Many roads are in poor condition. People may walk and bike, but that is in spite of these shortcomings. People need safer, more dignified places to walk, bike, and wait for transit.
Vehicle Speeds	<b>People Drive Too Fast</b> Enhanced crossings, pedestrian beacons, dedicated bikeways, and other facilities work to slow vehicle traffic and make pedestrians and bicyclists more visible.
Access for All Ages and Abilities	<b>Facilities Do Not Serve All Users' Needs</b> Community members shared that existing facilities do not meet the needs of all ages and abilities. Longer crossing times, better lighting, and additional low-stress bicycle facilities were requested to address these concerns.

## COMMUNITY ADVISORY COMMITTEE

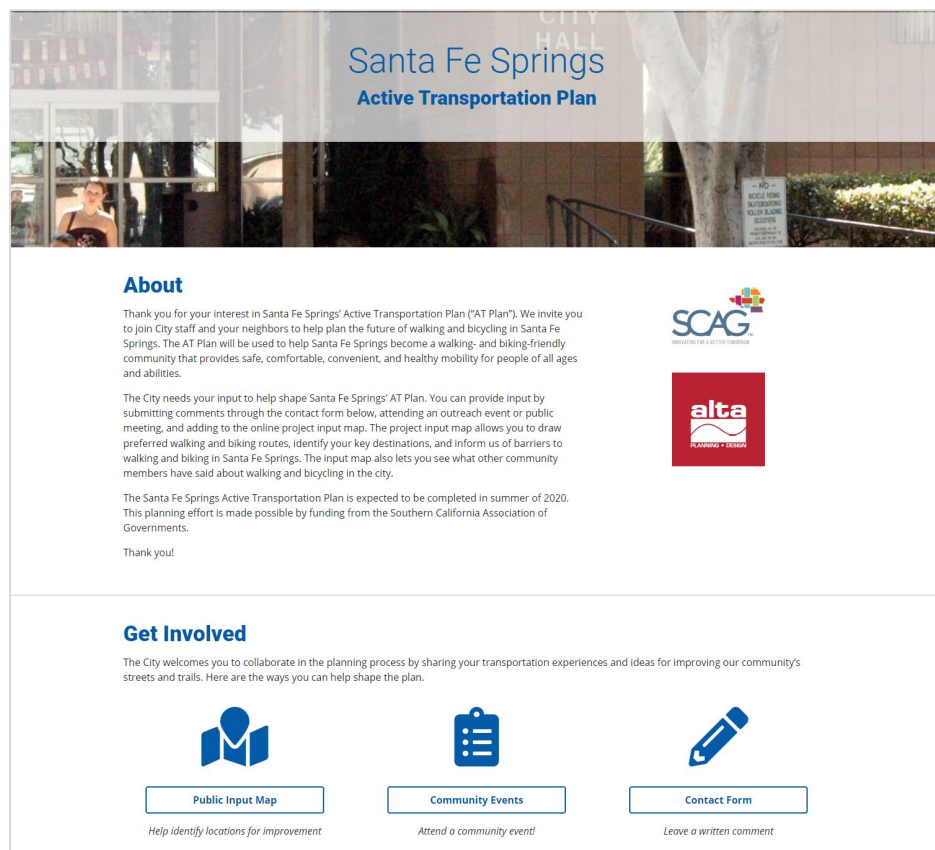
To help guide this planning process, the City convened a Community Advisory Committee (CAC) at the outset. Various sectors, groups, and stakeholders were invited to join the CAC in order to be able to best articulate the many needs of the community. Altogether, 10 people served on the Plan's CAC, representing the City's Departments of Planning, Public Works, Community Services, and Police Services; Helpline Youth Counseling, a local community-based organization; and local residents. The CAC convened six times throughout the two-year planning process, helping to shape the vision, analyses, events, partnerships, and recommendations.

## MEDIA

For all community outreach opportunities, including the online survey and interactive mapping tool, this planning effort leveraged the project website, social media accounts, and community-based organization Helpline Youth Counseling, Inc. to share information about the Plan and to encourage our residents to engage with the project.

## Website

The project team created a website for this Plan, SantaFeSpringsATPlan.com, to host information about the effort, events, public input map, draft documents, and other ways to get involved. All online communications and project flyers pointed to this website, where community members were able to learn about the planning process, see upcoming outreach events, and download draft maps and other deliverables at key milestones.



*SantaFeSpringsATPlan.com hosted information about the Plan throughout the planning effort.*

## Social Media

The City has over 5,500 followers on Facebook and over 4,400 followers on Instagram. Throughout the planning process, posts on these platforms notified residents of upcoming events, draft documents available for review, online engagement tools, and other project milestones.

## Newsletter

In addition to a strong social media presence, the City sent an email newsletter to subscribers. The newsletter was used to promote the virtual town hall, survey, and office hours; encourage participation; and share updates about the project.

## Promotional Material

An information card was also created in both English and Spanish with the project website, events, and other opportunities for participating highlighted. The cards were available at all outreach events and placed at various businesses, community centers, and libraries throughout the city.



*The City used bilingual printed and digital materials to share information about the Plan, events, and opportunities for input.*



## EVENTS

### Pop-Up Events

To engage as many members of the public as possible, the project team collaborated with an existing community event early on in the planning process:

- **Halloween Carnival:** October 31, 2019, Los Nietos Park, **over 500** estimated attendees

The project team used three interactive activities to hear from residents about how we can improve biking and walking: a survey on high-priority streets, a map where participants could spatially identify where they currently face walking and biking challenges in Santa Fe Springs, and a feedback board.

### *Survey: High Priority Streets?*

When asked which streets in the city should be considered as highest priority for improvements for walking and biking, the top five streets that participants selected:

- Orr and Day Road (51%)
- Telegraph Road (41%)
- Los Nietos Road (41%)
- Pioneer Boulevard (38%)
- Florence Avenue (31%)



*To ensure outreach events were accessible and family-friendly, they were facilitated in English and Spanish and included activities for children.*

### ***Map: Walking and Biking Challenges?***

Participants placed color coded stickers on a map of Santa Fe Springs in locations where they face challenges to walking and biking. The colored stickers corresponded to specific challenges: no street lights, no sidewalks, no safe crossings, no bike lanes, no shade, and speeding. The areas surrounding Orr and Day Road and Telegraph Road received the most votes, indicating many barriers to walking and biking. Most of the barriers noted pertained to lack of crosswalks and bikeways.



*Participants indicated that streets like Orr and Day Road, Pioneer Boulevard, Florence Avenue, and Los Nietos Road need improvements for walking and biking.*



### Feedback Board: How Would You Like to Get Around?

A popular activity among the kids at the carnival, the feedback board invited children to place a green sticker on how they currently get to school and a pink heart on how they would like to get to school. The majority of participants indicated they ride in a car to school, but most indicated that they would rather ride a bike or scooter to school.

### Walking Tour

To help better understand existing conditions along some of the high-priority corridors identified during the Art Installation, the project team facilitated a walk audit on January 25, 2020. City staff and community members walked together from City Hall along Joslin Street, Orr and Day Road, Clarkman Street, Pioneer Boulevard, and Telegraph Boulevard. Seventeen community members, including multiple children and one person with visual impairments, shared input during the walking tour.



*The Walking Tour evaluated a two-mile route along Joslin Street, Orr and Day Road, Clarkman Street, Pioneer Boulevard, and Telegraph Road.*



Participants stopped at seven locations along the route and noted existing conditions related to shade, sidewalks, crossings, lighting, bicycle facilities, and overall perception of safety on a map of the area.



*Participants highlighted the insufficient crossings, litter, high vehicle speeds, and lack of shade, sidewalks, and/or lighting as major concerns.*



Overall, key concerns highlighted during the walking tour include:

- Lack of high-visibility crosswalks
- Lack of facilities for biking
- People driving at high speeds
- Street and sidewalk pavement in poor condition

### ***Go Human Trainings***

*Go Human* is SCAG's Active Transportation Safety and Encouragement Program, which uses a variety of strategies to increase rates of walking and biking and decrease collisions. Prior to the COVID-19 pandemic and associated social distancing policies, the City intended to host an event using SCAG's *Go Human* demonstration kit to temporarily showcase potential improvements for people biking and walking. The event would have allowed Santa Fe Springs residents to test out potential facilities on actual City streets and provide the City with feedback.

To prepare for this demonstration event, the City hosted two "*Go Human* Trainings" to familiarize community members with the purpose demonstration events, SCAG's demonstration kit, and active transportation facilities in general. Though the City had to forego the demonstration event due to the pandemic, the *Go Human* Trainings provided key insights about residents' needs.

The first *Go Human* Trainings occurred in July 2019 and February 2020, and involved Santa Fe Springs residents and members of the CAC. Participants identified numerous locations and general issues concerning walking and biking in the community:

- Overall pedestrian improvements needed along major corridors and additional bicycle facilities needed throughout the city
- Need additional safe and comfortable options for walking or biking to schools and parks
- Improved lighting needed for people walking and biking



*At a Go Human Training, Santa Fe Springs residents helped identify locations in need of improvement to make it safer and more comfortable to walk and bicycle .*

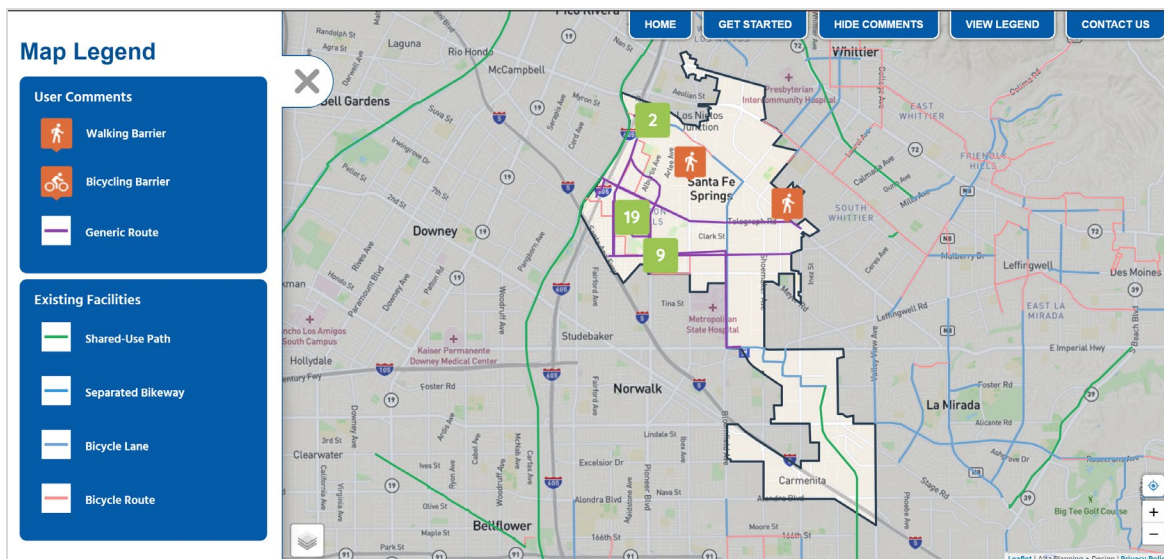
## INTERACTIVE MAP

An interactive mapping tool was posted on the project website to gather feedback from the community. Community members were able to draw routes or place pins on a map of Santa Fe Springs, as well as add comments to identify desired walking or bicycling improvements, challenging locations, and other information about the walking and bicycling environment. The map also prompted users to take a brief survey to indicate what would encourage them to walk and bike more often. Altogether, over 40 survey responses and map comments were received while the interactive map was online.

Similar to feedback received during the Art Installation and Walking Tour, community members expressed concerns about crossings, lack of facilities for biking, and the need for improved visibility and lighting. Input addressed most major corridors in our city. Participants expressed support for:

- Bikeways on Los Nietos Road and Orr and Day Road
- Improvements near schools along Orr and Day
- Additional sidewalks and walking paths
- Improved pavement conditions for easier bicycling, such as along Lakeland Road

Figure 21. Online Public Input Map



## REFINING THE DRAFT PLAN

After preliminary recommendations were developed, the City uploaded the draft Plan to the project website for public comment in September 2020. The team also utilized the following virtual activities to capture the community's feedback on the draft Plan.

### Recommendations Survey

To capture feedback on elements of the draft Plan and key projects, the project team also developed a brief paper survey that was distributed at food distribution events at City Hall and the Santa Fe Springs Public Library. A longer version of the survey was posted online and presented more questions about preliminary recommendations. Altogether, 28 residents completed the recommendations survey. This feedback was used to help refine the draft Plan and preliminary recommendations.

### Virtual Town Hall + Office Hours

The City hosted a virtual town hall on September 9, 2020 through Zoom, during which information was presented regarding the draft Plan, participant feedback was collected, questions about the preliminary recommendations were answered, and residents were able to participate in interactive polling. Altogether, 16 Santa Fe Springs residents joined the meeting. To supplement this virtual event, the project team also hosted "Office Hours" on September 15, 2020, during which Santa Fe Springs residents were able to call dedicated phone lines to learn more about the draft Plan and provide their input.

### Curbside Displays

After collecting feedback on the draft Plan via the project website, recommendations survey, town hall, and office hours, the City presented an updated version to the community before it went through the adoption process. "Curbside Displays" were developed to highlight key elements of the final Plan and placed at the athletic fields on Pioneer Boulevard and Alburtis Avenue and at Lakeview Park near Joslin Street in November 2020.

### What did we hear?

Community members shared a variety of feedback during the public comment period. Key themes include:

- The streets do not support walking and biking.

*"It is hard to cross safely while holding onto small children or with a stroller..." -Survey Respondent*

- People drive too fast.
- Existing bicycle and pedestrian facilities do not serve all users' needs.
- Improving safety and key locations and improving access to parks and schools are top priorities.
- The majority (over 80%) of respondents approved of bicycle and pedestrian facilities being recommended.

The project team revised the Plan to address these concerns and reflect community suggestions as best as possible.

## KEY NEEDS IN OUR COMMUNITY

This Plan identifies many opportunities to improve mobility and support the goals established in Chapter 2: The Vision. Assessing current conditions is a key step to developing recommendations for where and how to invest in infrastructure and programs that promote walking and biking as common and convenient modes of transportation. The following key findings will help guide the recommendations process:

- Santa Fe Springs has existing pedestrian and bicycle networks, but there are locations without facilities or with gaps in existing networks
- A network of relatively low-stress streets is interrupted by several high-stress corridors which inhibit walking and biking, and make connecting to key destinations such as transit, schools, jobs, and parks difficult.
- Collisions involving pedestrians and bicycles tend to occur in similar parts of the city.
- Providing safe access to our regional transit network will be an important aspect of the Plan and one that will help expand mobility options for residents and commuters.
- In part due to our industrial nature and proximity to regional highways, much of our city experiences poor air quality. Coupled with high rates of ER admissions due to asthma, making active transportation safer and more appealing as a means to help reduce transportation-related emissions is imperative.
- Much of Santa Fe Springs qualifies as “disadvantaged” according to CalEnviroScreen 3.0, and supported by the findings of the health and built environment assessments. The Equity Framework outlined in Chapter 2 will continue to be a guiding principle as we move forward in this planning process and begin to develop recommendations that serve our most vulnerable populations.





Section 6

# STREET RECOMMENDATIONS

“[I] would like to see more high-visibility crosswalks with flashing lights throughout the city.”

*Santa Fe Springs Resident*

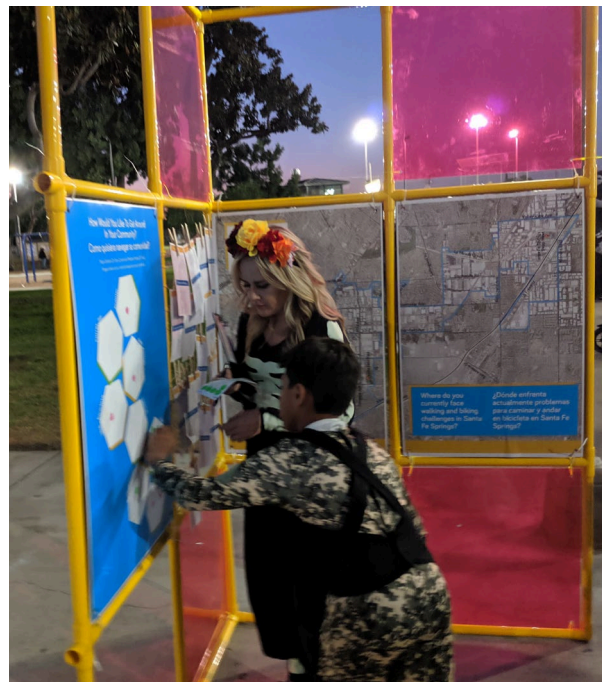
## 6. Street Recommendations

This chapter introduces the bicycle and pedestrian infrastructure and supporting amenities that the City intends to implement in the coming years, and the overall strategy employed in evaluating which type of facilities should be recommended at specific locations.

The following projects are considered planning-level, meaning they will be used as a guide when implementing projects. In some cases, traffic impact analysis and more detailed design analysis will be required to evaluate specific site conditions and develop designs that reflect conditions and constraints.

### HOW WE DEVELOPED PROJECTS

Developing recommended projects is a multi-step process that requires understanding community feedback, existing conditions, and project feasibility, among many other factors (see Figure 22). Key themes from the public input guided the City's overall recommendations (see Table 4). Various outlets allowed for community members to share their desire for new and improved bicycle and pedestrian facilities throughout the development of the Plan: events such as the Art Installation and Walking Tour, the online public input map, and the Community Conversations virtual town hall. Roadways and areas that were mentioned multiple times across different outreach methods were examined for inclusion in the recommended projects.



*The City listened to community members throughout this planning process, and used their input to develop the recommended active transportation network.*



Figure 22. Network Development Process

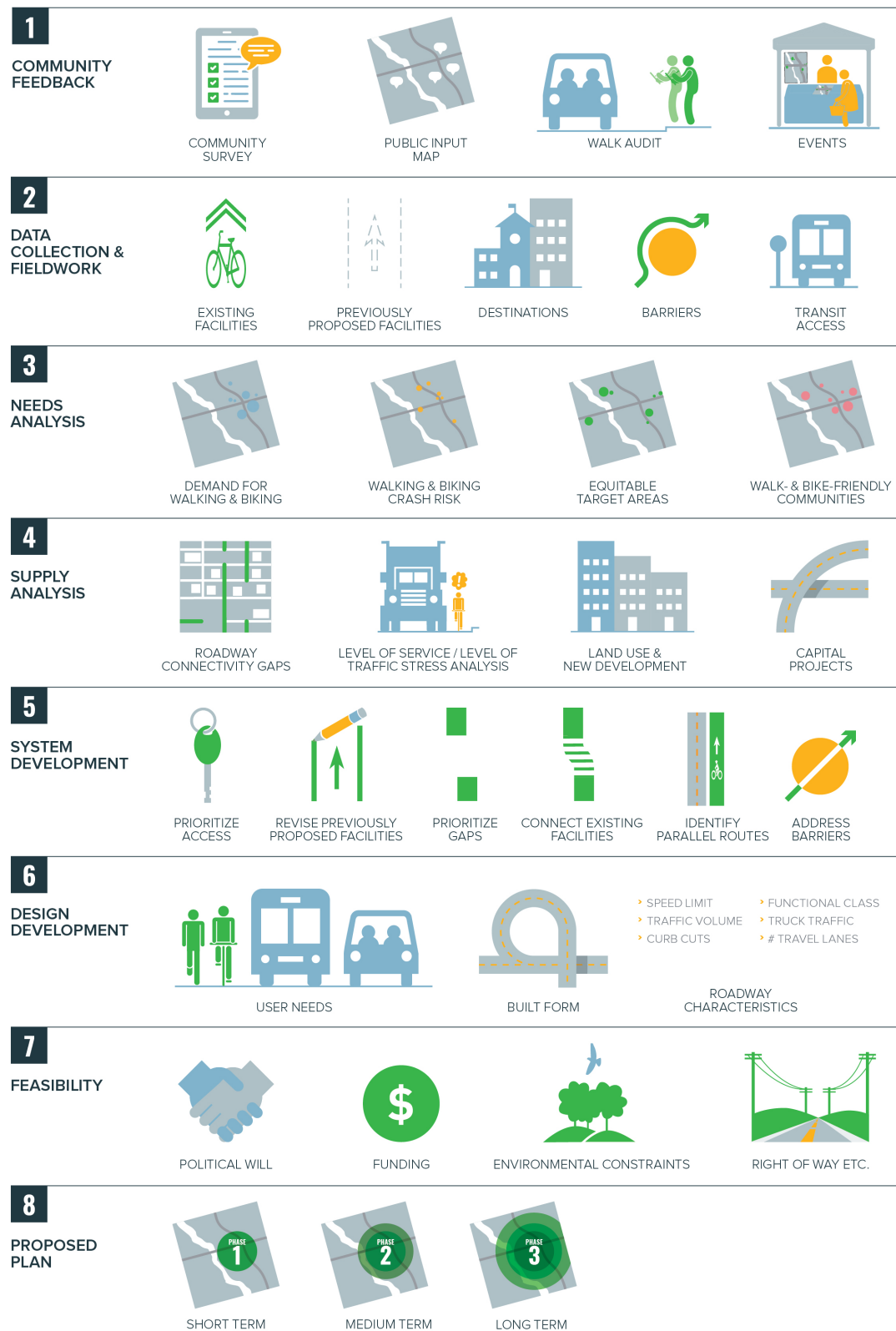


Table 4. Public Input Guiding Network Recommendations

What We Heard	What We Propose
Our Streets Do Not Support Biking and Walking	<b>Make it Safe</b> Sidewalks, crosswalks, bikeways, and other new facilities help ensure streets provide safe places for people to walk and bike.
People Drive Too Fast	<b>Make it Comfortable</b> Enhanced crossings, pedestrian beacons, dedicated bikeways, and other facilities work to slow vehicle traffic and make pedestrians and bicyclists more visible.
Facilities Do Not Serve All Users' Needs	<b>Make it Accessible</b> Additional sidewalks and paths, longer crossing times, ADA compliant curb ramps, and bikeways on calmer streets contribute to networks that are comfortable for people with varying abilities and of varying ages.

## HOW RECOMMENDED PROJECTS ADVANCE OUR GOALS



### Safety & Health

Network recommendations address the most critical safety issues and prioritize improvements along high-injury corridors and at intersections.



### Access & Comfort

Network recommendations create continuous walking and cycling routes throughout the community, connecting neighborhoods to major destinations and to one another.



### Affordability

Network recommendations increase the availability of affordable mobility options, particularly for low-income neighborhoods.



### Enhance the Network

The Plan provides a roadmap for achieving a complete and comfortable active transportation network.



## Bicycle Facility Types



### CLASS I

#### Shared-Use Path

- Paths completely separated from motor vehicle traffic used by people walking and biking.
- Comfortable for people of all ages and abilities.
- Typically located immediately adjacent and parallel to a roadway or in its own independent right-of-way, such as within a park or along a body of water.



### CLASS II

#### Bicycle Lane

- A dedicated lane for bicycle travel adjacent to traffic.
- A painted white line separates the bicycle lane from motor vehicle traffic.



### CLASS IIB

#### Buffered Bicycle Lane

- A dedicated lane for bicycle travel separated from vehicle traffic by a painted buffer.
- The buffer provides additional comfort for users by providing space from motor vehicles or parked cars.



### CLASS III

#### Bicycle Route

- A signed bike routes that people biking share with motor vehicles.
- Can include pavement markings.
- Comfortable facility for more confident bicyclists.
- Recommended when space for a bike lane may not be feasible.



### CLASS IIIB

#### Bicycle Boulevard

- Calm, local streets where bicyclists have priority but share roadway space with motor vehicles.
- Shared roadway bicycle markings on the pavement as well as traffic calming features to keep these streets more comfortable for bicyclists.
- Comfortable facility for bicyclists with wider range of abilities.



## RECOMMENDED BICYCLE PROJECTS

Prior to embarking on this planning process, the City had approximately 23 miles of existing bikeways. An additional 20.62 miles are proposed in this Plan, including over 10 miles of Class IIB buffered bike lanes on higher-stress roads. On Orr and Day Road, a Class I shared-use path would offer a safer, more comfortable option for students biking and walking to/from multiple schools, while creating a key north-south bikeway in the town center area. The majority of recommended bikeways are new projects where bikeways do not exist today, while a portion include recommendations to upgrade an existing or previously planned bikeway. They are recommended where there is existing right-of-way to accommodate new bikeways and where reduction of existing parking spaces is as minimal as possible. It is important to note that these recommended projects are planning-level and final designs will depend on additional study by Public Works and secured funding. Recommended bicycle projects are shown in Figure 24, with mileage highlighted in Table 5 and Figure 23.

*Table 5. Miles of Recommended Bikeways by Type*

Bikeway Class	Name	Proposed (miles)
Class I	Shared Use Path	2.44
Class II	Bike Lane	0.75
Class IIB	Buffered Bike Lane	10.74
Class III	Bicycle Route	5.16
Class IIIB	Bicycle Boulevard	1.53
TOTAL		20.62

*Figure 23. Length of Recommended Bicycle Network (Miles)*

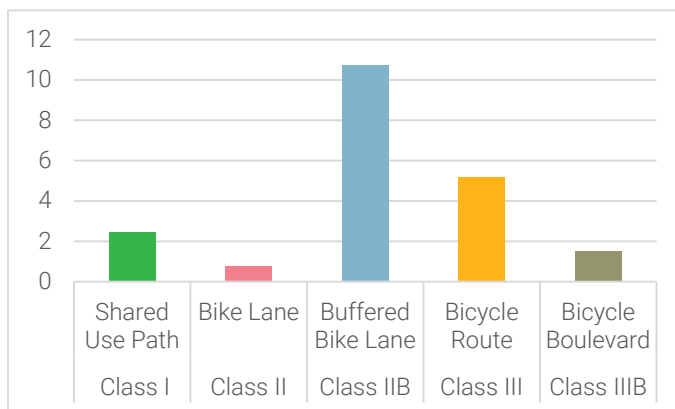


Figure 24. Recommended Bicycle Projects

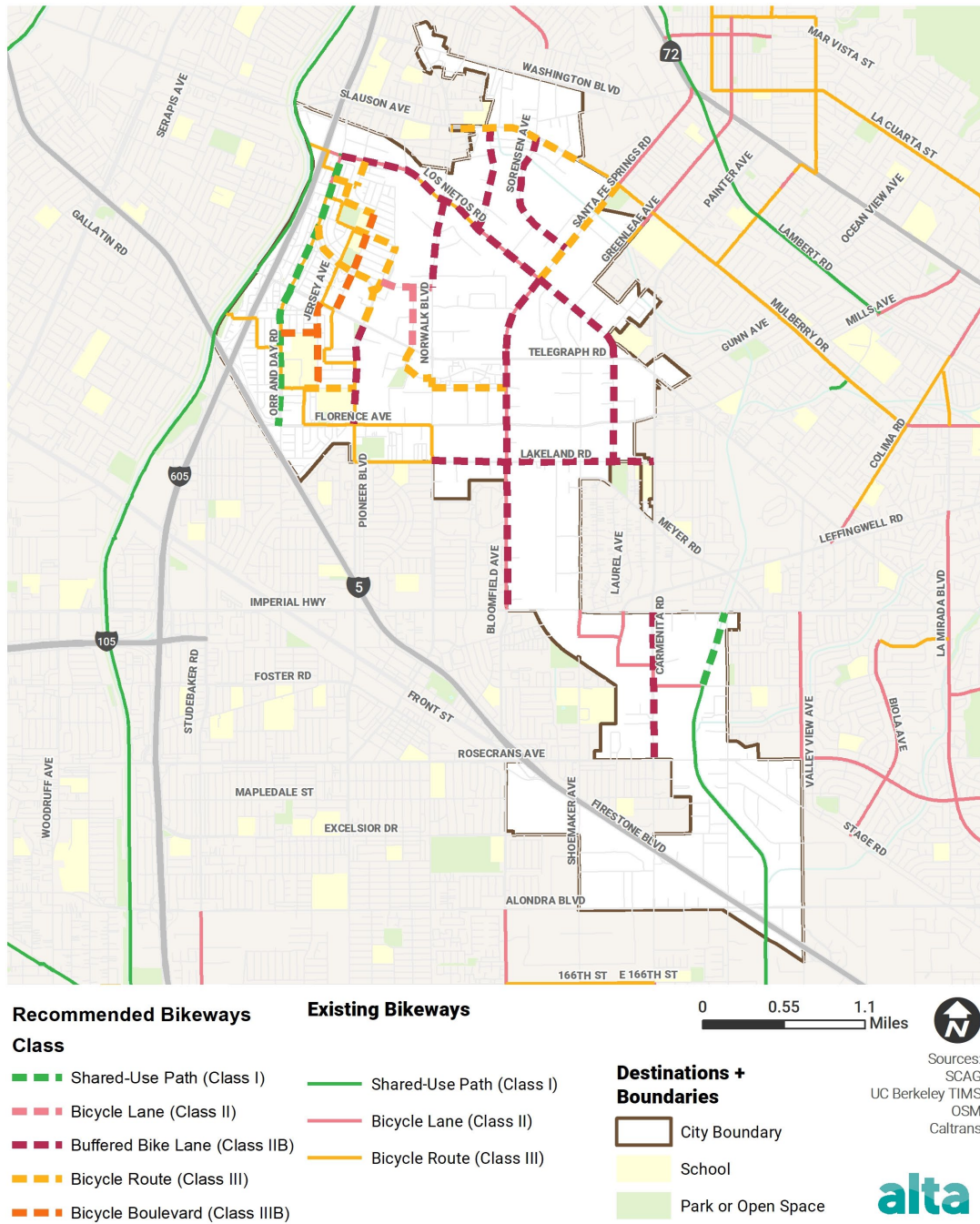


Table 6. Recommended Bicycle Projects

Corridor	From	To	Facility Type	Length (Miles)
Slauson Avenue	West City Limits	East City Limits	Class III Bicycle Route	0.90
Sorensen Avenue	Slauson Avenue	Santa Fe Springs Road	Class IIB Buffered Bike Lane	0.92
Dice Road	Slauson Avenue	Los Nietos Road	Class IIB Buffered Bike Lane	0.69
Santa Fe Springs Road	Slauson Avenue	Los Nietos Road	Class III Bicycle Route	0.83
Santa Fe Springs Road	Los Nietos Road	Telegraph Road	Class IIB Buffered Bike Lane	0.54
Bloomfield Avenue	Telegraph Road	Imperial Highway	Class IIB Buffered Bike Lane	1.75
Los Nietos Road	Pioneer Boulevard	Telegraph Road	Class IIB Buffered Bike Lane	2.29
Norwalk Boulevard	Los Nietos Road	Smith Avenue	Class IIB Buffered Bike Lane	0.60
Morrill Avenue	Los Nietos Road	Bluejay Lane	Class III Bicycle Route	0.17
Bluejay Lane	Pioneer Boulevard	Morrill Avenue	Class III Bicycle Route	0.16
Millergrove Drive	Bluejay Lane	Broaded Street	Class III Bicycle Route	0.13
Broaded Street	Millergrove Drive	Alburtis Avenue	Class III Bicycle Route	0.22
Alburtis Avenue	Broaded Street	Telegraph Road	Class IIIB Bicycle Boulevard	0.70
Pioneer Boulevard	Orr and Day Road	Telegraph Road	Class III Bicycle Route	0.86
Arlee Avenue	Charlesworth Road	Pioneer Boulevard	Class III Bicycle Route	0.34
Charlesworth Road	Jersey Avenue	Arlee Avenue	Class III Bicycle Route	0.30
Smith Avenue	Arlee Avenue	Norwalk Boulevard	Class II Bicycle Lane	0.35
Geary Avenue	Smith Avenue	Telegraph Road	Class II Bicycle Lane	0.41
Heritage Park Drive	Telegraph Road	Mora Drive	Class III Bicycle Route	0.14
Mora Drive	Heritage Park Dr	Norwalk Boulevard	Class III Bicycle Route	0.21



Corridor	From	To	Facility Type	Length (Miles)
Clark Street	Norwalk Boulevard	Bloomfield Avenue	Class III Bicycle Route	0.50
Norwalk Boulevard	Mora Drive	Clark Street	Class III Bicycle Route	0.07
Pioneer Boulevard	Telegraph Road	Lakeland Avenue	Class IIB Buffered Bike Lane	0.67
Orr and Day Road	Florence Avenue	Los Nietos Road	Class I Shared-Use Path	1.93
Painter Avenue	Los Nietos Road	Lakeland Road	Class IIB Buffered Bike Lane	0.79
Jersey Avenue	Telegraph Road	Clarkman Street	Class IIIB Bicycle Boulevard	0.58
Joslin Street	Orr and Day Road	Jersey Avenue	Class IIIB Bicycle Boulevard	0.25
Clarkman Street	Roseton Avenue	Pioneer Boulevard	Class III Bicycle Route	0.34
Lakeland Road	Norwalk Boulevard	Carmenita Road	Class IIB Buffered Bike Lane	1.50
Carmenita Road	Imperial Highway	Rosecrans Avenue	Class IIB Buffered Bike Lane	1.00
Coyote Creek Channel	Imperial Highway	Foster Road	Class I Shared-Use Path	0.51
TOTAL				20.62

## Pedestrian Facility Types



### Sidewalks & Paths

- Completely separated from motor vehicle traffic.
- Used by people walking or using mobility devices such as wheelchairs.
- Sidewalks are typically located immediately adjacent and parallel to a roadway. Shared-use paths can be located in their own independent right-of-way, such as within a park or along a body of water.



### Crossing Facilities

- Make crossing the street at intersections and midblock safer and more comfortable.
- High-visibility crosswalk markings are more visible to approaching vehicles and have been shown to improve yielding behavior.



### Curb Treatments

- Curb ramps allow users of all abilities to make the transition from the street to the sidewalk. They are required by the Americans with Disabilities Act (ADA) at all crosswalks, including those that are unmarked.



### Beacons & Signals

- Beacons and signals both indicate to drivers that someone may be crossing the street.
- Make crossing the street safer and more comfortable.
- Pedestrian countdown signals create a more predictable crossing environment and give adequate warning to pedestrians attempting to cross a roadway.



## RECOMMENDED PEDESTRIAN PROJECTS

During the Walking Tour, participants indicated that they feel ‘unsafe’ walking on Telegraph Road given the current conditions and truck traffic—and that, similarly, many other roads in the city feel uncomfortable or unsafe for walking. The proposed pedestrian projects provide a variety of options for people walking at locations throughout the city for people of varying abilities and ages. When making recommendations, projects that connect key community destinations like schools, parks, and commercial centers were prioritized. In general, recommended pedestrian projects aim to increase safety and comfort throughout Santa Fe Springs. Recommended pedestrian projects fall into one of the following categories:

- **Sidewalks & Paths:**
  - **New sidewalks/paths** that make walking along the street safer, more comfortable, and accessible for people using mobility devices
  - **Sidewalk gap closures** to ensure people have comfortable and continuous routes to their destinations
- **Crossing Facilities:**
  - **Crossing facilities** that make crossing the street at intersections and midblock easier, including high-visibility crosswalks, advance yield markings, and pedestrian refuge islands
- **Curb Treatments:**
  - **Curb ramps** increase accessibility for people crossing the street
- **Beacons & Signals:**
  - **Beacons and pedestrian activated warning devices** (e.g., Rectangular Rapid Flashing Beacons [RRFBs]) to help people safely cross the street at uncontrolled locations, particularly where high traffic volumes or speeds are prevalent
- **Green Infrastructure:**
  - **Trees, landscaping, stormwater capture and other efforts** to provide shade, increase habitat, enhance the overall sense-of-place, and improve comfort for people walking and biking

Based on community feedback, additional high-visibility crossings throughout Santa Fe Springs was a priority. Improved crossings near schools, parks, and commercial centers, like Los Nietos Park and along Telegraph Road, will offer better access for people shopping and dining and strengthen the local economy. At various intersections, new or updated crosswalks can improve conditions for people crossing the street. At uncontrolled intersections, RRFBs can increase the visibility of people crossing

the street, such as the existing crossing at Orr and Day Road/Joslin Street. Additionally, the City is currently conducting a lighting study to determine where improved street and pedestrian-scale lighting can be implemented.

It is important to note that these recommended projects are planning-level and the design details will depend on additional study by Public Works and the City's ability to secure funding. Recommended pedestrian facilities are shown in Figure 25.



Figure 25. Recommended Pedestrian Projects

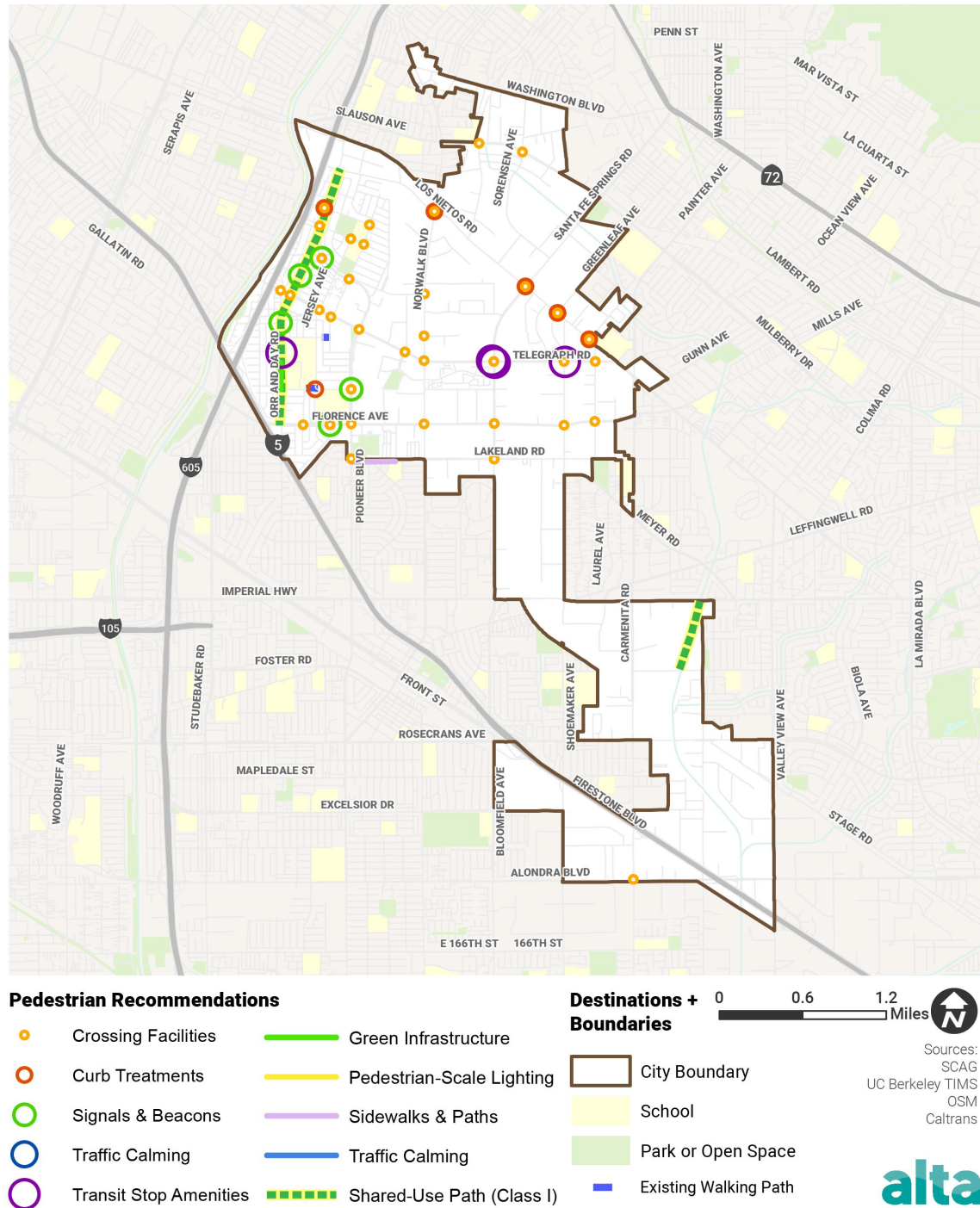


Table 7. Recommended Pedestrian Projects Including Quantity and Length

Corridor	From	To	Facility Category	Description	Quantity	Length (miles)
Slauson Avenue	Dice Road	-	Crossing Facilities	Enhance high-visibility crosswalks	2	-
Slauson Avenue	Sorensen Avenue	-	Crossing Facilities	Enhance to high-visibility crosswalks	4	-
				Extend existing medians to include a pedestrian refuge island	4	-
Los Nietos Road	Norwalk Boulevard	-	Crossing Facilities	Enhance high-visibility crosswalks	3	-
			Curb Treatments	Add truncated dome pads on northwest and southwest corners	2	-
Los Nietos Road	Santa Fe Springs Road	-	Curb Treatments	Add truncated dome pads at all corners	4	-
			Crossing Facilities	Enhance high-visibility crosswalks	4	-
Los Nietos Road	Greenleaf Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	4	-
			Curb Treatments	Add truncated dome pads at northwest and northeast corners	2	-
Los Nietos Road	Painter Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	2	-
			Curb Treatments	Add truncated dome pads at all corners	3	-
Pioneer Boulevard	Broaded Street	-	Crossing Facilities	Enhance high-visibility crosswalks	5	-
			Curb Treatments	Add curb ramp at southwest corner	1	-
Pioneer Boulevard	Charlesworth Road	-	Crossing Facilities	Enhance high-visibility crosswalk	1	-

Corridor	From	To	Facility Category	Description	Quantity	Length (miles)
Pioneer Boulevard	Alburtis Avenue	-	Crossing Facilities	Enhance high-visibility crosswalk	2	-
Pioneer Boulevard	Whiteland Street	-	Signals & Beacons	Install RRFBs at existing crosswalk	2	-
			Crossing Facilities	Enhance high-visibility crosswalk	1	-
Pioneer Boulevard	Clarkman Street	-	Crossing Facilities	Add high-visibility crosswalks to west and north legs	2	-
			Signals & Beacons	Install RRFB on both sides of crosswalk	2	-
Pioneer Boulevard	Lakeland Road	-	Crossing Facilities	Enhance high-visibility crosswalks	4	-
Broaded Street	Alburtis Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	2	-
Charlesworth Road	Jersey Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	2	-
Charlesworth Road	Alburtis Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	2	-
Telegraph Road	Bartley Avenue/I-605 on-ramp*	-	Crossing Facilities	Enhance high-visibility crosswalks	3	-
Telegraph Road	Orr and Day Road	-	Crossing Facilities	Enhance high-visibility crosswalks	4	-
Telegraph Road	Jersey Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	3	-
Telegraph Road	Alburtis Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	3	-
Telegraph Road	Pioneer Boulevard	-	Crossing Facilities	Enhance high-visibility crosswalks	4	-
Telegraph Road	Geary Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	2	-

\* Coordination with Caltrans required

Corridor	From	To	Facility Category	Description	Quantity	Length (miles)
Telegraph Road	Norwalk Boulevard	-	Crossing Facilities	Enhance high-visibility crosswalks	4	-
Telegraph Road	Bloomfield Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	4	-
			Transit Stop Amenities	Add bus shelter and bench at northwest and southeast stops	2	-
Telegraph Road	Greenleaf Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	4	-
			Transit Stop Amenities	Add bus shelter and bench at southeast stop	1	-
Telegraph Road	Painter Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	4	-
Norwalk Boulevard	Hawkins Street	-	Crossing Facilities	Enhance high-visibility crosswalks	2	-
Norwalk Boulevard	Smith Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	2	-
Orr and Day Road	High School Driveway (south of Dunning)	Clarkman Street	Green Infrastructure	Add grates over tree wells to make sidewalk ADA accessible	-	0.19
Orr and Day Road	Flossmoor Road	-	Signals & Beacons	Install RRFB on both sides of crosswalk	2	-
Orr and Day Road	Davenrich Street	-	Signals & Beacons	Install RRFB on both sides of crossing	2	-
Orr and Day Road	Dunning Street	-	Transit Stop Amenities	Add bus shelter and bench at southeast stop	1	-
Clarkman Street Walking Path	Jersey Avenue	-	Curb Treatments	Add curb ramps at east and west ends of existing walkway	2	-
Florence Avenue	Roseton Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	3	-
Florence Avenue	Pioneer Boulevard	-	Crossing Facilities	Enhance high-visibility crosswalks	4	-



Corridor	From	To	Facility Category	Description	Quantity	Length (miles)
Florence Avenue	Norwalk Boulevard	-	Crossing Facilities	Enhance high-visibility crosswalks	4	-
Florence Avenue	Bloomfield Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	4	-
Florence Avenue	Shoemaker Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	4	-
Florence Avenue	Painter Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	4	-
Florence Avenue	Ringwood Avenue	-	Crossing Facilities	Add high-visibility crosswalks on north, south, and west legs	3	-
				Install advance yield markings on either side of crosswalk across Florence	2	-
			Signals & Beacons	Install RRFB on both sides of crosswalk across Florence	2	-
Lakeland Avenue	Pioneer Boulevard	Fulton Wells Avenue	Sidewalks & Paths	Add sidewalk to north side of street	-	0.32
Lakeland Road	Bloomfield Avenue	-	Crossing Facilities	Enhance high-visibility crosswalk	4	-
Alondra Boulevard	Carmenita Road	-	Crossing Facilities	Enhance high-visibility crosswalks	4	-
TOTAL					145	0.5

## BENEFITS OF IMPLEMENTATION

Expanding the network of pedestrian facilities and bikeways brings Santa Fe Springs closer to achieving the goals described in Chapter 2 of this Plan. Implementing the recommended projects could have the following impacts:

- **Collision Reduction:** Reduce the number of severe and fatal collisions by 2030
- **Environmental:** Reduce air pollution from cars due to more people biking and walking

- **Equity:** Reduce household transportation costs and improve mobility options for vulnerable populations
- **Mode Shift:** Increase the share of people walking and biking to work by 3% by 2030 and 5% by 2040
- **Public Health:** Increase the proportion of the population meeting recommended levels of physical activity and reduce the risk for and prevalence of obesity and chronic diseases (e.g., cardiovascular disease, type 2 diabetes, cancer)

## SUPPORT FACILITIES

### Bicycle Parking

Using data and recommendations highlighted in this Plan, the City will work to review (and update if necessary) our bicycle parking requirements regularly. The City will also work with partner agencies, large employers, and businesses to ensure bicycle parking is implemented throughout the community. While public entities may lack the authority to install bicycle parking on private rights-of-way, Santa Fe Springs will partner with school districts, transit providers, and private property owners to install and retrofit bicycle parking at existing and new destinations as needed. Table 8 presents an overview of the Association of Pedestrian and Bicycle Professionals' (APBP) recommendations for bicycle parking locations and quantities. These guidelines and recommendations are based on industry best practices as well as APBP's Essentials of Bicycle Parking Recommendations.



*Bike corrals provide ideal short-term parking near businesses.*

*Table 8. Recommendations for Bicycle Parking Locations and Quantities*

<b>Land Use or Location</b>	<b>Physical Location</b>	<b>Quantity (Minimum)</b>
<b>Parks</b>	Adjacent to restrooms, picnic areas, fields, and other attractions	8 bicycle parking spaces per acre
<b>Schools</b>	Near office and main entrance with good visibility	8 bicycle parking spaces per 40 students
<b>Public Facilities (e.g., libraries, community centers)</b>	Near main entrance with good visibility	8 bicycle parking spaces per location
<b>Commercial, Retail, and Industrial Developments (over 10,000 square feet)</b>	Near main entrance with good visibility	1 bicycle parking space per 15 employees or 8 bicycles per 10,000 square feet
<b>Shopping Centers (over 10,000 square feet)</b>	Near main entrance with good visibility	8 bicycle parking spaces per 10,000 square feet
<b>Transit Stations</b>	Near platform, security or ticket booth	1 bicycle parking space or locker per 30 automobile parking spaces
<b>Multi-Family Residential</b>	Near main entrance with good visibility	1 short-term bicycle parking space per 10 residential units and 1 long-term bicycle parking space per 2 residential units

## Pedestrian-Scale Lighting

Although many streets include lighting for vehicle traffic, few include lighting with frequent lampposts at low height that illuminate the walking area.

Pedestrian-scale lighting not only increases visibility of pedestrians for drivers at night, it contributes to a more comfortable and inviting streetscape for people walking. Pedestrian-scale lighting is typically designed to illuminate only the areas needed and to be no brighter than necessary.

Following adoption of this Plan, the City will work to implement pedestrian-scale lighting at locations identified in the Plan to improve pedestrian comfort and encourage walking, including near schools and parks, along major commercial corridors, and along shared-use paths.

## Amenities

Street trees and sidewalk/trail furnishings (such as benches, shade structures, restrooms, water fountains, and trash receptacles) contribute to a cleaner, more comfortable, and more pedestrian-oriented public realm. These elements not only encourage the activation of our sidewalk and trail networks, they contribute to a more accessible pedestrian network for all residents. Older adults and those with mobility impairments will benefit from frequent places to stop and rest. Following adoption of this Plan, the City will identify and pursue opportunities to provide amenities in the town center area, near transit stops, and along our paths.



*In addition to standalone pedestrian-scale lighting, street lights can be fitted to include pedestrian-scale fixtures that illuminate the walking area, while higher, vehicle-scale street lights illuminate the roadway.*



*Trees, landscaping, and benches enhance the pedestrian experience.*



## Green Infrastructure

Green infrastructure is an approach to water management that protects, restores, and simulates the natural water cycle by capturing, filtering, and slowing stormwater. This improves water quality, recharges groundwater resources, provides opportunity for water storage and reuse, and decreases the burden on traditional gray infrastructure systems.

Green infrastructure is effective, economical, and provides a multitude of benefits to people and wildlife. Green Infrastructure strategies incorporate both the natural environment (forests, wetlands, and other open spaces) and engineered systems (bioswales, rain gardens, tree root vault systems, and pervious paving). Bioswales, for example, manage water runoff from a paved surface and reduce the risks of erosion or flooding of local streams and creeks. Plants in the swale trap pollutants and silt from entering a river system.

Plant material provides a wide array of co-benefits beyond water management. Trees, for example, help reduce greenhouse gases, aid in carbon sequestration, increase urban habitat, and provide shade. In fact, trees are estimated to cool surface temperatures by as much as 45 degrees Fahrenheit, a differential that help keep walking and biking on our trails a pleasant experience even in the summer.

Curb extensions, planted bikeway buffers, and landscaped areas adjacent to sidewalks and Class I shared-use paths provide space for green infrastructure. The City will take advantage of these opportunities and install green infrastructure where it is feasible. The City will also consider utilizing permeable paving for new facilities or facilities requiring re-paving, especially where facilities are adjacent to waterways or parks.



*Rain gardens and bioswales help capture and filter stormwater, recharging our aquifers and improving the quality of our waterways.*



Section 7

# PROGRAM RECOMMENDATIONS

“It will take a little education to students  
and parents as well.”

*Santa Fe Springs Resident*

## 7. Program Recommendations

Engagement, education, encouragement, and promotional programs will help people of all ages and abilities realize the full potential of Santa Fe Springs' new and recommended active transportation network. These types of programs help people learn how to use our roads safely, whether traveling as a pedestrian, in a vehicle, or on a bicycle or other device.

The programmatic recommendations in this chapter aim to improve safety, help people find their way around, increase access to bicycling and walking, and encourage community and economic development. The programs will help to increase the visibility of people who ride or walk, communicate that all road users are expected to look out for each other no matter how they travel, create safer streets, and develop a common understanding of traffic safety. The programs will also reach out to new audiences to help people understand the rules of the road and share a vision of biking and walking as a fun, healthy, community-building activity. Overall, these efforts can help make riding a bike or walking in our community a safer, easier, and more enjoyable experience for more people.

Research shows that adopting and maintaining new behaviors related to walking and bicycling is a process that involves changing the way we relate to each other on our streets and how we choose to travel. This process depends on policies that support comfortable and safe active transportation, provide access to basic information about riding and walking opportunities, and teach people about new travel options.

Altogether, the programs recommended here complement engineering investments by encouraging more people to walk and bike more often, educating all roadway users to enhance pedestrian safety, and addressing both perceived and real personal safety issues. During the development of this Plan, stakeholders provided input on how programs can support active transportation in their communities (see Table 9). The City used this community feedback alongside data to develop the following programmatic recommendations.



*Programs complement engineering improvements, helping to ensure that people of all ages and abilities feel comfortable and confident when walking or biking.*

Table 9. Public Input Guiding Programmatic Recommendations

What We Heard	What We Propose
Students would like to walk and ride bikes and scooters to school	<b>Make SRTS a Priority</b> To complement targeted street improvements around our schools, the City will work with school districts to launch a citywide SRTS Program so that all students not only have comfortable routes to walk and bike to school, but feel confident and encouraged to do so.
People drive too fast, people biking and crossing the street feel unsafe around vehicles	<b>Make Education a Priority</b> The City will work to deter speeding and increase compliance with stop signs through education, signage, and safety campaigns. Safety courses will help educate all roadway users (including motorists, cyclists, and pedestrians), and people of all ages and abilities (including children, older adults, novice cyclists and walkers).
People do not feel comfortable biking or walking along major corridors	<b>Provide Options for Car-Free Biking and Walk Routes</b> In addition to providing a safer and more comfortable network, the City will work with other agencies and local community-based organizations to provide open streets and demonstration events that allow people to comfortably and safely walk and bike along major corridors in Santa Fe Springs.

## CONTINUE EXISTING PROGRAMS

The City will continue to develop and support the following existing programs in our community, helping us achieve our safety and equity goals by educating the public about the new and recommended network and encouraging people of all ages and abilities to bike or walk for any trip purpose.

### Walk to School Day

The City will continue to encourage students and parents at our schools to participate in Walk to School Day each October. The annual event brings school communities together to celebrate the fun and healthy benefits of walking, and spotlight the importance of traffic safety. Students, parents, school



*Each October, Walk to School Day encourages Santa Fe Springs students to join their peers on an active trip to school.*



staff and administration, and valued community members join in a morning walk that offers fun physical activity.

### **Walking Clubs**

The Santa Fe Springs Department of Community Services will continue to host our walking club that meets at Heritage Park every Tuesday and Thursday morning. By participating in the walking club, our residents are able to get some exercise, meet their neighbors, and appreciate the public artwork in Santa Fe Springs. This is also a good opportunity for the City to engage residents about any challenges they may face to walking in our community.

### **Annual Fun Run/Walk**

The City will continue to implement an annual Fun Run/Walk in spring each year. Open to the entire family, this themed event invites residents to enjoy a five-kilometer route starting at the Town Center Plaza. It encourages participants of all ages to walk or run on their city streets for fun and exercise. At future Fun Run/Walk events, the City can distribute educational materials about biking and walking in Santa Fe Springs and look into opportunities to pair the event with a demonstration of bicycle or pedestrian improvements.

## **PROGRAM TOOLKIT**

To further advance the goals of this Plan, the City will work towards implementing the following new programs to help encourage active transportation in our community. While the City is responsible for the implementation of this Plan, several of the programs are an opportunity to work with external stakeholders such as community members, community-based organizations, school districts, neighboring jurisdictions, and transit providers to develop and implement programs.

### **Safe Routes to School**

Safe Routes to School (SRTS) programs have many goals including:

- Teaching students the rules of the road, so they are more prepared to navigate their community using active transportation and eventually become safe drivers;
- Encouraging active modes of getting to school, which will help students arrive at school more alert and ready to learn;
- Decreasing the prevalence of childhood obesity through increased physical activity; and

- Reducing traffic congestion around schools and cut-through traffic on residential streets due to school drop-off and pick-up.

Los Angeles County Metropolitan Transportation Authority (Metro) provides regional SRTS resources including: a SRTS Resource Manual that guides schools on building successful SRTS programs; a SRTS Action Route Map that outlines methods for implementing a SRTS program; and educational, encouragement, trainer/teacher, and evaluation materials.<sup>26</sup> The City is committed to partnering with our school districts to launch a SRTS program. We can start this process by:



*Walking and biking curriculum frequently covers proper helmet usage.*

- Seeking future funding to establish a Safe Routes to School Program to provide traffic safety education to students, identify safety enhancements around schools, and promote walking and bicycling
- Create a SRTS page on the City's website that could include, but is not limited to:
  - Information for parents and school staff about SRTS programs with links to resources developed by the County, Metro, state, and national partners
  - Develop Suggested Routes to School maps for each of our district schools, showing the safest routes for biking and walking
  - Information on what qualifies a site for a crossing guard and how to request one
  - Descriptions and status of completed, in-progress, and forthcoming infrastructure projects around schools
  - Descriptions of past and forthcoming SRTS education programs, such as walk/bike rodeos

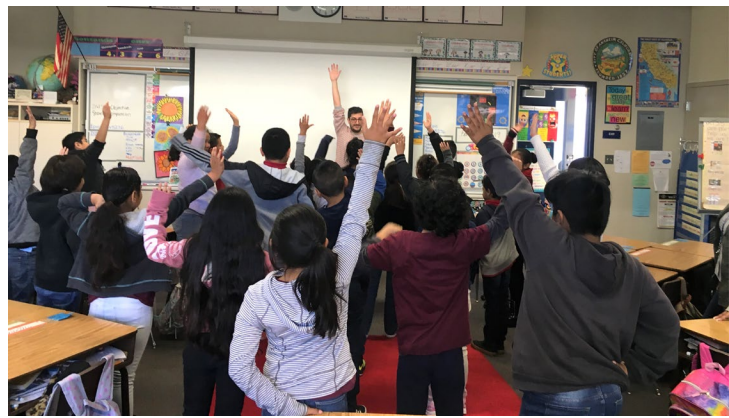
---

<sup>26</sup> These resources can be found on Metro's website at: [www.metro.net/projects/srts-manual/](http://www.metro.net/projects/srts-manual/)

- Continuing to support annual Walk to School Day events by providing walk leader trainings to school champions, and staffing events, providing incentives, connecting school officials to traffic control support, and/or other resources as available
- Seeking future funding to support the development of a Santa Fe Springs Safe Routes to School Plan

### Education Classes

Bicycling education for adults can build confidence and improve safety by incorporating both presentations and on-bike practice covering rules of the road and safe bicycling skills. The League of American Bicyclists offers multiple curricula that can be taught by League Certified Instructors in the area.<sup>27</sup> Additionally, Metro's Bicycle Education Safety Training (BEST) program and the Los Angeles County Bicycle Coalition (LACBC) lead classes that teach people to bike on city streets safely, how to maintain their bike, and bicycling etiquette. The City can support these efforts by funding classes or providing meeting space or other in-kind donations to support education opportunities.



*Education programs for safe walking and biking should include people of all ages.*

While the aforementioned classes tend to be better for adults or teenagers, younger children can benefit from in-classroom education related to safe walking and bicycling. As part of the aforementioned SRTS program, the City will work with school districts to develop school curriculum for students to learn basic traffic and safety rules in addition to incorporating lessons across biology, earth science, math, and art that focus on the benefits of active transportation.

---

<sup>27</sup> More information on the League of American Bicyclists courses is available at [bikeleague.org/ridesmart](https://bikeleague.org/ridesmart).



*Safe Routes for Seniors programming could include safety courses, transit trainings, and fitness challenges.*

### Safe Routes for Seniors

A program providing active opportunities specifically for older adults in Santa Fe Springs could foster healthy aging and longer years of independent living. A Safe Routes for Seniors program develops tools and services to help seniors find ways to meet their transportation needs through trips that primarily include walking and transit, both by bus or light rail. Developing programs that include group walks, similar to the City's existing Walking Club, geared towards seniors will also encourage social bonding. The program can include key awareness topics such as education for drivers to pay particular attention to senior pedestrians and specific improvements such as increasing crossing time in areas that experience a high number of seniors walking. Feedback received from the program can inform future infrastructure improvements that further address needs of older adults.

### Bicycle and Pedestrian Safety Campaign

Bicycle and pedestrian safety campaigns encourage all road users to abide by local laws and to be courteous to other users. They can be targeted at just one user type (e.g., drivers) or at multiple users. Local resources for conducting a public awareness campaign can be maximized by assembling a group of local experts, business owners, civic leaders, and dedicated community volunteers. These stakeholders can assist with successful safety campaign goals based on the local



*As part of the Take the Friendly Road campaign, Santa Monica residents were given yard signs to encourage motorists to drive slowly and safely throughout the city.*



concerns and issues. It may be necessary to develop creative strategies for successful media placement in order to achieve campaign goals.

Outreach campaigns are more effective when concentrated in central business districts like Santa Fe Springs town center, near schools, and in areas of the city with high rates of collisions, such as along Telegraph Road. Campaign materials can include posters, bus shelter ads, banners, yard signs, spoke cards, and more. When deployed regularly, these campaigns promote an attitude of roadway safety and awareness. The City will also look into coordinating these efforts with the Southern California Association of Governments (SCAG) *Go Human* campaign, which provides existing materials to member agencies.



*The Pasadena Safe School Zones campaign targeted motorists and encouraged them to drive slowly and cautiously near schools.*

## Bicyclist and Pedestrian Wayfinding

Wayfinding systems help people biking and walking navigate to community destinations such as transit stations, parks, libraries, schools, and commercial areas. They can also serve as an encouragement program by providing walking or biking time to destination information, helping people orient themselves, and encouraging the discovery of new places or services. Wayfinding can also be used to highlight the local identity of a community.

Building off of the wayfinding signage that exists in Santa Fe Springs town center, the City can engage our community in a collaborative design process to develop wayfinding targeted at pedestrians and bicyclists. There is potential to customize the signage along specific routes, such as along the Class IIIB bike boulevards recommended in Chapter 6. To do so, the City can work with community members and local organizations to develop wayfinding signage that incorporates community identity, but is still tied to the existing wayfinding signage.

To provide a more comfortable experience, sometimes bike facilities are shifted off of high-stress roads onto parallel lower-stress routes. When bikeways change designations, it is not always clear how to navigate to the nearest route. The City can evaluate wayfinding needs where low-stress bikeways end and install wayfinding to nearby routes.

## Neighborhood Bike Stops

Certain locations throughout Santa Fe Springs currently provide bike parking, but our city is lacking other amenities such as bike self-repair/fix-it stations. Being able to fix bikes and have access to water in a secure and welcoming place would allow our residents and visitors to engage in outdoor physical activity more frequently and more comfortably. The City will look into adding bicycle fix-it stations and hydration stations to various key destinations in the city. For example, near City Hall would be an ideal location for a neighborhood bike stop due to its proximity to the Public Library and multiple schools and parks, and its secure and welcoming presence in the community.



*Quick-build wayfinding can take the form of these temporary signs to encourage residents and visitors to walk more to key destinations.*

## Open Streets and Demonstration Projects

Open streets events temporarily close streets to car traffic, allowing people to use the streets for activities like walking, bicycling, skating, and other social and physical activities. These events are great for bringing the community together and promoting transportation options and public health. Open streets events are also excellent at building community; they bring together neighbors, businesses, and visitors alike.

Open streets events can also serve as a tool to engage with the public about how their streets can better serve their needs.

For example, the City can use open

streets events as an opportunity to demonstrate new infrastructure ideas such as traffic circles or separated bicycle lanes. These events provide an opportunity for the City to directly engage our residents and local businesses and receive feedback on new ideas at the moment people are experiencing their streets in a new way.

Demonstration projects can also be done as standalone events (i.e., without a full open streets event). Unlike open streets events, demonstration projects typically maintain vehicle access so community members are able to experience how an existing street could function with projects such as new crossings, bike lanes, and more. Demonstrating potential future projects enables the City to work with local stakeholders to test out infrastructure ideas for a day or a few weeks to inform permanent projects.



*An ongoing open streets event, CicLAvia allows people to enjoy car-free streets throughout Los Angeles.*



The City will look for opportunities to partner with neighboring jurisdictions, local stakeholders, and regional agencies like Metro and SCAG to plan and implement open streets events and demonstration projects.



*SCAG's Go Human demonstration kit allows cities to test out design ideas, such as parking-protected Class IV separated bikeways.*



### **Adopt-a-Road and Adopt-a-Trail Programs**

Adopt-a-Road and Adopt-a-Trail programs provide an opportunity for community groups, businesses, or clubs to adopt a section of a road or trail. They then support their section of the road/trail with financial contributions and volunteer work. This offers residents a chance to keep roadways and trails near their neighborhood in good condition, and provides businesses the opportunity to enhance the streetscape near their place of business. The City will look into opportunities to partner with local organizations, groups, and businesses to enhance streetscape segments, and segments of the Coyote Creek and San Gabriel River Paths.

### **Community Cleanups and Tree Plantings**

To augment the City's limited resources and promote clean, shaded streets, the City can leverage volunteer groups and community support with community cleanups, plantings, and other beautification efforts. Such programs could involve a partnership between the City and community-based organizations or corporate sponsors, especially to provide ongoing care for new trees and other plantings.



*Community cleanups remove litter from streets and help foster connections.*



A blue-tinted photograph of a residential street. In the foreground, there are large, leafless trees. A paved path or road curves through the middle ground. In the background, there are houses, including a prominent white house with a dark roof and a porch. The overall scene is peaceful and suburban.

Section 8

# IMPLEMENTATION

“Would love to see Class I Shared paths.  
Seniors are more likely to walk than bike  
in general.”

*Santa Fe Springs Resident*



## 8. Implementation

This chapter provides a roadmap for achieving the vision and goals established at the beginning of the Plan by outlining a prioritization strategy, cost estimates, maintenance, and funding sources. The City of Santa Fe Springs is responsible for the implementation of active transportation infrastructure projects within the city boundaries, though in some cases, coordination with LA County Flood Control or other agencies may be needed. Programs to encourage walking, bicycling, and using other active modes or to provide safety education are the responsibility of City departments, in partnership with regional agencies such as SCAG. Additionally, a safer and more active Santa Fe Springs is not possible without the involvement of community members as our residents have invaluable local knowledge about the streets in our community. As the City moves forward with the implementation of active transportation projects identified in this Plan, additional community engagement and outreach will continue to be essential to the process.

The City will regularly evaluate how well performance measures set forth in this Plan are met and whether the recommendations established in this Plan still meet the needs of our residents and visitors in the future. The City aims to track progress on implementation annually, if feasible.

In addition, the recommendations in this Plan will be re-evaluated at least every five years to ensure that these still constitute best practices and reflect Santa Fe Springs' long-term vision for a safer and more active community.

### ADMINISTRATION

#### CEQA

The California Environmental Quality Act (CEQA) provides a process for evaluating the environmental effects of plans or applicable projects undertaken or approved by public agencies. Active Transportation Plans, such as this one, are generally exempt from the CEQA process and do not require an Environmental Impact Report (EIR). Additionally, when implementing this Plan, specific projects that do not significantly alter land, water, or vegetation (e.g., striping bikeways or crosswalks) are also exempt from the environmental review process. For pedestrian and bicycle facilities that are not exempt from CEQA review but are initially shown to not have a significant impact on the environment, the City can file either a Categorical Exemption or a Mitigated Negative Declaration in lieu of completing an EIR. When implementing specific infrastructure projects, jurisdictions should consult CEQA guidelines and Senate Bill 1380 for further information.

## Active Transportation Plan Compliance

The Active Transportation Program (ATP) is a Caltrans program with specific requirements for bicycle and/or pedestrian plans. Although Plans are no longer required to comply with the ATP guidelines in order to receive Caltrans funding, it is strongly recommended that communities have an approved Plan prior to applying for implementation funds. The Santa Fe Springs Active Transportation Plan is in compliance with ATP guidelines as shown in Appendix A.

## PRIORITIZATION FRAMEWORK

To guide implementation, a prioritization framework was developed to evaluate proposed bicycle and pedestrian projects using the criteria outlined in Table 10. These criteria include safety, addressing barriers, ensuring facilities serve areas of high need, improving access to schools and other key destinations, and findings from public input. For each criterion, projects received an individual score; a composite score was developed based on the sum of all seven factors evaluated. Total scores falling within the top third are considered high priority projects; total scores falling in the middle third are considered medium priority; and scores falling in the lower third are considered lower priority projects.

This methodology enables the City to identify priority projects and phase the implementation of projects over the years. Some projects can also be implemented as part of routine roadway maintenance programs. Furthermore, this prioritization plan is aligned with the State's Active Transportation Program grant criteria, which is the primary source of state funding the City pursues for pedestrian and bicycle infrastructure.

*Table 10. Prioritization Criteria*

Criteria	Measure	Points
<b>Safety</b>	Within 500 feet of 4+ pedestrian-/bicyclist-involved collisions or 1 pedestrian/bicyclist fatality = 15 points	0, 5, 10, 15
	Within 500 feet of 2-3 pedestrian-/bicyclist-involved collisions = 10 points	
	Within 500 feet of 1 pedestrian-/bicyclist-involved collision = 5 points	
<b>Barrier</b>	Within 250 feet of a community-identified barrier = 10 points	0, 10
<b>Equity</b>	Projects that are located within a disadvantaged community, as defined by CalEnviroScreen 3.0. Points are based on the CES Percentile (0-100%): 0-9% = 1 point; 10-19% = 2 points, etc.	1 - 10



Criteria	Measure	Points
<b>Destination Accessibility</b>	Within 500 feet of a park, school, library, neighborhood retail, high ridership bus stop, or transit stop. Points are based on number of destinations within 500 feet, up to 10 destinations.	0 - 10
<b>Community-Identified Need</b>	Projects that were identified through multiple engagement efforts with unique stakeholders.	0 - 10
<b>Cost</b>	Projects that are lower cost will generally present fewer barriers to implementation, and thus receive more points based on this threshold: Low = 10 points, Medium = 5 points, High = 0 points	0, 5, 10
<b>Ease of Implementation</b>	Projects that require minimal infrastructure present fewer barriers to implementation, and thus receive more points based on this threshold: Easy = 10 points, Somewhat Easy = 5 points, Not Easy = 0 points	0, 5, 10
<b>Maximum Possible Points</b>		<b>75</b>

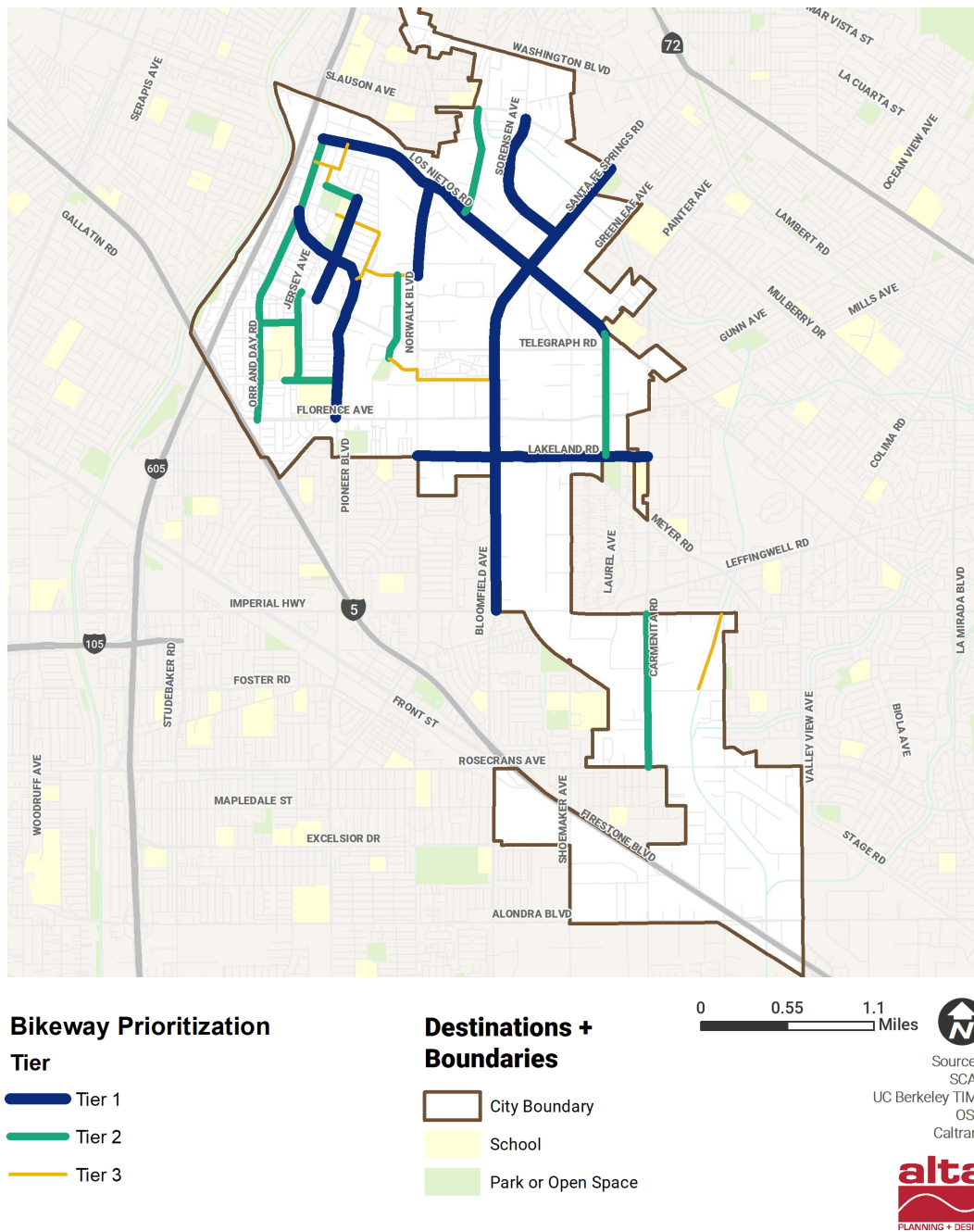
The prioritization list acts as a guide to implementation for the City. When funding sources become available, the City will take all available opportunities to propose the most competitive projects. Should opportunities arise to complete projects on lower tiers of the prioritization list, they will be taken. For example, if a new development is required to provide a public benefit along these corridors, proposed bikeways or sidewalks can be considered as an option. If the City plans to repave a corridor that has a recommended bikeway or pedestrian project in this Plan, the City will explore ways to install facilities as the street is repaved.

Projects were given one of three priorities:

- **Tier 1: High Priority Projects.** These are projects that the City will actively seek funding for and dedicate resources to planning and implementation in the immediate years following adoption of this Plan. Timelines for outreach, and identification of funding sources will be a high priority and immediate next step. The Tier 1 projects that are lower-scale and cost will be considered for implementation in the coming fiscal years.
- **Tier 2: Priority Projects.** These are projects that the City will maintain as potential priority improvements, once funding sources (such as developer impact fees or grants) become available. The City's repaving plans will also take these projects into account as repaving occurs. These projects may be combined with Tier 1 projects to strengthen the network and gap closure portions of grant applications, and to complement other projects.

- **Tier 3: Other Projects.** These are projects that the City will pursue longer-term and are lower priority than Tier 1 and 2 projects. However, should the City have the opportunity to implement projects from any of the three tiers at any time, we will work to develop these projects in order to close network gaps and improve walking, biking, and connecting to transit.

Figure 26. Recommended Bicycle Projects by Prioritization Tier





### Prioritized Bicycle Projects

Figure 26 shows the recommended bicycle projects throughout the city based on prioritization score. The following tables list Tier 1, 2, and 3 projects among the recommended bikeways, including planning-level cost estimates.

*Table 11. Recommended Bicycle Projects Including Length and Estimated Costs: Tier 1*

Corridor	From	To	Facility Type	Length (Miles)	Cost Estimate	Priority Score
Pioneer Boulevard	Orr and Day Road	Telegraph Road	Class III Bicycle Route	0.86	Low	57
Slauson Avenue	West City Limits	East City Limits	Class III Bicycle Route	0.90	Low	56
Alburtis Avenue	Broaded Street	Telegraph Road	Class IIIB Bicycle Boulevard	0.70	Medium	54
Pioneer Boulevard	Telegraph Road	Lakeland Road	Class IIB Buffered Bicycle Lane	0.67	Low	53
Santa Fe Springs Road	Slauson Avenue	Los Nietos Road	Class III Bicycle Route	0.83	Low	51
Los Nietos Road	Pioneer Boulevard	Telegraph Road	Class IIB Buffered Bicycle Lane	2.29	Low	51
Lakeland Road	Pioneer Boulevard	Carmenita Road	Class IIB Buffered Bicycle Lane	1.50	Medium	47
Santa Fe Springs Road	Los Nietos Road	Telegraph Road	Class IIB Buffered Bicycle Lane	0.54	Low	45
Sorensen Avenue	Slauson Avenue	Santa Fe Springs Road	Class IIB Buffered Bicycle Lane	0.92	Low	45
Norwalk Boulevard	Los Nietos Road	Smith Avenue	Class IIB Buffered Bicycle Lane	0.60	Low	45



Corridor	From	To	Facility Type	Length (Miles)	Cost Estimate	Priority Score
Bloomfield Avenue	Telegraph Road	Imperial Highway	Class IIB Buffered Bicycle Lane	1.75	Low	45
TOTAL				11.55		

*Table 12. Recommended Bicycle Projects Including Length and Estimated Costs: Tier 2*

Corridor	From	To	Facility Type	Length (Miles)	Cost Estimate	Priority Score
Jersey Avenue	Telegraph Road	Clarkman Street	Class IIIB Bicycle Boulevard	0.58	Medium	43
Heritage Park Drive	Telegraph Road	Mora Drive	Class III Bicycle Route	0.14	Low	41
Geary Avenue	Smith Avenue	Telegraph Road	Class II Bicycle Lane	0.41	Low	40
Joslin Street	Orr and Day Road	Jersey Avenue	Class IIIB Bicycle Boulevard	0.25	Medium	40
Carmenita Road	Imperial Highway	Rosecrans Avenue	Class IIB Buffered Bicycle Lane	1.00	Low	40
Painter Avenue	Los Nietos Road	Lakeland Road	Class IIB Buffered Bicycle Lane	0.79	Medium	37
Broaded Street	Millergrove Drive	Alburtis Avenue	Class III Bicycle Route	0.22	Low	37
Orr and Day Road	Los Nietos Road	Florence Avenue	Class I Shared-Use Path	1.93	High	36

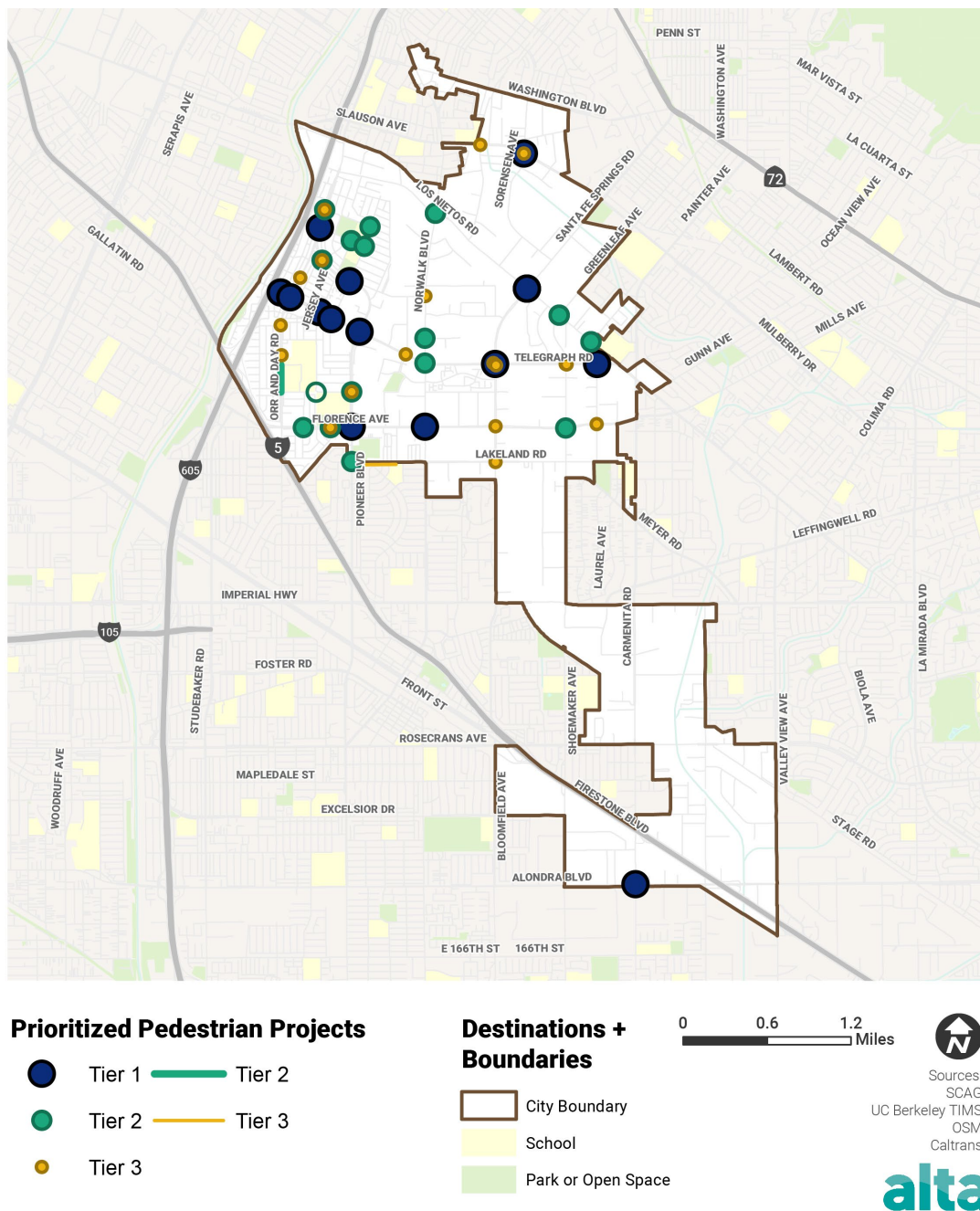
Corridor	From	To	Facility Type	Length (Miles)	Cost Estimate	Priority Score
Clarkman Street	Roseton Avenue	Pioneer Boulevard	Class III Bicycle Route	0.34	Low	36
Dice Road	Slauson Avenue	Los Nietos Road	Class IIB Buffered Bicycle Lane	0.69	Low	36
TOTAL				6.34		

*Table 13. Recommended Bicycle Projects Including Length and Cost Estimates: Tier 3*

Corridor	From	To	Facility Type	Length (Miles)	Cost Estimate	Priority Score
Norwalk Boulevard	Mora Drive	Clark Street	Class III Bicycle Route	0.07	Low	35
Bluejay Lane	Pioneer Boulevard	Morrill Avenue	Class III Bicycle Route	0.16	Low	35
Charlesworth Road	Jersey Avenue	Arlee Avenue	Class III Bicycle Route	0.30	Low	33
Mora Drive	Heritage Park Dr	Norwalk Boulevard	Class III Bicycle Route	0.21	Low	31
Millergrove Drive	Bluejay Lane	Broadened Street	Class III Bicycle Route	0.13	Low	31
Arlee Avenue	Charlesworth Road	Pioneer Boulevard	Class III Bicycle Route	0.34	Low	30
Smith Avenue	Arlee Avenue	Norwalk Boulevard	Class II Bicycle Lane	0.35	Low	30
Clark Street	Norwalk Boulevard	Bloomfield Avenue	Class III Bicycle Route	0.50	Low	30
Morrill Avenue	Los Nietos Road	Bluejay Lane	Class III Bicycle Route	0.17	Low	30

Corridor	From	To	Facility Type	Length (Miles)	Cost Estimate	Priority Score
Coyote Creek Bike Path	Imperial Highway	Foster Road	Class I Shared-Use Path	0.51	High	20
TOTAL				2.73		

Figure 27. Prioritized Pedestrian Projects







### Prioritized Pedestrian Projects

Figure 27 shows the recommended pedestrian projects throughout the city based on prioritization score. The following tables highlight Tier 1, 2, and 3 projects among the recommended pedestrian projects, including planning-level cost estimates.

*Table 14. Recommended Pedestrian Projects Including Quantity, Length, and Cost Estimate: Tier 1*

Street	From (or Cross Street)	To	Facility Category	Description	Cost Estimate	Priority Score
Telegraph Road	Bartley Avenue/I-605 on-ramp	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	56
Telegraph Road	Orr and Day Road	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	56
Slauson Avenue	Sorensen Avenue	-	Crossing Facilities	Enhance to high-visibility crosswalks	Low	55
Telegraph Road	Painter Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	55
Florence Avenue	Norwalk Boulevard	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	55
Telegraph Road	Alburtis Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	53
Florence Avenue	Pioneer Boulevard	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	53
Pioneer Boulevard	Alburtis Avenue	-	Crossing Facilities	Enhance high-visibility crosswalk	Low	51
Telegraph Road	Pioneer Boulevard	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	51
Los Nietos Road	Santa Fe Springs Road	-	Curb Treatments	Add tactile dome pads on all corners	Low	50
			Crossing Facilities	Enhance high-visibility crosswalks	Low	50

Street	From (or Cross Street)	To	Facility Category	Description	Cost Estimate	Priority Score
Pioneer Boulevard	Charlesworth Road	-	Crossing Facilities	Enhance high-visibility crosswalk	Low	50
Telegraph Road	Jersey Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	50
Telegraph Road	Bloomfield Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	50
Alondra Boulevard	Carmenita Road	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	50

Table 15. Recommended Pedestrian Projects Including Quantity, Length, and Cost Estimate: *Tier 2*

Street	From (or Cross Street)	To	Facility Category	Description	Cost Estimate	Priority Score
Broaded Street	Alburtis Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	47
Los Nietos Road	Norwalk Boulevard	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	45
Los Nietos Road	Norwalk Boulevard	-	Curb Treatments	Add tactile dome pads on northwest and southwest curb cuts	Low	45
Los Nietos Road	Greenleaf Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	45
Los Nietos Road	Greenleaf Avenue	-	Curb Treatments	Add tactile dome pads on northwest and northeast corners	Low	45
Pioneer Boulevard	Broaded Street	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	45
Pioneer Boulevard	Whiteland Street	-	Crossing Facilities	Enhance high-visibility crosswalk	Low	45
Telegraph Road	Norwalk Boulevard	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	45
Norwalk Boulevard	Hawkins Street	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	45
Clarkman Street Walking Path	Jersey Avenue	-	Curb Treatments	Add curb ramps at east and west ends of existing walkway	Low	45
Florence Avenue	Shoemaker Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	45
Pioneer Boulevard	Clarkman Street	-	Crossing Facilities	Add high-visibility crosswalks to west and north legs	Low	44
Florence Avenue	Roseton Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	44
Pioneer Boulevard	Lakeland Road	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	44

Street	From (or Cross Street)	To	Facility Category	Description	Cost Estimate	Priority Score
Orr and Day Road	High School Driveway	Clarkman Street	Green Infrastructure	Add grates over tree wells to make sidewalk ADA accessible	Medium	44
Charlesworth Road	Jersey Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	43
Florence Avenue	Ringwood Avenue	-	Crossing Facilities	Add high-visibility crosswalks on north, south, and west legs	Low	43
Florence Avenue	Ringwood Avenue	-	Crossing Facilities	Install advance yield markings on either side of crosswalk across Florence	Low	43
Charlesworth Road	Alburtis Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	42
Los Nietos Road	Painter Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	41
Los Nietos Road	Painter Avenue	-	Curb Treatments	Add tactile dome pads on all corners	Low	41

Table 16. Recommended Pedestrian Projects Including Quantity, Length, and Cost Estimate: *Tier 3*

Street	From (or Cross Street)	To	Facility Category	Description	Cost Estimate	Priority Score
Telegraph Road	Geary Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	40
Norwalk Boulevard	Smith Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	40
Telegraph Road	Bloomfield Avenue	-	Transit Stop Amenities	Add bus shelter and bench at northwest stop	Medium	40



Street	From (or Cross Street)	To	Facility Category	Description	Cost Estimate	Priority Score
Telegraph Road	Bloomfield Avenue	-	Transit Stop Amenities	Add bus shelter and bench at southeast stop	Medium	40
Telegraph Road	Greenleaf Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	40
Orr and Day Road	Dunning Street	-	Transit Stop Amenities	Add bus shelter and bench at southeast stop	Medium	40
Florence Avenue	Bloomfield Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	40
Florence Avenue	Painter Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	40
Lakeland Road	Bloomfield Avenue	-	Crossing Facilities	Enhance high-visibility crosswalk	Low	40
Slauson Avenue	Dice Road	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	36
Pioneer Boulevard	Whiteland Street	-	Signals & Beacons	Install RRFB at existing crosswalk	Medium	35
Pioneer Boulevard	Clarkman Street	-	Signals & Beacons	Install RRFB on both sides of crosswalk	Medium	34
Orr and Day Road	Davenrich Street	-	Signals & Beacons	Install RRFB on both sides of crossing	Medium	33
Florence Avenue	Ringwood Avenue	-	Signals & Beacons	Install RRFB on both sides of crosswalk across Florence	Medium	33
Slauson Avenue	Sorensen Avenue	-	Crossing Facilities	Extend existing medians to include a refuge island	High	30
Orr and Day Road	Flossmoor Road	-	Signals & Beacons	Install RRFB on both sides of crosswalk	Medium	30
Telegraph Road	Greenleaf Avenue	-	Transit Stop Amenities	Add bus shelter and bench at southeast stop	Medium	30
Lakeland Road	Pioneer Boulevard	Fulton Wells Avenue	Sidewalks & Paths	Add sidewalk to north side of street	High	30
Pioneer Boulevard	Broaded Street	-	Curb Treatments	Add curb ramp at southwest corner	High	25

## MAINTENANCE AND OPERATIONS

Maintaining active transportation networks is equally as important as building them in the first place. Keeping infrastructure in good working order enables communities to derive an ongoing return on their investment, while demonstrating cities' ongoing commitment to providing a safe and functional system for their residents and visitors.

Regular active transportation facility maintenance includes sweeping, maintaining a smooth pavement and street surface, ensuring that the gutter-to-pavement transition remains relatively flush, trash collection, and restriping. Maintenance costs almost exclusively rely on local funding. Typical costs for maintenance activities and budget set aside for maintenance programs are listed in the tables below (see Table 17 and Table 18).

Additional information regarding maintenance and operations of active transportation facilities can be found in Appendix C: Maintenance and Operations.

*Table 17. Average Maintenance Activity Costs*

Maintenance Activity	Average Replacement Value
Sidewalk Repair	\$12 per square foot
Asphalt Path	\$110 per ton

*Table 18. Average Maintenance Program Budget*

Maintenance Activity	Average Annual Budget
Sidewalk Repair	\$25,000
Signage and Striping	\$35,000
ADA Upgrade Projects	As-needed

## FUNDING

### Coordination with Other Agencies & Departments

Santa Fe Springs neighbors other jurisdictions, including Los Angeles County and the cities of Downey, Norwalk, Whittier, Pico Rivera, La Mirada, and Cerritos. The City of Santa Fe Springs will continue to work with adjacent cities and the County to align priorities for projects where facilities abut boundaries. The City also commits to continue integrating active transportation projects with the regional network of walkways and bikeways in partnership with county agencies and regional bodies such as SCAG and Metro. Lastly, as Caltrans is a large funding source for active transportation projects within the states, and further maintains freeways inside the Santa Fe Springs boundaries, additional coordination with this agency is important.

### Funding Sources

As with many jurisdictions in the region, Santa Fe Springs relies heavily on regional, state, and federal funding sources to implement bicycle and pedestrian infrastructure projects and programs. Typically, these dollars are distributed to jurisdictions throughout California through competitive grant processes.

Transportation funding can change drastically when there are modifications to policies and new taxes and fees are adopted. In 2017, state-level funding for transportation grew through increases in the statewide gas tax and vehicle registration fee (SB 1). The California State Legislature passed these increases to address the growing backlog of roadway maintenance issues statewide, coupled with the adoption of several climate initiatives, such as cap-and-trade, which brings new revenue to the state from the sale and transfer of emission credits.

Federal transportation funding is primarily secured through grant programs run by state and regional agencies such as Metro, SCAG, and Caltrans. Federal funding is perhaps the most uncertain, as the primary federal source of funding—the gas tax—has not been raised since 1993. Federal revenue for transportation is allocated through the federal surface transportation bill, which is developed and authorized by Congress infrequently.

A list of potential funding sources and the types of projects eligible for these sources is provided in Table 19; additional details about each funding source are available in Appendix B. Sources that the City will prioritize are highlighted with a gold star. As the funding environment is constantly changing, many of the sources identified may be discontinued or new funding opportunities may become available. City staff will remain vigilant and maintain focus on adapting to secure funding from sources of revenue as opportunities arise.

Table 19. Funding Sources

	FUNDING SOURCE	On-Street Bikeways	Pedestrian Infrastructure	Trails	Safe Routes to School	Safe Routes to Transit	Crossings/ Intersections	Bicycle Parking Facilities	Programs	Studies
<b>Federal Sources</b>										
	<b>Fixing America's Surface Transportation Act (FHWA)</b>	✓	✓	✓	✓		✓		✓	
	<b>Congestion Mitigation and Air Quality Improvement Program (FHWA)</b>	✓	✓	✓	✓					
	<b>Bus and Bus Facilities Grant Program (FTA)</b>	✓				✓		✓		
☆	<b>Highway Safety Improvement Program (HSIP)</b>	✓	✓		✓	✓	✓			
	<b>Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grants (USDOT)</b>	✓	✓	✓			✓	✓	✓	
	<b>Community Development Block Grant (CDBG) Program (US HUD)</b>	✓	✓	✓			✓			
	<b>National Priority Safety Program (NHTSA)</b>								✓	
	<b>Our Town (National Endowment for the Arts)</b>		✓						✓	✓
	<b>Urbanized Area Formula Program (FTA)</b>					✓		✓		
	<b>Pilot Program for Transit-Oriented Development (TOD) Planning (FTA)</b>					✓				✓
<b>State Sources</b>										
☆	<b>Active Transportation Program (CTC)</b>	✓	✓	✓	✓	✓	✓		✓	
☆	<b>Sustainable Transportation Planning Grants (Caltrans)</b>									✓
	<b>Transportation Development Act Article III (SB 821, Caltrans)</b>	✓	✓	✓	✓	✓	✓			

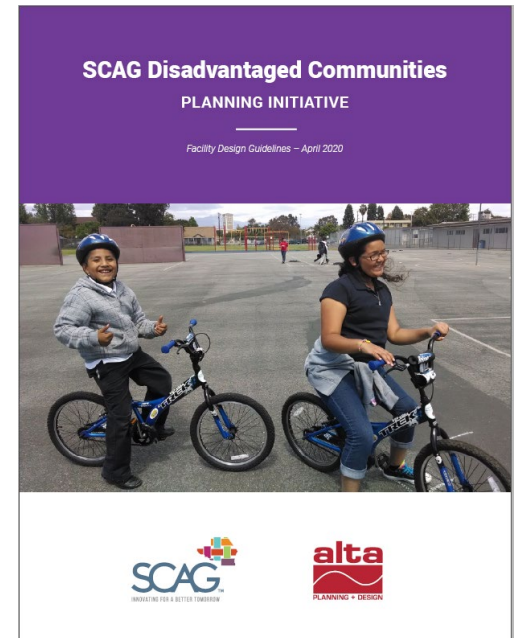


	FUNDING SOURCE	On-Street Bikeways	Pedestrian Infrastructure	Trails	Safe Routes to School	Safe Routes to Transit	Crossings/ Intersections	Bicycle Parking Facilities	Programs	Studies
	State Transportation Improvement Program (CTC)	✓	✓	✓			✓			
	Local Partnership Program (CTC)	✓	✓		✓	✓	✓		✓	
	Solutions for Congested Corridors (CTC)	✓	✓	✓			✓			
★	Office of Traffic Safety (CA OTS)								✓	
	Environmental Enhancement and Mitigation Funds (CA NRA)			✓						
	Recreational Trails Program (CA DPR)			✓						
★	Affordable Housing & Sustainable Communities (CA HCD)	✓	✓			✓	✓	✓	✓	
	Urban Greening Grants (CA NRA)	✓	✓	✓	✓	✓	✓			
	Land and Water Conservation Fund (CA DPR)			✓						
	Habitat Conservation Fund			✓						
	Road Maintenance and Rehabilitation Program (Controller's Office)	✓	✓		✓	✓				✓
	Coastal Conservancy Proposition 1 Grants (SCC)	✓	✓	✓			✓			
	<b>Regional + Local Sources</b>									
★	Sustainability Planning Grant (SCAG)				✓	✓				✓
	Benefit Assessment Districts	✓	✓	✓			✓	✓		

FUNDING SOURCE	On-Street Bikeways	Pedestrian Infrastructure	Trails	Safe Routes to School	Safe Routes to Transit	Crossings/ Intersections	Bicycle Parking Facilities	Programs	Studies
<b>Community Facilities Districts or Mello-Roos</b>	✓	✓	✓			✓			
<b>Enhanced Infrastructure Financing District (EIFD)</b>	✓	✓	✓			✓			
<b>Metro Local Return Program</b> (LA Metro)	✓		✓	✓	✓	✓	✓	✓	
<b>Metro Call for Projects</b> (LA Metro)	✓	✓	✓		✓	✓	✓		
<b>Metro Active Transport, Transit and First/Last Mile (MAT) Program</b> (LA Metro)	✓	✓	✓		✓	✓			
★ <b>Metro Open Streets Program</b> (LA Metro)								✓	
<b>Private Sources</b>									
<b>Community Grant Program</b> (PeopleForBikes)	✓		✓				✓		
<b>Plan4Health Coalitions</b> (APA & APHA)									✓
<b>Doppelt Family Trail Development Fund</b> (Rails-to-Trails Conservancy)			✓						
<b>10-Minute Walk Campaign</b> (National Recreation and Park Association)									✓
<b>American Greenways Eastman Kodak Awards</b> (Getches-Wilkinson Center)			✓						✓

## DESIGN GUIDELINES

As part of the Disadvantaged Communities Planning Initiative, SCAG and the project team prepared a set of **Facility Design Guidelines** that participating communities may use to create a pedestrian- and bicycle-friendly, safe, and accessible community. These guidelines are not a substitute for a more thorough evaluation by a professional upon implementation of facility improvements, but instead offer an overview of best practices established across the nation. The guidelines build off of national and state guidance, and are not intended to replace existing state or national mandatory or advisory standards nor the exercise of engineering judgment by licensed professionals, but will instead help inform the City's decisions when evaluating new projects. National and state design guidance and details can be found in the following documents.



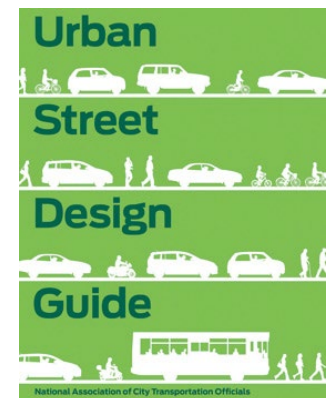
### National Guidance

The American Association of State Highway and Transportation Officials (AASHTO) **Guide for the Planning, Design, and Operation of Pedestrian Facilities (2004)** provides comprehensive guidance on planning and designing for people on foot and using other mobility devices such as wheelchairs.

Offering similar guidance for bicycle facility design, the **AASHTO Guide for the Development of Bicycle Facilities (2012)** provides guidance on dimensions, use, and layout of specific bicycle facilities.

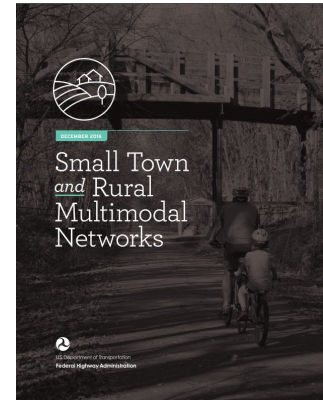
The **National Association of City Transportation Officials' (NACTO) Urban Street Design Guide (2013)** is the newest publication of nationally recognized urban street design standards, and offers guidance on the current state of the practice designs.

AASHTO's **A Policy on Geometric Design of Highways and Streets (2011)**, commonly referred to as the "Green Book," contains current design research and practices for highway and street geometric design.



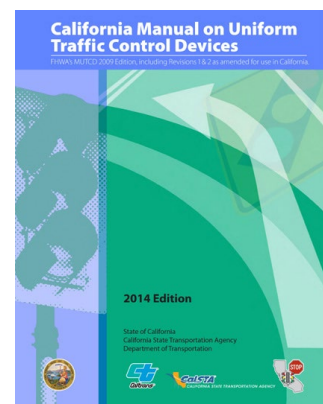
**Separated Bike Lane Planning and Design Guide (2015)** is the latest national guidance on the planning and design of separated bike lane facilities released by the Federal Highway Administration (FHWA). The resource documents best practices as demonstrated around the U.S., and offers ideas on future areas of research, evaluation and design flexibility.

The FHWA's **Small Town and Rural Multimodal Networks Report (2016)** is a resource to help small towns and rural communities support safe, accessible, comfortable, and active travel for people of all ages and abilities. It provides an overview of bicycle and pedestrian designs for these communities, as well as examples of peer communities.



## State Guidance

The **California Manual on Uniform Traffic Control Devices (CA MUTCD) (2014)** is an amended version of the FHWA MUTCD 2009 edition modified for use in California. While standards presented in the CA MUTCD substantially conform to the FHWA MUTCD, the state of California follows local practices, laws, and requirements with regards to signing, striping, and other traffic control devices. As of publication, the document has been published as Revision 4 in March 2019.



The **California Highway Design Manual (HDM) (Updated 2015)** establishes uniform policies and procedures to carry out highway design functions for the California Department of Transportation.

**Complete Intersections: A Guide to Reconstructing Intersections and Interchanges for Bicyclists and Pedestrians (2010)** is a reference guide presenting information and concepts related to improving conditions for pedestrians and bicycle riders at major intersections and interchanges. The guide can be used to inform minor signage and striping changes to intersections, as well as major changes and designs for new intersections.

**Main Street, California: A Guide for Improving Community and Transportation Vitality (2013)** reflects California's current manuals and policies that improve multimodal access, livability, and sustainability



within the transportation system. The guide recognizes the overlapping and sometimes competing needs of main streets, especially those that are operated as part of the State's highway system.

Caltrans produced a memorandum entitled **Design Flexibility in Multimodal Design (2014)** that encourages flexibility in highway design. The memo stated that "Publications such as NACTO's Urban Street Design Guide and Urban Bikeway Design Guide... are resources that Caltrans and local entities can reference when making planning and design decisions on the State highway system and local streets and roads."

Section 9

# APPENDIX

## 9. Appendix

### APPENDIX A: ATP COMPLIANCE CHECKLIST

Subject	Requirement	Section(s)
Mode Share	The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.	Chapters 3 & 6
Description of Land Use/Destinations	A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, major transit hubs, and other destinations. Major transit hubs must include, but are not limited to, rail and transit terminals, and ferry docks and landings.	Chapter 3
Pedestrian Facilities	A map and description of existing and proposed pedestrian facilities, including those at major transit hubs and those that serve public and private schools.	Chapters 4 & 6
Bicycle Facilities	A map and description of existing and proposed bicycle transportation facilities including those at major transit hubs and those that serve public and private schools.	Chapters 4 & 6
Bicycle Parking	A map and description of existing and proposed end-of-trip bicycle parking facilities. Include a description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments. Also include a map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, bicycle parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.	Chapters 4 & 6

Subject	Requirement	Section(s)
Wayfinding	A description of existing and proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.	Chapters 4 & 6
Non-Infrastructure	A description of existing and proposed bicycle and pedestrian engagement, education, encouragement, and evaluation programs conducted in the area included within the plan.	Chapters 4 & 7
Collision Analysis	The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.	Chapters 4 & 6
Equity Analysis	Identify census tracts that are considered to be disadvantaged or low-income and identify bicycle and pedestrian needs of those disadvantaged or low-income residents.	Chapter 3
Community Engagement	A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.	Chapter 5
Coordination	A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan.	Chapter 3
Prioritization	A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.	Chapter 8
Funding	A description of future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated cost, revenue sources and potential grant funding for bicycle and pedestrian uses.	Chapter 8 & Appendix B
Implementation	A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency	Chapter 8



Subject	Requirement	Section(s)
	and community informed of the progress being made in implementing the plan.	
Maintenance	A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, ADA level surfaces, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting	Chapter 8 & Appendix C
Resolution	A resolution showing adoption of the plan by the city, county or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.	Appendix E

## APPENDIX B: FUNDING SOURCES

### *Federal Sources*

#### **FIXING AMERICA'S SURFACE TRANSPORTATION ACT (FAST ACT)**

The FAST Act, which replaced Moving Ahead for Progress in the 21st Century Act (MAP-21) in 2015, provides long-term funding certainty for surface transportation projects. This means states and local governments can move forward with critical transportation projects with the confidence that they will have a Federal partner over the long term (i.e. for at least five years).

The law makes changes and reforms to many Federal transportation programs. For example, it allows local entities that are direct recipients of Federal dollars to use a design publication that is different than one used by their State DOT, such as the Urban Bikeway Design Guide by the National Association of City Transportation Officials.

#### **CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)**

CMAQ provides funding to state and local agencies for transportation projects that help meet Clean Air Act objectives. Funded projects must work to reduce congestion and improve area quality in nonattainment or maintenance zones for ozone, carbon monoxide or particulate matter. CMAQ funds can be used for bicycle and pedestrian projects that are included in the metropolitan planning organization's (MPO) current transportation plan and transportation improvement program (TIP). Projects can include bicycle and pedestrian facilities that are not exclusively recreational and for outreach related to safe bicycle use. Studies that are part of the project development pipeline (e.g., preliminary engineering) are also eligible for funding.

CMAQ funding is administered at the local level through the Southern California Association of Governments (SCAG). These funds are eligible for transportation projects that contribute to the attainment or maintenance of National Ambient Air Quality Standards in non-attainment or air quality maintenance areas. Examples of eligible projects include enhancements to existing transit services, rideshare and vanpool programs, projects that encourage bicycle transportation options, traffic light synchronization projects that improve air quality, grade separation projects, and construction of high-occupancy vehicle (HOV) lanes. Projects that are proven to reduce direct PM2.5 emissions are to be given priority

### **BUS AND BUS FACILITIES GRANT PROGRAM**

The Federal Transit Administration (FTA) offers formula allocations and grants to a variety of organizations, including local governments, to pay for buses and related facilities. Agencies can use these funds to pay for bicycle routes to transit, bike racks, bike shelters, and bicycle equipment for public transportation vehicles.



### **HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)**

This federal program provides funding to states for projects that help communities achieve significant reductions in traffic fatalities and serious injuries on all public roads, bikeways, and walkways. Eligible projects include pedestrian safety improvements, traffic calming projects, and crossing treatments in school zones. Non-infrastructure projects are not eligible. All HSIP projects must be consistent with the state's Strategic Highway Safety Plan. Funding is available up to \$10 million and requires a 10% match.

[Learn more about how the HSIP funding is awarded in California.](#)

### **BETTER UTILIZATION INVESTMENTS TO LEVERAGE DEVELOPMENT DISCRETIONARY GRANT (BUILD)**

The BUILD (formerly TIGER) reimbursement grant, available through the U.S. Department of Transportation, allows sponsors at the State and local levels to obtain funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional funding initiatives. Eligible projects include: recreational trails, road diets, separated bike lanes, shared use paths, sidewalks, signal improvements, signed pedestrian or bicycle routes, traffic calming, trailside and trailhead facilities, bicycle parking, racks, repair stations, storage, and bike share programs. A program of projects can be assembled and should demonstrate significant regional impacts and be construction-ready. The minimum grant request in rural areas is \$1 million and in urban areas it is \$5 million.

### **COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM**

This program funds local development activities, such as affordable housing and anti-poverty programs, in low-to-moderate-income communities, as well as supporting infrastructure. Funds can be used to acquire property and build public facilities such as streets, sidewalks, and recreational facilities. This federal program is administered by the State who makes funds available to eligible agencies (cities and counties).

### **NATIONAL PRIORITY SAFETY PROGRAM**

This program encourages States to address national priorities for reducing highway deaths and injuries through a variety of programs including non-motorized safety. Grants are awarded to State Highway Safety agencies for implementation or disbursement.

### **OUR TOWN**

The Our Town grant program supports creative placemaking projects that help to transform communities into lively, beautiful, and resilient places – achieving these community goals through strategies that incorporate arts, culture, and/or design. Creative placemaking is when art is deliberately integrated into community revitalization work - placing arts at the table with land-use, transportation, economic development, education, housing, infrastructure, and public safety strategies. Grant applicants require partnerships between arts organizations and government, other nonprofit organizations, and private entities. Funding ranges between \$25,000 to \$200,000 per project.

### **URBANIZED AREA FORMULA PROGRAM**

This program makes federal resources available to urbanized areas for transit capital and transit-related planning. An urbanized area is an incorporated area with a population of 50,000 or more. A 20% match is required; however, bicycle facilities, including routes to transit, bike racks, shelters and equipment and can receive a 95% federal share for the first 1% of program funds.

### **PILOT PROGRAM FOR TRANSIT-ORIENTED DEVELOPMENT PLANNING**

This program supports public transportation by providing funding to local communities to integrate land use and transit connections. Projects must improve economic development and ridership, foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations.

### ***State Sources***



#### **ACTIVE TRANSPORTATION PROGRAM (ATP)**

California's Active Transportation Program (ATP) funds infrastructure and program projects that support the program goals of shifting trips to walking and bicycling, reducing greenhouse gas emissions, and improving public health. Competitive application cycles occur every one to two years. Eligible projects include bicycling and walking facilities, new or expanded programmatic activities, or



projects that include a combination of infrastructure and non-infrastructure components. Funding for DACs is prioritized. The minimum request for projects is \$250,000. [Learn more about ATP.](#)



#### **SUSTAINABLE TRANSPORTATION PLANNING GRANT PROGRAM**

The Sustainable Transportation Planning Grant Program supports transportation planning processes which address local and regional transportation needs and issues. The program offers two types of grants: Strategic Partnerships and Sustainable Communities, to all levels of government. The Strategic Partnership Grants fund regional agencies to address state highway system deficiencies, strengthen government relationships, and result in programmed system improvements. The Sustainable Communities Grants fund a variety of projects at all levels of government, including concept design. Projects are expected to “identify and address mobility deficiencies in the multimodal transportation system, encourage stakeholder collaboration, involve active public engagement, integrate Smart Mobility 2010 concepts, and ultimately result in programmed system improvements.” [Learn more about this Caltrans funding opportunity.](#)

#### **TRANSPORTATION DEVELOPMENT ACT (TDA) / ARTICLE III (SB 821)**

The Transportation Development Act (TDA) Article III (SB 821) uses monies collected from the state gasoline tax to provide grants through Regional Transportation Planning agencies to fund transportation improvements. The Los Angeles County Metropolitan Transportation Authority (Metro) is responsible for allocating this money on a per capita basis to cities within Los Angeles County with a focus on active transportation and public transit development. These cities have the option to either draw down the funds or to place them on reserve.

#### **STATE TRANSPORTATION IMPROVEMENT PROGRAM**

STIP funds are available for new construction projects that add capacity to the transportation network. Funding is a mix of state, federal, and local taxes and fees; and consists of two components: Caltrans’ Interregional Transportation Improvement Program (ITIP) and regional transportation planning agencies’ Regional Transportation Improvement Program (RTIP). Pedestrian and bicycle projects may be programmed under ITIP and RTIP.

#### **LOCAL PARTNERSHIP PROGRAM**

This program provides local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees with a continuous appropriation of \$200 million

annually to fund transportation improvement projects including biking, walking, safety and health-related projects.

#### **SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM**

The program provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. This statewide, competitive program makes \$250 million available annually for projects that implement specific transportation performance improvements and are part of a comprehensive corridor plan by providing more transportation choices while preserving the character of local communities and creating opportunities for neighborhood enhancement. All projects nominated must be identified in a currently adopted regional transportation plan and an existing comprehensive corridor plan.



#### **OFFICE OF TRAFFIC SAFETY GRANTS**

These grants can be used to fund existing or new traffic safety programs. Proposals should include the seriousness of the problem, crash statistics, and potential traffic safety impacts. Grants for bicycle and pedestrian safety programs have included bicycle rodeos education programs in schools, free helmets, education for older adults, and Vision Zero outreach, among others. [Learn more about the California Office of Traffic Safety \(OTS\) grants here.](#)

#### **ENVIRONMENTAL ENHANCEMENT AND MITIGATION FUNDS**

The California Natural Resources Agency provides grants to projects that indirectly mitigate the environmental impacts of new transportation facilities. Funds are available for land acquisition and construction and should fall into one of the following three categories: urban forestry projects, resource lands projects, or mitigation projects beyond the scope of the lead agency. The local Caltrans district must support the project. The average award amount is \$250,000.

#### **RECREATIONAL TRAILS PROGRAM**

This program provides funding to develop and maintain recreational trails and facilities. Funding can be used for: maintenance and restoration of existing trails; purchase and lease of trail construction and maintenance equipment; construction of new trails, including unpaved trails; acquisition of easements or property; or operation of educational programs to promote safety and environmental protection. The State Department of Parks and Recreation administers the funds and requires a 12% local match.

### ★ **AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM**

This program provides grants and affordable housing loans for transit-oriented development and related infrastructure and programs that reduce greenhouse gas emissions. Bikeway, walkway, and trail projects are key elements of successful affordable housing grant applications and must connect the housing site to transit or other key destinations (school, health care, etc.). At least 50% of AHSC Program funds must be for affordable housing (which includes affordable housing developments or housing-related infrastructure). Funding amounts for sustainable transportation infrastructure vary depending on project type. [Visit the California Department of Housing and Community Development to learn more.](#)

### ★ **URBAN GREENING GRANTS**

Urban Greening Grants support the development of green infrastructure projects that reduce GHG emissions and provide multiple benefits. Projects must include one of three criteria: sequester and store carbon by planting trees; reduce building energy use through shade trees; or reduce commute vehicle miles traveled by constructing bicycle paths, bicycle lanes or pedestrian facilities that provide safe routes for travel between residences, workplaces, commercial centers, and schools. Eligible projects include green streets and alleyways, parks, urban heat island mitigation, and non-motorized urban trails that integrate or mimic natural systems. Projects must be able to demonstrate a reduction in GHG emissions using CARB's approved methodology.

Funds are programmed by the California Natural Resources Agency. Approximately \$28.5 million of funding is available; no minimum or maximum amount of funding must be requested. Funding for DACs and low-income communities is prioritized. [Learn more about the Urban Greening Grant here.](#)

### **LAND AND WATER CONSERVATION FUND**

The Land and Water Conservation Fund is a federal program that provides grants for planning and acquiring outdoor recreation areas and facilities, including trails. In California, the fund is administered by the California State Parks Department. Cities, counties, and districts authorized to acquire and develop park and recreation space are eligible for grant funding. While nonprofits are ineligible, they are allowed to apply in partnerships with eligible agencies. Applicants must fund the project entirely and will be reimbursed for half of the cost.

### **HABITAT CONSERVATION FUND**

This fund allocates approximately \$2 million each year to cities, counties, and districts for nature interpretation programs to bring urban residents into park and wildlife areas, protection of various plant

and animal species, and the acquisition and development of wildlife corridors and trails. Funds are available for trail maintenance, interpretive signage, lighting, and waysides. The program requires a 50% match.

#### **ROAD MAINTENANCE AND REHABILITATION PROGRAM (SB 1)**

Senate Bill 1 (SB1) created the Road Maintenance and Rehabilitation Program (RMRP) to address deferred maintenance on state highways and local road systems. Program funds can be spent on both design and construction efforts. On-street active transportation related maintenance projects are eligible if program maintenance and other thresholds are met. Funds are allocated to eligible jurisdictions. Funds are programmed by the State Controller's Office with guidance from the CTC.

#### **COASTAL CONSERVANCY PROPOSITION 1 GRANTS**

These grants fund ecosystem and watershed protection and restoration projects focused on water sustainability, wetland restoration and urban greening. These grants can be used for the urban greening or water sustainability elements incorporated in bikeway, walkway and trail projects and funding can be used for planning, land acquisition, and construction though there is a focus on supporting projects that will be quickly built.

#### ***Regional & Local Sources***



#### **SUSTAINABILITY PLANNING GRANT**

The program provides technical assistance and a variety of grants to SCAG member jurisdictions. Grants are available in three categories: Integrated Land Use (Sustainable Land Use Planning, Transit Oriented Development (TOD) and Land Use & Transportation Integration); Active Transportation (Bicycle, Pedestrian and Safe Routes to School Plans); and Green Region (Natural Resource Plans, Climate Action Plans (CAPs) and Greenhouse Gas (GHG) Reduction programs). The program also funds quick-build projects. [Learn more about SCAG's Sustainability Planning Grant.](#)

#### **BENEFIT ASSESSMENT DISTRICTS**

Benefit Assessment Districts are used by local governments in California to pay for the cost of providing services to a community. Charges to the community are based on the concept of assessing only those properties that directly benefit from the service. Bikeways, walkways, trails, and related facilities can be funded; however, care must be taken when defining the community boundary as active transportation projects have regional benefits.



### **COMMUNITY FACILITIES DISTRICTS OR MELLO-ROOS**

The Mello-Roos Community Facilities Act allows any county, city, special district, school district, or joint powers of authority to establish a Community Facility Districts (CFD) for the purpose of selling tax-exempt bonds to fund public improvements within that district. Through the process of creating the local goals for a CFD, there is flexibility in how the funds are used. For example, the City of Sacramento included bicycle services in their CDF that included bicycle racks and lockers at public civic uses, bicycle racks on transit vehicles, bikeshare programs, electrified bicycle promotion, and bicycle fairs.

### **ENHANCED INFRASTRUCTURE FINANCING DISTRICTS (EIFD)**

EIFDs were approved by the California Legislature in 2015 to allow communities to establish specific districts in which they can collect local property tax revenues to fund local infrastructure projects.

### **METRO LOCAL RETURN PROGRAMS**

Proposition A, Proposition C, Measure R, and Measure M Local Return programs are each one-half cent sales taxes that finance countywide transit development. Metro is responsible for distributing a certain proportion of the tax revenues to cities and counties to develop and improve public transit, paratransit, and related transportation infrastructure. Funds from Propositions C, R, and M can be used for bicycle-related uses such as infrastructure, signage, bicycle sharing, and education efforts. These Local Return Funds are distributed monthly to jurisdictions on a per capita basis.

### **METRO CALL FOR PROJECTS**

Metro periodically accepts Call-for-Projects applications in eight modal categories to promote pedestrian projects that encourage walking as a viable form of transportation. Eligible projects may include: sidewalk construction, extensions and widening; curb ramps (as part of sidewalk reconstruction); enhanced pedestrian crossing features; landscaping; signage; lighting; and street furniture. Improvements must be for the use of the general public, located within a public right-of-way in a public easement, or some other guarantee of public use. Design and right-of-way acquisition are eligible expenses as long as they are directly related to and part of the project's construction.

### **METRO ACTIVE TRANSPORT, TRANSIT AND FIRST/LAST MILE (MAT) PROGRAM**

Established by Measure M, the MAT Program is expected to fund more than \$857 million (in 2015 dollars) in active transportation infrastructure projects over the course of 40 years. The Program operates in two to five-year cycles.



#### **METRO OPEN STREETS PROGRAM**

Metro will allocate up to \$2 million annually, through a competitive application process, to fund local Open Streets events in Los Angeles County cities. Any city/jurisdiction or multi-jurisdictional team can apply for a maximum of \$500,000 per single event.

#### ***Private Sources***

##### **PEOPLEFORBIKES COMMUNITY GRANT PROGRAM**

This grant program is funded by members of the bicycle industry who want to make it easier and safer for people of all ages and abilities to ride. This program supports bicycle infrastructure projects including bike paths, lanes, trails, and bridges, as well as bike parks and pump tracks. Also included are end-of-trip facilities such as bike racks, bike parking, bike repair stations and bike storage. Funding can be used for engineering and design work, construction costs including materials, labor, and equipment rental, and reasonable volunteer support costs. The grant provides up to \$10,000, and while it does not require a match, the grant should be no more than 50% of the projects overall budget.

##### **PLAN4HEALTH COALITIONS**

The American Planning Association (APA) and the American Public Health Association (APHA) work to build local capacity in addressing population health goals and promoting the inclusion of health in non-traditional sectors such as transportation. Each proposal must address inactivity, unhealthy diets and/or health equity. Awards average \$150,000, and no more than two awards will be granted in a single state.

##### **DOPPELT FAMILY TRAIL DEVELOPMENT FUND**

This fund, overseen by the Rails-to-Trails Conservancy, offers two types of grants. The first, Community Support Grants, help nonprofit organizations or "Friends of the Trail" groups that need funding to get trail development or trail improvement efforts off the ground. Awards range from \$5,000 - \$10,000. The second, Project Transformation Grants, enables organizations to complete a significant trail development or improvement project. Projects on rail-trails and rails-with-trails are given preference, but not required. Awards range from \$15,000 - \$50,000.

##### **10-MINUTE WALK CAMPAIGN**

The 10-Minute Walk Campaign offers grants and technical assistance to help cities increase access to high-quality parks within a 10-minute walk.

#### **AMERICAN GREENWAYS EASTMAN KODAK AWARDS**

This national program provides small grants (\$500-\$2,500) to local, regional, or statewide non-profit organizations to support the planning and design of greenways. Funds may be used for the planning and design of pathways. Grants are awarded based on the importance of the project to local greenway development efforts, demonstrated community support, extent to which the grant will result in matching funds, likelihood of tangible results, and the capacity of the organization to complete the project.

## APPENDIX C: MAINTENANCE AND OPERATIONS

### Recommended Maintenance Procedures

#### *Sweeping*

- Establish a seasonal sweeping schedule that prioritizes roadways with Long-Term Tier 1 projects.  
Sweep walkways and bikeways whenever there is an accumulation of debris.
- In sections with curbs, sweepers should pick up debris; on open shoulders, debris can be swept onto gravel shoulders.

#### *Signage*

- Check regulatory and wayfinding signage along bikeways for signs of vandalism, graffiti, or normal wear.
- Replace signage along the bikeway network as-needed.
- Perform a regularly-scheduled check on the status of signage with follow-up as necessary.
- Create a Maintenance Management Plan.

#### *Roadway Surface*

- Maintain a smooth pothole-free surface.
- Ensure that on new roadway construction, the finished surface on bikeways does not vary more than 1/4-inch.
- Maintain pavement so that ridge buildup does not occur at the gutter-to-pavement transition or adjacent to railway crossings.
- Inspect the pavement two to four months after trenching construction activities are completed to ensure that excessive settlement has not occurred.

#### *Pavement Overlays*

- Extend the overlay over the entire roadway surface to avoid leaving an abrupt edge.
- If the shoulder or bike lane pavement is of good quality, it may be appropriate to end the overlay at the shoulder or bike lane stripe provided no abrupt ridge remains.
- Ensure that inlet grates, manhole and valve covers are within 1/4-inch of the finished pavement surface and are made or treated with slip resistant materials.



### ***Drainage Grates***

- Require all new drainage grates to be bicycle-friendly, including grates that have horizontal slats on them so that bicycle tires and assistive devices do not fall through the vertical slats.
- Create a program to inventory all existing drainage grates, and replace hazardous grates as necessary – temporary modifications such as installing rebar horizontally across the grate should not be an acceptable alternative to replacement.

### ***Gutter to Pavement Transition***

- Ensure that gutter-to-pavement transitions have no more than a 1/4" vertical transition.
- Examine pavement transitions during every roadway project for new construction, maintenance activities, and construction project activities that occur in streets.

### ***Landscaping***

- Ensure that shoulder plants do not hang into or impede passage along bikeways.
- After major damage incidents, remove fallen trees or other debris from bikeways as quickly as possible.

### ***Maintenance Management Plan***

- Provide fire and police departments with a map of the system, along with access points to gates/bollards.
- Develop an online tool for riders to report hazards, potholes, and other bicycle-related issues for the County and local jurisdictions to address. Ensure these requests are addressed in a timely manner.
- Provide bicycle detour routes and signs during roadway construction.

## **Operations**

### ***Implementation and Design***

- Implement on-street bicycle and pedestrian facilities proposed in this Plan when completing road rehabilitation and reconstruction projects.
- Design and maintain all streets so that they incorporate Complete Streets standards.
- Adopt an accelerated pavement maintenance schedule for all designated existing and planned bikeways.
- Apply pavement stenciling to indicate detention areas at all traffic signals.

- Identify opportunities to remove travel lanes from roads where there is excess capacity in order to provide new or improved bicycle facilities.
- Install context-sensitive bikeways that consider both the volume, speed, and complement surrounding land uses.

### ***Engagement***

- Regularly and consistently engage community members to gain feedback on how existing facilities are operating and areas of improvement.
- Engage community members before, during, and after projects are implemented. Work to ensure projects reflect community needs and serve vulnerable populations.

### ***Evaluation***

- Work with California Highway Patrol to improve the reporting and analysis of bicyclist-involved collisions and bicycle theft.
- Measure air quality and reductions in greenhouse gas emissions that may result from a decrease in vehicular use as bicycle use increases.
- Create an annual bicycle and pedestrian count program.
- Regularly monitor implementation of the Active Transportation Plan, and review and update the recommended bicycle and pedestrian facilities every five years.

## APPENDIX D: PLANS AND POLICIES

To ensure this Plan is consistent with and builds upon the efforts of various planning, policy, and regulatory documents, the project team conducted a comprehensive review of relevant items. These include the City's own documents, such as the General Plan and Municipal Codes. Santa Fe Springs also intends to design a bicycle and pedestrian network that complements existing and planned bikeways and pedestrian projects in surrounding jurisdictions. Therefore, the planning context also includes bicycle and pedestrian plans, policies, and projects of neighboring jurisdictions, Los Angeles County, Los Angeles County Metropolitan Transportation Authority (Metro), and the State of California.

This Plan will help Santa Fe Springs continue to meet the following goals.

### Local

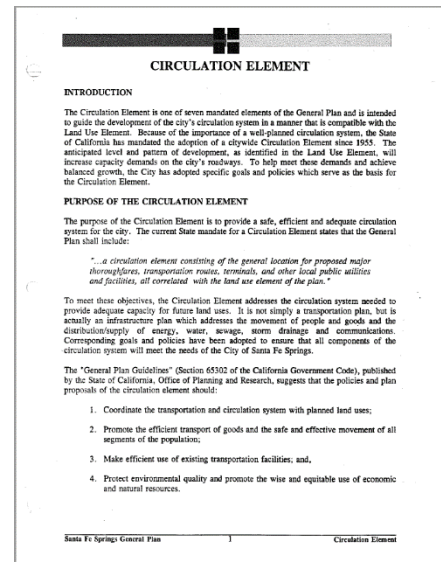
#### General Plan

The City's General Plan contains the goals, policies, and programs for current and future development within Santa Fe Springs. The Circulation Element addresses issues related to active transportation.

#### CIRCULATION ELEMENT

**GOAL 3:** Develop and encourage a transportation demand management (TDM) system to assist in mitigating traffic impacts and in maintaining a desired level of service on the circulation system. The TDM system will be in accordance with the TDM ordinance adopted by the City of Santa Fe Springs pursuant to the requirements of the State's Congestion Management Plan Act.

- Policy 3.1 Pursue transportation management strategies that will maximize vehicle occupancy and optimize average trip length.
- Policy 3.2 Encourage non-residential development to provide employee incentives to utilize alternatives to conventional automobile travel (i.e., carpools, vanpools, buses, bicycle and walking).
- Policy 3.7 Minimize pedestrian and vehicular conflicts.



**GOAL 6:** Support a system of safe, efficient and attractive bicycle and pedestrian routes for commuter, school and recreational use.

- Policy 6.1 Maintain a Bikeway Plan that is consistent with other adopted master plans, to assure that local bicycle routes will be compatible with routes of neighboring jurisdictions.
- Policy 6.2 Maintain existing pedestrian facilities and support the inclusion of pedestrian facilities in new development.
- Policy 6.3 Where appropriate, require proposed developments adjacent to proposed bikeway routes to include bicycle paths or lanes in their street improvement plans to construct the bicycle paths or lanes as a condition of project approval.
- Policy 6.4 Endorse safe, separate, and convenient paths for bicycles and pedestrians so as to encourage these alternative forms of transportation.
- Policy 6.5 Require plans for bicycle and pedestrian facilities to give priority to providing continuity and closing gaps in the bikeway and sidewalk network.
- Policy 6.6 Encourage the placing of showers, changing rooms and bicycle storage at all major new and existing non-residential developments and public places.
- Policy 6.7 Develop programs that encourage the safe utilization of easements and/ or rights-of-way along flood control channels, public utilities, railroads and streets wherever possible for the use of bicycles and/or pedestrians.
- Policy 6.8 Ensure accessibility of pedestrian facilities to the elderly and mobility impaired.

### ***Standard Plans (2019)***

Updated in 2019, the City of Santa Fe Springs Standard Plans outlines requirements related to streetscapes, including design and placement of sidewalks, curbs, and street amenities (e.g., trees, lighting).





### ***Code of Ordinances***

The following sections of Santa Fe Springs' municipal code govern rules related to active transportation in the city.

#### **§ 73.04 RIDING IN CROSSWALKS**

(A) Any person crossing a street within any portion of a crosswalk across such street, and in possession of a bicycle at the time, shall not ride such bicycle within such crosswalk area, but shall dismount therefrom and guide such bicycle by hand while within such crosswalk area.

(B) Violation of this section shall be deemed an infraction.

#### **§ 73.15 REQUIRED**

(A) No person shall operate or permit to be operated on any street any bicycle propelled wholly or in part by muscular power, unless such bicycle shall first have been registered and licensed as provided in this subchapter.

(B) Violation of this section shall be deemed an infraction.

#### **§ 73.16 APPLICATION**

Any person desiring to register a bicycle shall make application to the Director of Police Services upon forms provided by the city. Such form shall show the name and address of the applicant, a description of the bicycle to be registered, including the name, serial number, if any, and color thereof, together with such other information or description as may be required.

#### **§ 73.17 PERMANENT REGISTER; ISSUANCE OF CERTIFICATE AND LICENSE**

(A) Upon receipt of an application for the registration of a bicycle, the Director of Police Services shall register such bicycle in a permanent register and give such bicycle a registration number.

(B) When a bicycle is registered in the permanent register, a registration certificate and a license shall be issued to the applicant. Both the registration certificate and license shall bear the registration number assigned.

#### **§ 73.18 TERM**

A bicycle registration and license shall expire four years after the end of December 31 of the year during which such registration and license first take effect.

### **§ 73.19 TRANSFER**

It shall be the duty of the purchaser or transferee of a sold or transferred bicycle to apply for a transfer of registration therefor within five days of the date of such sale or transfer.

### **§ 73.20 REREGISTRATION**

If the license plate is lost, stolen or mutilated, the person owning such bicycle shall make an application to reregister such bicycle. The previous registration shall be cancelled, the bicycle shall be reregistered in the permanent register, and, if necessary, a new identifying number shall be given to such bicycle.

### **§ 73.21 FEES**

The applicant shall pay a fee as set from time to time by City Council resolution for each new license issued, each reregistration or each transfer of registration.

### **§ 155.502 TRIP REDUCTION AND TRAVEL MEASURES**

(D)(2)(b)(3) Bicycle racks or other secure bicycle parking shall be provided to accommodate four bicycles per the first 50,000 square feet of nonresidential development and one bicycle per each additional 50,000 square feet of nonresidential development. Calculations which result in a fraction of 0.5 or higher shall be rounded up to the nearest whole number. A bicycle parking facility may also be a fully enclosed space or locker accessible only to the owner or operator of the bicycle, which protects the bike from inclement weather.

(D)(2)(c) Specific facilities and location (e.g., provision of racks, lockers, or locked room) shall be to the satisfaction of the city.

(c) Nonresidential development of 100,000 square feet or more shall comply with the development standards of this division, and shall provide all of the following measures to the satisfaction of the city:

1. A safe and convenient zone in which vanpool and carpool vehicles may deliver or board their passengers.
2. Sidewalks or other designated pathways following direct and safe routes from the external pedestrian circulation system to each building in the development.
3. If determined necessary by the city to mitigate the project impact, bus stop improvements must be provided. The city will consult with the local bus service

providers in determining appropriate improvements. When locating bus stops and/or planning building entrances, entrances must be designed to provide safe and efficient access to nearby transit stations/stops.

4. Safe and convenient access from the external circulation system to bicycle parking facilities on-site.

#### **§ 155.580 IMPROVEMENT STANDARDS**

The public streets to be improved shall be constructed and improved in accordance with the following standards insofar as such is practical and will not create an undue hardship:

(A) Street requirements:

1. Major highways shall be dedicated to a minimum width of 100 feet, with roadway, sidewalk and parkway widths in accordance with standard city specifications as approved by the City Engineer. Improvements to the highway shall include curb and gutter, paving, sidewalks, street lights, wheel chair ramps, and graded parkway.
2. Secondary highways shall be dedicated to a width of 80 feet, with roadway, sidewalk and parkway widths in accordance with standard city specifications as approved by the City Engineer. Improvements to the highway shall include curb and gutter, paving, sidewalks, street lights, wheel chair ramps, and graded parkway.
3. Industrial streets shall be dedicated to a width of 64 feet, with roadway, sidewalk and parkway widths in accordance with standard city specifications as approved by the City Engineer. Improvements to the highway shall include curb and gutter, paving, sidewalks, street lights, wheel chair ramps, and graded parkway.
4. Through collector streets shall be dedicated to a width of 64 feet, with roadway, sidewalk and parkway widths in accordance with standard city specifications as approved by the City Engineer. Improvements to the highway shall include curb and gutter, paving, sidewalks, street lights, wheel chair ramps, and graded parkway.
5. Local residential streets shall be dedicated to a width of 60 feet, with roadway, sidewalk and parkway widths in accordance with standard city specifications as approved by the City Engineer. Improvements to the highway shall include curb and gutter, paving, sidewalks, street lights, wheel chair ramps, and graded parkway.

In addition, each intersection shall be dedicated so as to provide a corner radius or a cut corner, and such dedication shall be improved, all in accordance with standard city specifications as approved by the City Engineer for such intersection.

## Regional

### ***Norwalk Green Line Extension Study (In Progress)***

The Southern California Association of Governments (SCAG), in coordination with the Los Angeles County Metropolitan Transportation Authority (Metro) and the Cities of Norwalk and Santa Fe Springs, is conducting a planning study to identify and evaluate feasible alternatives for extending the Metro Green Line east from the Norwalk Station to connect to the Norwalk/Santa Fe Springs Metrolink Station. The goal is to discover how this strategic connection can best serve the economic, cultural and quality-of-life needs of Santa Fe Springs, while providing economic and mobility benefits for the entire region.

### ***Gateway Cities Strategic Transportation Plan (2016)***

The Strategic Transportation Plan (STP) brings together all elements of the transportation system in the Gateway Cities — freeways, arterial highways, transit, bikeways, pedestrian facilities, technology, and goods movement — into a unified vision for the future. The STP supports the Gateway Cities Council of Government's (GCCOG) mission to improve the mobility, accessibility, sustainability, and safety of the subregion's transportation system. It proposes a series of freeway, arterial roadway, transit, bicycle, pedestrian, technology, and goods movement projects. The STP recommends the following bikeways be implemented in Santa Fe Springs, in coordination with neighboring jurisdictions:

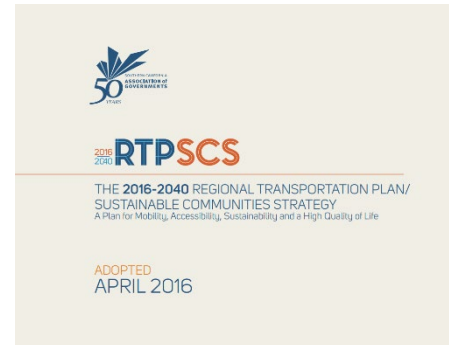
- Class II/III facility on Bloomfield Avenue
- Class III bike route on Florence Avenue
- Class II/III facility on Imperial Highway
- Class II/III facility on Slauson Avenue
- Class II/III facility on Telegraph Road





### ***Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) (2016)***

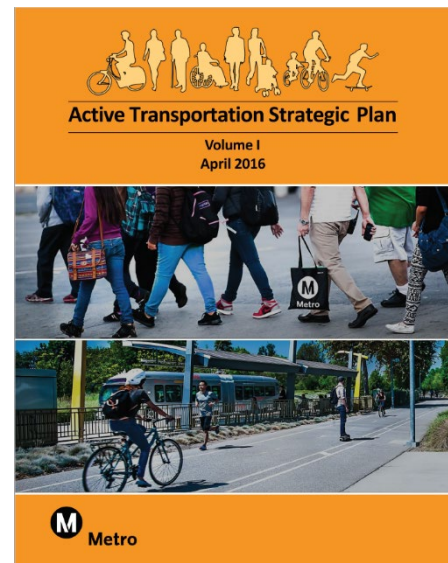
The SCAG Regional Transportation Plan includes a commitment to reduce transportation related emissions to comply with California Senate Bill 375. This Plan will help Santa Fe Springs contribute to this goal.



### ***Los Angeles Metro Active Transportation Strategic Plan (2016)***

The Active Transportation Strategic Plan (ATSP) is Metro's county-wide effort to identify strategies to increase walking, bicycling and transit use in Los Angeles County. The Plan focuses on improving first and last mile access to transit and proposes a regional network of active transportation facilities, including shared-use paths and on-street bikeways. The ATSP analyzed locations and provided recommendations for infrastructure near major transit destinations and expanded bikeways, including locations in Santa Fe Springs.

- Santa Fe Springs Road (Class II)
- Whittier Boulevard (Class II)
- Telegraph Road (Class II)
- Coyote Creek (Class I)
- Florence Avenue/Mills Avenue (Class III)
- Shoemaker Avenue (Class II)
- Imperial Highway (Class II)



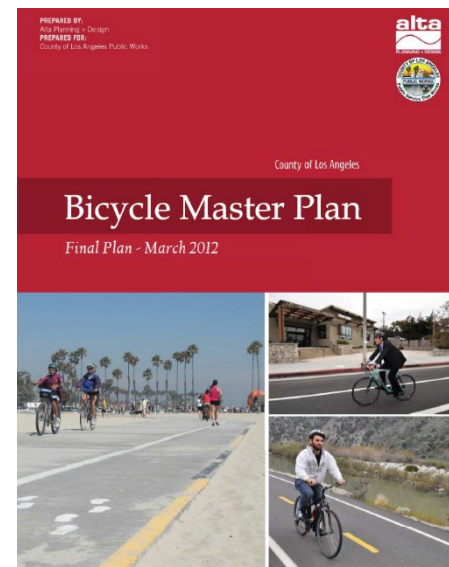
### ***Los Angeles County Metro First Last Mile Strategic Plan (2013)***

Los Angeles County Metropolitan Transportation Authority (Metro) continues to develop a world-class rail system with stations that will be a short distance (three miles or less) from the homes of 7.8 million people, nearly 80 percent of Los Angeles County residents. Over time, this number will continue to grow as cities modify their land-use plans to provide more housing and jobs near stations, consistent with market demand and regional goals for more sustainable communities.



### ***County of Los Angeles Bicycle Master Plan (2012)***

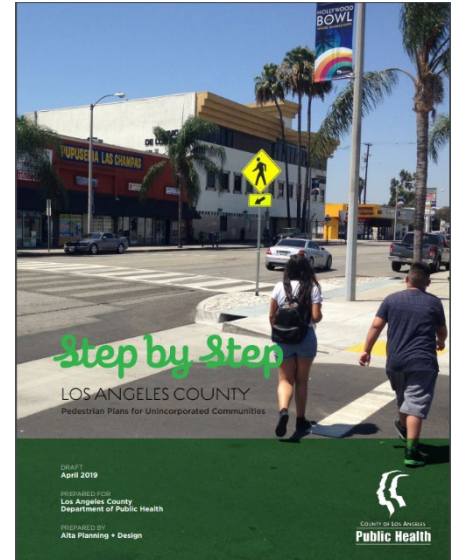
The County of Los Angeles Bicycle Master Plan is intended to guide the development and maintenance of a comprehensive bicycle network and set of programs throughout the unincorporated communities of the County of Los Angeles for 20 years (2012 to 2032). The Plan provides direction for improving mobility of bicyclists and encouraging more bicycle ridership within the County by expanding the existing bikeway network, connecting gaps, addressing constrained areas, providing for greater local and regional connectivity, and encouraging more residents to bicycle more often. Multiple Class III bike routes are proposed in the unincorporated areas north and east of Santa Fe Springs.



### ***Step by Step: Los Angeles County Pedestrian Plans for Unincorporated Communities (2019)***

The Step by Step: Los Angeles County Pedestrian Plans for Unincorporated Communities outlines actions, policies, procedures, and programs that the County of Los Angeles will consider to enhance walkability across the following unincorporated communities: Lake Los Angeles, Walnut Park, Westmont/West Athens, and West Whittier-Los Nietos.

The West Whittier-Los Nietos is bordered by the City of Pico Rivera to the west, the City of Whittier to the north and east, and the City of Santa Fe Springs to the east and south. Most proposed facilities are located along Norwalk Boulevard, Pioneer Boulevard, Slauson Avenue, and Washington Boulevard and border and/or go through the City of Santa Fe Springs. For example, new crosswalks are proposed at the intersection of Norwalk Boulevard and Broadway, which was identified as high priority by community members. The installation of a sidewalk on the southeast corner of Washington Boulevard at Allport Avenue is also proposed. In addition, a roadway reconfiguration study is also considered at the intersection of Norwalk Boulevard and Slauson Avenue as well as a continental crosswalk restripe. On the intersection of Washington Boulevard and Norwalk Boulevard, the recommendation proposes a continental crosswalk restripe and install a median refuge island.



### ***City of Downey Bicycle Master Plan (2015)***

The City of Downey Bicycle Master Plan aims to promote bicycling as a mode of transportation to enhance the city's transportation system throughout the city and neighboring communities. Several of its recommended projects are located near Santa Fe Springs and will connect community members across Downey, Santa Fe Springs, and other community members riding their bikes on the San Gabriel River Trail.

### ***City of Whittier Bicycle Transportation Plan (2013)***

The City of Whittier Bicycle Transportation Plan provides project recommendations that promote safety and connectivity throughout its city. The plan contains an analysis of several corridors and trails existing conditions and list recommendations to help enhance the city's bike network. Near Santa Fe Springs, the plan suggests upgrading Santa Fe Springs Road with a Class II bike lane between the Whittier Greenway Trail and York Field at Mulberry Drive and Slauson Avenue. Norwalk Boulevard is also a major street that connects the City of Whittier to other major cities such as Santa Fe Springs and Pico Rivera. The plan suggests an upgrade from Class III to Class II; near Santa Fe Springs, Norwalk Boulevard is recommended to become a Class III route.



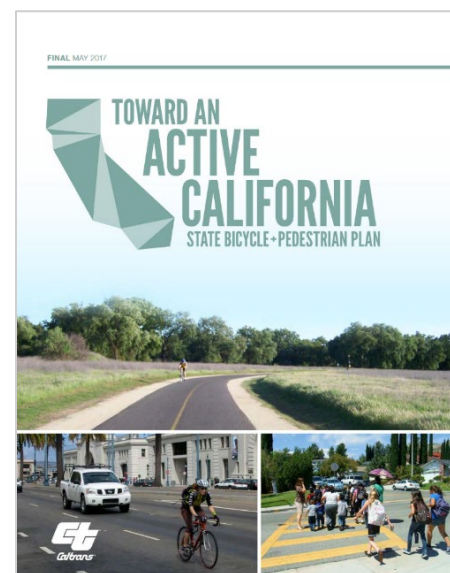
### **State**

### ***California State Bicycle & Pedestrian Plan (2017)***

The California State Bicycle and Pedestrian Plan is a visionary and comprehensive policy plan to promote a multi-modal transportation system that supports active modes of transportation and creates a framework to increase safe bicycling and walking. The plan contains:

- Strategies to achieve the goals and objectives outlined in the plan
- Performance measures and data needs to evaluate success
- Recommendations for improved Caltrans processes
- Safety statistics and a safety awareness brochure
- Investment strategies

This plan will help Santa Fe Springs work with the local Caltrans office to implement projects on Caltrans rights-of-way.





### ***Complete Streets Implementation Action Plan 2.0 (2017)***

The intent of the Complete Streets Implementation Action Plan 2.0 is to describe the current California Department of Transportation (Caltrans) complete streets policy framework and to provide an overview of Caltrans' complete streets efforts. This policy directs Caltrans to provide for the needs of all travelers of all ages and ability in all planning, programming, design, construction, operations, and maintenance activities, and products on the State highway system. This update of the plan lays out the structure for monitoring, reporting, and overcoming barriers to further integrate complete streets into all Caltrans functions and processes.

### ***Senate Bill 99 - Active Transportation Program Act (2013)***

SB 99 establishes the Active Transportation Program for the state, in accordance with the federal Moving Ahead for Progress in the 21st Century (MAP-21) legislation, to encourage increased use of active modes of transportation and create a mechanism for distributing federal funds to local and regional efforts. The bill includes the following goals for the Active Transportation Program:

- Increase the proportion of trips accomplished by bicycling and walking
- Increase safety and mobility for non-motorized users
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction
- Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding
- Ensure that disadvantaged communities fully share in the benefits of the program
- Provide a broad spectrum of projects to benefit many types of active transportation users

### ***Caltrans Deputy Directive 64 – Complete Streets (2008)***

In 2001, the California Department of Transportation (Caltrans) adopted Deputy Directive 64, "Accommodating Non-Motorized Travel," which contained a routine accommodation policy. The directive was updated in 2008 as "Complete Streets – Integrating the Transportation System." The new policy includes the following language:

*The Department 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.*

*The Department develops integrated multimodal projects in balance with community goals, plans, and values. Addressing the safety and mobility needs of bicyclists, pedestrians, and transit users in all projects, regardless of funding, is implicit in these objectives. Bicycle, pedestrian and transit travel is facilitated by creating "complete streets" beginning early in system planning and continuing through project delivery and maintenance operations.*

The directive establishes Caltrans' own responsibilities under this policy. The responsibilities Caltrans assigns to various staff positions under the policy include the following:

- Ensure bicycle, pedestrian, and transit interests are appropriately represented on interdisciplinary planning and project delivery development teams.
- Ensure bicycle, pedestrian, and transit user needs are addressed and deficiencies identified during system and corridor planning, project initiation, scoping, and programming.
- Ensure incorporation of bicycle, pedestrian, and transit travel elements in all Department transportation plans and studies.
- Promote land uses that encourage bicycle, pedestrian, and transit travel.
- Research, develop, and implement multimodal performance measures.

### ***Assembly Bill 1358 - Complete Streets Act (2008)***

In September 2008, California adopted a new law that requires cities and counties to include complete streets policies as part of their general plans so that roadways are designed to safely accommodate all users, including bicyclists, pedestrians, transit riders, children, older adults, and people with mobility impairments, as well as motorists.

### ***Senate Bill 375 - California Sustainable Communities Strategy (2008)***

SB 375 is the first law in the nation that attempts to control greenhouse gas emissions by curbing sprawl. The law requires the California Air Resources Board (CARB) to develop regional targets for reductions in greenhouse gas emissions from passenger vehicles for 2020 and 2035. Each of the 18 metropolitan planning organizations in California will need to prepare a "sustainable communities' strategy" for meeting the emissions reductions target in its region through transportation and land use actions that reduce the number of vehicle miles traveled. SB 375 establishes per-capita greenhouse gas emission reduction targets of 7% by the year 2020 and 15% by the year 2035, using 2005 levels as the base year.

***Assembly Bill 32 - California Global Warming Solutions Act (2006)***

The California Global Warming Solutions Act aims to reduce the state's emissions of greenhouse gases to 1990 levels by 2020 and to 80% below 1990 levels by 2050. The law requires the California Air Resources Board (CARB) to adopt a "scoping plan" indicating how the 2020 target for emission reductions may be achieved from significant greenhouse gas sources through regulations, market mechanisms, and other actions. One of the recommended actions in the CARB scoping plan is to "develop regional greenhouse gas emissions reduction targets for passenger vehicles." The mechanism for developing these targets was established by separate legislation, Senate Bill 375.

**Federal Plans and Policies**

***US DOT Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations (2010)***

The United States Department of Transportation (US DOT) issued this Policy Statement to support and encourage transportation agencies at all levels to establish well-connected walking and bicycling networks. The DOT encourages States, local governments, professional associations, community organizations, public transportation agencies, and other government agencies, to adopt similar policy statements on bicycle and pedestrian accommodation as an indication of their commitment to accommodating bicyclists and pedestrians as an integral element of the transportation system.

## **APPENDIX E: RESOLUTION [PLACEHOLDER]**







# *City of Santa Fe Springs*

City Council Meeting

ITEM NO. 10

January 14, 2021

## **NEW BUSINESS**

### Appointment of Trustee to the Greater Los Angeles County Vector Control District Board of Trustees

#### RECOMMENDATION

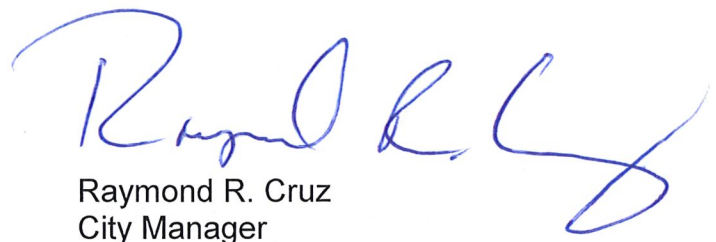
- Leave current Trustee, Council Member Zamora as is; or
- Re-Appoint Trustee, Council Member Zamora amending term to begin March 2021.

#### BACKGROUND

On December 10, 2020 the City Council appointed Council Member Zamora as the City's Trustee to the Greater Los Angeles County Vector Control. Since there would be a schedule conflict during the months of January and February 2021, Council Member Zamora will not be able attend both meetings; therefore, the City Council appointed a staff to attend on his behalf for the first two months. However, the Greater Los Angeles County Vector Control district has notified us that the City is unable to appoint an alternate; therefore, the City Council has two options:

1. Leave current Trustee, Council Member Zamora as is, which will reflect as two absences for the month of January and February 2021; or
2. Re-Appoint Council Member Zamora, amending his term to begin March 2021, leaving January and February with no City representative.

The General Manager Truc Dever has assured us that not having a Trustee for the months of January and February 2021 will not affect the services we receive in the City.

  
Raymond R. Cruz  
City Manager

#### Attachments:

None



# City of Santa Fe Springs

## City Council Meeting

ITEM NO. 11

January 14, 2021

### **NEW BUSINESS**

#### Appointments to Committees and Commissions

#### **RECOMMENDATION(S)**

- Appoint members to the Advisory Committees, Commissions, Council Sub-Committees and External Council Committees.

#### **BACKGROUND**

Every year after the Mayor and Mayor Pro Tem reorganization the City Council has an opportunity to make appointments to the following: Advisory Committees, Commissions, Council Sub-Committees and External Council Appointments.

#### **Advisory Committees**

On January 9th, 2020, and February 13, 2020 the City Council approved Ordinance No. 1111 and Resolution No. 9661, respectively. Both documents provided clarity on advisory committee and commission items such as membership capacity, eligibility, consolidation of certain advisory committees, and term limits. As referenced in Ordinance No. 1111, two-year advisory committee terms are set to commence on January 1, 2021. Council may appoint any applicants who are interested.

Prior to considering any appointments, staff recommends Council reviews the attached recently adopted advisory committee rules referenced in Resolution No. 9661 and Ordinance No. 1111 to ensure the members qualify for appointment.

#### **Commissions**

*Planning Commission* is made up of five (5) officers who are appointed by Council. The Commission meetings every second Monday of each month at 6:00 p.m. At this moment there are no vacancies; however, the City Council may appoint a new member with the removal or resignation of an existing Planning Commissioner.

*Traffic Commission* is made up of five (5) officers who are appointed by Council. The Commission meets every third Thursday of each Month at 6:00 p.m. There is currently one vacancy; however, the rest of the City Council may appoint a new member with the removal or resignation of an existing Traffic Commissioner.

#### **Council Sub-Committees**

Council Sub-Committees are created to discuss permanent on-going items under their jurisdiction which are considered Standing Committees or temporary specific to a topic which are listed as Ad Hoc Committees. Sub-Committees consist of no more than two (2) Council Members which are subject to the Brown Act.



# City of Santa Fe Springs

## City Council Meeting

January 14, 2021

### External Council Appointments

External Council Appointments are appointments made to outside agencies that require a Council Member appointed as Delegate and another Council Member as Alternate that may attend in absence of the Delegate.



Raymond R. Cruz  
City Manager

#### Attachment(s):

1. Ordinance No. 1111
2. Resolution No. 9661
3. Committee/Commission Application List
4. Sub-Committee List
5. External Appointment List



**ORDINANCE NO. 1111**

**AN ORDINANCE OF THE CITY OF SANTA FE SPRINGS AMENDING CHAPTER 32 (COMMISSIONS AND AUTHORITIES) OF TITLE III, SECTION 38.45 OF CHAPTER 38 OF TITLE III, CHAPTER 70 OF TITLE VII, AND CHAPTER 117 OF TITLE XI OF THE CODE OF SANTA FE SPRINGS RELATING TO CITY COMMISSIONS AND COMMITTEES**

THE CITY COUNCIL OF THE CITY OF SANTA FE SPRINGS DOES HEREBY ORDAIN AS FOLLOWS:

**SECTION 1.** Chapter 32 (Commissions and Authorities) of Title III of the Code of Santa Fe Springs is renamed "Commissions and Committees."

**SECTION 2.** Section 32.02 (Composition; Appointment; Terms; Vacancies) of Chapter 32 of Title III of the Code of Santa Fe Springs is deleted in its entirety and replaced with following:

The Planning Commission shall consist of five members who shall be qualified electors of the city. Each member of the City Council shall appoint one person to the Planning Commission.

**SECTION 3.** Section 32.05 (Termination of Membership for Absence from Meetings; Absence for Cause Defined) of Chapter 32 of Title III of the Code of Santa Fe Springs is hereby repealed.

**SECTION 4.** Sections 32.30 and 32.31 of Chapter 32 of Title III of the Code of Santa Fe Springs relating to the Industrial Development Authority are hereby repealed.

**SECTION 5.** Sections 32.30 through 32.39 are hereby added to Chapter 32 of Title III of the Code of Santa Fe Springs to read as follows:

**RULES GOVERNING ALL COMMISSIONS AND COMMITTEES**

**§ 32.30 CREATION.**

The City Council may establish city commissions and committees in accordance with applicable law and by ordinance or resolution. The powers and duties of commissions and committees are limited to those granted by the City Council.

**§ 32.31 ELIGIBILITY.**

Except as otherwise provided in this code, in order to serve on a commission or committee, an individual must be a resident or have an established business interest in the city. In order to serve on a youth-based commission or committee, an individual must be a resident or attend school in the city. These

are minimum eligibility requirements, and certain commissions and committees may have additional eligibility requirements.

§ 32.32 APPLICATIONS.

Application forms for appointment to a commission or committee shall be made available in the City Clerk's Office. A completed application form submitted to the City Clerk is a minimum requirement to be considered for appointment. Applications shall be valid for six months.

§ 32.33 APPOINTMENTS.

Beginning in 2021, appointments to commissions and committees shall be made in January.

§ 32.34 TERM.

The term of service for any individual appointed to a commission or committee shall be two years beginning in January. Any individual appointed to fill an unexpired term shall serve for the unexpired portion of that term. All commission and committee members shall continue in office until their successors are appointed.

§ 32.35 LIMIT.

The same individual may serve on no more than three commissions or committees, or any combination thereof, at any given time.

§ 32.36 ABSENCES.

If an individual appointed to a commission or committee that meets on a monthly basis is absent from three meetings within a calendar year, or absent from three consecutive meetings, that individual shall be deemed to have resigned from the commission or committee. If an individual appointed to a commission or committee that meets on a quarterly basis is absent from two meetings within a year, that individual shall be deemed to have resigned from the commission or committee. An individual who has been deemed to have resigned from a commission or committee due to such absences will be eligible to re-apply to serve on that commission or committee no earlier than six months after such resignation.

§ 32.37 TARDINESS.

Any individual appointed to a commission or a committee who is more than fifteen minutes late to a meeting will be treated as absent from that meeting.

§ 32.38 REMOVAL.

Every individual appointed to a commission or a committee serves at the pleasure of the City Council and may be removed at any time by the City Council member who appointed that individual or by a 4/5 vote of the City Council. Where a City Council member leaves office before the expiration of his or her term, his or her successor to serve the remainder of the term may remove his or her appointed commissioners and committee members and may appoint other commissioners and committee members.

§ 32.39 ADDITIONAL RULES AND REGULATIONS.

The City Council may establish additional rules and regulations governing city commissions and committees that are consistent with the provisions of this code.

**SECTION 6.** Section 38.45 of Chapter 38 of Title III of the Code of Santa Fe Springs is hereby amended as follows:

A. Subsection (A) of Section 38.45 is deleted in its entirety and replaced with the following:

(A) The Heritage Arts Advisory Committee (HAAC) is hereby created as a committee appointed by the City Council to advise on the city's Heritage Artwork in Public Places Program. The HAAC shall consist of a maximum of nine voting and six non-voting members who may be reappointed at the discretion of the City Council and shall include the following unless otherwise directed by the City Council:

- (1) A member of the Planning Commission.
- (2) A member of the Chamber of Commerce and Industrial League.
- (3) A member of the Community Services Advisory Committee.
- (4) The City Manager or designee, in a nonvoting capacity.

(5) The Director of Community Services or designee, in a nonvoting capacity.

(6) The Director of Planning and Development or designee, in a nonvoting capacity.

B. Subsection (C) of Section 38.45 is deleted in its entirety and replaced with the following:

(C) The terms of five voting members shall expire in even numbered years and the terms of four appointed voting members shall expire in odd numbered years.

C. Subsection (D) is added to Section 38.45 to read as follows:

(D) The HAAC shall be subject to those provisions of Chapter 32 of this code applying to all commissions and committees, and any other rules the City Council may adopt, unless such rules or provisions are inconsistent with this chapter.

**SECTION 7.** Section 70.40 of Chapter 70 of Title VII of the Code of Santa Fe Springs is hereby deleted in its entirety and replaced with the following:

§ 70.40 ESTABLISHED; COMPOSITION; APPOINTMENT OF MEMBERS.

There is hereby established an Advisory Traffic Commission consisting of five members appointed by the City Council, as well as the City Traffic Engineer and the Chief of Police or their respective designees, who shall be non-voting members of the Commission. The members shall select from among themselves a chairperson and a vice-chairperson to serve as such for a one-year term.

**SECTION 8.** Section 70.43 of Chapter 70 of Title VII of the Code of Santa Fe Springs is hereby deleted in its entirety and replaced with the following:

Each member of the City Council shall appoint one city resident to the Traffic Commission.

**SECTION 9.** Sections 117.170, 117.171, 117.172, and 117.173 of Chapter 117 of Title XI of the Code of Santa Fe Springs relating to the Oil Field Advisory Committee are hereby repealed.

**SECTION 10.** Any provision of the Code of Santa Fe Springs inconsistent with the provisions of this Ordinance, to the extent of such inconsistencies and no further, is hereby repealed or modified to that extent necessary to effect the provisions of this Ordinance.

**SECTION 11.** If any section, subsection, phrase, or clause of this Ordinance is for any reason held to be unconstitutional, such decision will not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have passed this Ordinance and each section, subsection, phrase or clause thereof irrespective of the fact that any one or more sections, subsections, phrases, or clauses may be declared unconstitutional.

**SECTION 12.** The City Clerk shall certify to the adoption of this Ordinance, including the vote for and against and shall post a certified copy of this ordinance, within



15 days after its passage to be posted in at least three (3) public places within the City as established by ordinance, and, in compliance with Section 36933 of the Government Code.

PASSED and ADOPTED this 9<sup>th</sup> day of January, 2020, by the following roll call vote:

AYES: Councilmember Mora, Rodriguez, Zamora, Mayor Pro Tem Rounds, and  
Mayor Trujillo

NOES: None

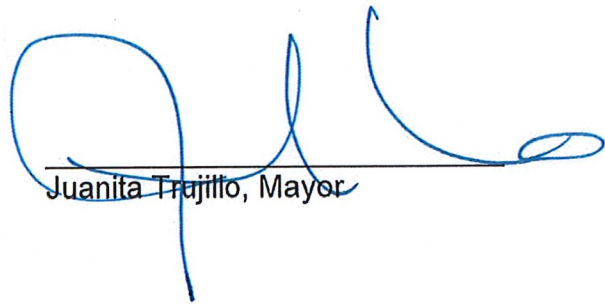
ABSENT: None

ABSTAIN: None

ATTEST:



for Janet Martinez, CMC, City Clerk

  
\_\_\_\_\_  
Juanita Trujillo, Mayor

**RESOLUTION NO. 9661**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTA FE SPRINGS, CALIFORNIA AFFIRMING CERTAIN EXISTING ADVISORY COMMITTEES, ESTABLISHING A NEW BEAUTIFICATION AND HISTORICAL ADVISORY COMMITTEE, SETTING RULES FOR ADVISORY COMMITTEES, AND REPEALING PREVIOUS COMMITTEE BY-LAWS**

THE CITY COUNCIL OF THE CITY OF SANTA FE SPRINGS DOES HEREBY RESOLVE AS FOLLOWS:

**SECTION 1.** The City Council affirms the establishment of the following advisory committees to the City Council and sets forth the following provisions for each:

**CITY OF SANTA FE SPRINGS FAMILY AND HUMAN SERVICES ADVISORY COMMITTEE**

Purpose: The purpose of this Committee shall be to advise the City Council on human services needs that exist in the community and work with City staff on improving and developing social services programs. The purpose is also to evaluate existing services/programs and make recommendations as needed to improve services.

Membership: This Committee shall be comprised of no more than fifteen (15) members appointed by the City Council from a cross-section of eligible persons. Each City Council member shall have up to three (3) direct appointments.

Meeting Schedule: This Committee shall meet on a monthly basis as business requires.

**CITY OF SANTA FE SPRINGS PARKS & RECREATION ADVISORY COMMITTEE**

Purpose: The purpose of this Committee shall be:

- To advise the City Council on the types of programs that would best meet the recreational needs of the people of all ages and interests.
- To provide more public participation in policy making as to parks and recreation programs and services, and facility/park operations.
- To evaluate the effectiveness of recreation programs and park facilities.
- To assist in policy formation regarding conservation, nature, open spaces, and cultural development.
- To provide cultural and educational events and activities, both with City facilities and other establishments (e.g., trips, concerts, plays, historical events, art shows).

Membership: This Committee shall be comprised of no more than twenty-five (25) members appointed by the City Council from a cross section of the various segments of the community. Each City Council Member shall have up to five (5) direct appointments. Twenty-two of the members must be residents of the City.

Meeting Schedule: This Committee shall meet on a monthly basis as business requires.

### **CITY OF SANTA FE SPRINGS SENIOR ADVISORY COMMITTEE**

Purpose: The purpose of this Committee shall be to advise, plan, and conduct projects that will foster mutual understanding between the senior population of the City and the City Council in order to improve the well-being of the seniors in the City and the community at large.

Membership: The Committee shall be comprised of no more than twenty five (25) members appointed by the City Council. Members must be 50 years of age or older. Each City Council Member shall have up to five (5) direct appointments.

Meeting Schedule: This Committee shall meet on a monthly basis as business requires.

### **CITY OF SANTA FE SPRINGS SISTER CITY COMMITTEE**

Purpose: The purpose of this Committee shall be to plan and conduct projects which will foster mutual understanding and goodwill between the citizenry of the City and the citizenry of any foreign city duly designated by the City Council as a "Sister City" of the City.

Membership: The Committee shall be composed of no more than 25 members appointed by the City Council from a cross section of eligible persons. Each City Council Member shall have up to five (5) direct appointments.

Meeting Schedule: This Committee shall meet on a monthly basis as business requires.

### **CITY OF SANTA FE SPRINGS YOUTH LEADERSHIP COMMITTEE**

Purpose: The purpose of this Committee shall be to foster greater involvement of youth in the community and in municipal government. The Committee shall study problems, activities, and concerns of the youth population, especially as they relate to municipal programs or projects of the City and make recommendations to the City Council as needed.

Membership: The committee shall be comprised of no more than 20 members appointed by the City Council from a cross section of youth residing in or attending school in the City. Each City Council member shall have up to four (4) direct appointments. Committee members must be between the ages of 13 and 18 years of age during their terms. No more than two (2) immediate family members may participate on the Committee during

any appointed term.

Meeting Schedule: This Committee shall meet on a monthly basis as business requires.

**SECTION 2.** The City Council hereby establishes a Beautification and Historical Advisory Committee as follows:

**CITY OF SANTA FE SPRINGS BEAUTIFICATION AND HISTORICAL ADVISORY COMMITTEE**

Purpose: The purpose of this Committee shall be to serve the beautification and historical needs of the community as follows:

(A) Beautification:

- To prepare suggestions for policy determination by the City Council concerning beautification in the City.
- To recommend programs it deems advisable for recognizing individuals, groups, organizations, or companies that have improved or are working toward beautifying their homes, businesses, industries, property or area.
- To make recommendations for educational programs concerning City beautification to be conducted in the schools, service clubs, PTA groups, and other community organizations.

(B) Historical:

- To collect factual data on the Native American, European and Spanish-Mexican history and culture as it is woven together into the fabric of Santa Fe Springs' daily life.
- To share these resources with the schools and citizens in order to supplement any curriculum that may need historical data concerning the Santa Fe Springs area.
- To chronicle and display the diverse cultural influences and impacts on the City and its population.

Membership: This Committee shall be comprised of no more than twenty (20) members appointed by the City Council from a cross-section of eligible persons. Each City Council member shall have up to four (4) direct appointments.

Meeting Schedule: This Committee shall meet on a monthly basis as business requires.

**SECTION 3.** The following rules shall govern all advisory committees of the City, whether established by ordinance or resolution:



- A. All committees shall comply with the Ralph M. Brown Act (Government Code §§ 54950 *et seq.*).
- B. All committees serve as advisory bodies to the City Council. The jurisdiction of each committee is limited to the purpose and duties set forth herein. Unless otherwise granted by the City Council, no committee shall have the power or authority to commit City funds.
- C. In January of each year, each committee shall appoint a chairperson and a vice-chairperson to serve for a one-year period. The chairperson shall preside at committee meetings and represent the committee at various functions. The vice-chairperson shall assume the chairperson's duties in the absence of the chairperson.
- D. In the absence of both the chairperson and vice-chairperson at a meeting, the voting members of the committee shall select amongst themselves an acting chairperson for that meeting.
- E. Each committee may propose changes to its meeting schedule or governing rules, subject to approval by the City Council.
- F. Each committee member shall be entitled to one vote, except for emeritus members.
- G. The City Council may appoint any number of emeritus members to any committee. An emeritus member shall serve as a non-voting member of the committee.
- H. Each committee shall have a secretary, who shall be a member of City staff assigned that function. The duties of the secretary shall include: 1) preparing minutes for each meeting; 2) keeping an accurate record of attendance and notifying the City Clerk of absences that violate the City's code; 3) providing staff assistance as required for the conduct of the committee's business; and 4) acting as the principal staff advisor to the committee.
- I. Each committee shall report to the City Council as requested by the City Council.
- J. Each committee may establish one or more temporary subcommittees if deemed necessary or beneficial by that committee, so long as a subcommittee is composed solely of less than a quorum of the committee, serves a single or limited purpose, and is not perpetual. Such subcommittee will be deemed dissolved once its purpose is completed.
- K. The City Council may appoint a City Council member to serve as a liaison to each committee.

**SECTION 4.** This Resolution repeals and supersedes Resolution No. 9657 previously adopted by the City Council.


APPROVED and ADOPTED this 13<sup>th</sup> day of February, 2020 by the following roll call vote:

AYES: Councilmembers Rodriguez, Trujillo, Mayor Pro Tem Mora, and Mayor Rounds

NOES: None

ABSENT: Councilmember Zamora

ABSTAIN: None

  
\_\_\_\_\_  
William K. Rounds, Mayor

ATTEST:

  
\_\_\_\_\_  
Janet Martinez, CMC, City Clerk

COMMITTEE NAME	MEMBER NAME	APPOINTED BY	APPLICATION RECEIVED	CODE OF CONDUCT	ADDITIONAL NOTES
<b>Beautification &amp; Historical</b>	Mark Scoggins	Rodriguez	X		
	Jeannette Lizarraga	Rounds	X	X	
	Linda Vallejo	Rounds	X		
<b>HAVE NOT RESPONDED</b>					
	Guadalupe Placencia	Mora			
	Annette Ramirez	Zamora			
	Mary Arias	Rounds			
	Kay Gomez	Trujillo			
	Sally Gaitan	Rodriguez			
	Jacqueline Martinez	Trujillo			
<b>DO NOT QUALIFY</b>					
	Larry Oblea	Rodriguez			
	Tony Reyes	Trujillo			
	Merrie Hathaway	Trujillo			
<b>DECLINED</b>					
	Adrienne Matte	Rounds			
	Juliet Ray	Mora			
<b>NEW APPLICATIONS</b>					
	Irma Huitron (1st Choice)		X	X	
	Phillip Gonzalez (3rd Choice)		X	X	

<b>Family &amp; Human Services</b>	Dolores Romero	Trujillo			
	Janie Aguirre	Rounds			
	Gilbert Aguirre	Zamora			
	Bonnie Fox	Trujillo			
	Gabriela Garcia	Zamora			
	Miriam Herrera	Mora			
	Peggy Radoumis	Rounds			
	Laurie Rios	Trujillo			
	Hilda Zamora	Rodriguez			
<b>HAVE NOT RESPONDED</b>					
	Martha Villanueva	Mora			
	Dolores Duran	Rounds			
	Elena Lopez	Rodriguez			

<b>Heritage Arts</b>	Francis Carbajal	Rodriguez			
	Maria Salazar-Jaramillo	Mora	X	X	
	Laurie Rios	Trujillo			
<b>DO NOT QUALIFY</b>					
	Larry Oblea	Zamora			
<b>NEW APPLICATIONS</b>					
	Bonnie Castro (3rd Choice)				

COMMITTEE NAME	MEMBER NAME	APPOINTED BY	APPLICATION RECEIVED	CODE OF CONDUCT	ADDITIONAL NOTES
<b>Parks &amp; Recreation</b>	Mark Scoggins	Rounds	X		
	Dolores Romero	Trujillo			
	Jeannette Lizarraga	Rounds	X	X	
	Mary Anderson	Rounds			
	Kenneth Arnold	Rounds	X	X	
	Ralph Aranda	Mora	X	X	
	Elizabeth Ford	Trujillo			
	Lisa Garcia	Rodriguez			
	Kurt (Dave) Hamra	Mora			
	Sylvia Perez	Rodriguez			
	Kayla Perez	Rodriguez			
	Priscilla Rodriguez	Rodriguez			
	Andrea Lopez	Trujillo			
	<b>HAVE NOT RESPONDED</b>				
	Joe Avila	Mora			
	William Logan	Mora			
	Gina Hernandez	Zamora			
	David Diaz-Infante	Rodriguez			
	Nancy Kreuger	Trujillo			
<b>DECLINED</b>					
	Frank Aguayo	Zamora			
<b>DOES NOT QUALIFY</b>					
	Tim Arnold	Rounds	X	X	
<b>NEW APPLICATIONS</b>					
	Danielle Pavageau		X	X	
	Shamsher Bhandati		x		
<hr/>					
<b>Senior</b>	Linda Vallejo	Rodriguez	X		
	Paul Nakamura	Mora			
	Yoko Nakamura	Rodriguez			
	Janie Aguirre	Rounds			
	Gilbert Aguirre	Rounds			
	Amelia Acosta	Zamora			
	Bonnie Fox	Rounds			
	Hilda Zamora	Rodriguez			
<b>HAVE NOT RESPONDED</b>					
	Astrid Shesterkin	Mora			
	Dolores Duran	Zamora			
	Elena Armendariz	Zamora			
	Josefina Lara	Zamora			
	Sally Gaitan	Rounds			
	Lorena Huitron	Rounds			
	Martha Villanueva	Rodriguez			
<hr/>					
<b>Sister City</b>	Francis Carbajal	Mora			
	Marcella Obregon	Trujillo	X		



COMMITTEE NAME	MEMBER NAME	APPOINTED BY	APPLICATION RECEIVED	CODE OF CONDUCT	ADDITIONAL NOTES
----------------	-------------	--------------	----------------------	-----------------	------------------

Peggy Radoumis	Mora				
Laurie Rios	Mora				
Doris Yarwood	Zamora				

#### HAVE NOT RESPONDED

Martha Villanueva	Mora				
Charlotte Zevallos	Zamora				
Manny Zevallos	Rounds				
Jacqueline Martinez	Rounds				
Jeannette Wolfe	Rodriguez				
Andrea Lopez	Trujillo				

#### *Youth Leadership*

#### HAVE NOT RESPONDED

Joseph Casillas	Zamora				
Savanna Aguayo	Zamora				
Christian Zamora	Zamora				
Abraham Walters	Rounds				
Aaron D. Doss	Rounds				
Maya Mercado-Garcia	Rounds				
Bernardo Landin	Trujillo				
Isaac Aguilar	Trujillo				
Andrew Bojorquez	Trujillo				
Alan Avalos	Trujillo				

#### *Planning*

#### *Commission*

Francis Carbajal	Rodriguez				
Kenneth Arnold	Mora	X		X	
Ralph Aranda	Rounds	X		X	

#### HAVE NOT RESPONDED

Frank Ybarra	Trujillo				
Gabriel Jimenez	Zamora				

#### NEW APPLICATIONS

Bonnie Castro (1st Choice)		X		X	
Phillip Gonzalez (2nd Choice)		X		X	
Irma Huitron (2nd Choice)		X		X	

#### *Traffic Commission*

#### HAVE NOTE RESPONDED

Bryan Collins	Mora				
Johana Coca	Rounds				
Felix Miranda	Rodriguez				
Linda Vallejo	Trujillo				

#### NEW APPLICATIONS

Phillip Gonzalez (1st Choice)		X		X	
Bonnie Castro (2nd Choice)		X		X	

**THE FOLLOWING PAGES ARE THE  
PREVIOUS ADVISORY COMMITTEE  
AND COMMISSION MEMBER LISTS**

**BEAUTIFICATION AND HISTORICAL ADVISORY COMMITTEE\***

\*(pending name)

Meets the fourth Wednesday of each month

9:30 a.m., Library Community Room

Qualifications: 18 Years of age, reside or active in the City

Membership: 20 Residents appointed by City Council

APPOINTED BY	NAME	TERM EXPIRES
		JAN 2021
<b>Mora</b>	Juliet Ray	
	Guadalupe Placencia	
	<b>Vacant</b>	
	<b>Vacant</b>	
<b>Zamora</b>	Annette Ramirez	
	<b>Vacant</b>	
	<b>Vacant</b>	
	<b>Vacant</b>	
<b>Rounds</b>	Jeannette Lizarraga	
	Mary Arias	
	Linda Vallejo	
	Adrianne Matte	
<b>Rodriguez</b>	<b>Vacant</b>	
	Sally Gaitan	
	Mark Scoggins	
	Larry Oblea	
<b>Trujillo</b>	Jacqueline Martinez	
	Kay Gomez	
	Tony Reyes	
	Merrie Hathaway	

# FAMILY & HUMAN SERVICES ADVISORY COMMITTEE

Meets the third Wednesday of the month, except Jun., Sept., and Dec., at 5:45 p.m.,  
Gus Velasco Neighborhood Center

Qualifications: 18 Years of age, reside or active in the City

Membership:           15 Residents Appointed by City Council  
                              5 Social Service Agency Representatives Appointed by the  
                              Committee

APPOINTED BY	NAME	TERM EXPIRES
		JAN 2021
<b>Mora</b>	Martha Villanueva <b>Vacant</b> Miriam Herrera	
<b>Zamora</b>	Gaby Garcia <b>Vacant</b> Gilbert Aguirre	
<b>Rounds</b>	Dolores Duran Janie Aguirre Peggy Radoumis	
<b>Rodriguez</b>	<b>Vacant</b>	
	Elena Lopez	
	Hilda Zamora	
<b>Trujillo</b>	Dolores Romero* Laurie Rios Bonnie Fox	

**Organizational Representatives:** Nancy Stowe  
(Up to 5) Evelyn Castro-Guillen  
Elvia Torres  
(SPIRITT Family Services)

*\*Indicates person currently serves on three committees*



## HERITAGE ARTS ADVISORY COMMITTEE

Meets the Last Tuesday of the month, except Dec., at 9:00 a.m., at the Gus Velasco Neighborhood Center Room 1

Qualifications: 18 Years of age, reside or active in the City

Membership: 9 Voting Members  
6 Non-Voting Members

APPOINTED BY	NAME	TERM EXPIRES JAN 2021
Mora	Maria Salazar-Jaramillo	
Zamora	Larry Oblea	
Rounds	Vacant	
Rodriguez	Francis Carbajal	
Trujillo	Laurie Rios	

### Committee Representatives

Family and Human Services Committee  
Beautification and Historical Committee  
Planning Commission  
Chamber of Commerce

### Vacant

Sally Gaitan  
Gabriel Jimenez  
Debbie Baker

### Council/Staff Representatives

Council Liaison	Bill Rounds
Council Alternate	Vacant
City Manager	Ray Cruz
Director of Community Services	Maricela Balderas
Director of Planning	Wayne Morrell

*\*Indicates person currently serves on three committees*

# PARKS & RECREATION ADVISORY COMMITTEE

Meets the First Wednesday of the month, except Jul., Aug., and Dec., 7:00 p.m.,  
Town Center Hall, Meeting Room #1

Subcommittee Meets at 6:00 p.m.

Qualifications: 18 Years of age, reside or active in the City

Membership: 25

APPOINTED BY	NAME	TERM EXPIRES
<b>Mora</b>	Joe Avila	<b>JAN 2021</b>
	<b>Vacant</b>	
	William Logan	
	Ralph Aranda	
	Kurt Hamra	
<b>Zamora</b>	Gina Hernandez	
	<b>Vacant</b>	
	Frank Aguayo, Sr.	
	<b>Vacant</b>	
	<b>Vacant</b>	
<b>Rounds</b>	Kenneth Arnold	
	Mary Anderson	
	Jeannette Lizarraga	
	Tim Arnold	
	Mark Scoggins*	
<b>Rodriguez</b>	Kayla Perez	
	Priscilla Rodriguez	
	Lisa Garcia	
	Sylvia Perez	
	David Diaz-Infante	
<b>Trujillo</b>	Dolores Romero	
	Andrea Lopez	
	Elizabeth Ford	
	Nancy Krueger	
	<b>Vacant</b>	

*\*Indicates person currently serves on three committees*

# PERSONNEL ADVISORY BOARD

Meets Quarterly on an As-Needed Basis

Membership: 5 (2 Appointed by City Council, 1 by Personnel Board, 1 by Firemen's Association, 1 by Employees' Association)

Terms: Four Years

APPOINTED BY	NAME	TERM EXPIRES JUNE 30 OF
Council	Angel Munoz Ron Biggs	
Personnel Advisory Board	Neal Welland	
Firemen's Association	Jim De Silva	
Employees' Association	Johnny Hernandez	

**PLANNING COMMISSION**

Meets the second Monday of every Month at 4:30 p.m.,  
Council Chambers  
Qualifications: 18 Years of age, reside or active in the City  
Membership: 5

APPOINTED BY		NAME
Mora		Ken Arnold
Rounds		Ralph Aranda
Rodriguez		Francis Carbajal
Trujillo		Frank Ybarra
Zamora		Gabriel Jimenez



## SENIOR ADVISORY COMMITTEE

Meets the Second Tuesday of the month, except Jun., Sep., and Dec., at 9:30 a.m.,  
Gus Velasco Neighborhood Center

Qualifications: 18 Years of age, reside or active in the City

Membership: 25

APPOINTED BY	NAME	TERM EXPIRES JAN 2021
Mora	Paul Nakamura	
	Astrid Shesterkin	
	<b>Vacant</b>	
	<b>Vacant</b>	
	<b>Vacant</b>	
Zamora	Dolores Duran	
	Elena Lopez Armendariz	
	Josefina Lara	
	Amelia Acosta	
	<b>Vacant</b>	
Rounds	Sally Gaitan	
	Bonnie Fox	
	Gilbert Aguirre	
	Lorena Huitron	
	Janie Aguirre	
Rodriguez	Yoko Nakamura	
	Linda Vallejo	
	Hilda Zamora	
	Martha Villanueva	
	<b>Vacant</b>	
Trujillo	<b>Vacant</b>	
	<b>Vacant</b>	
	<b>Vacant</b>	
	<b>Vacant</b>	
	<b>Vacant</b>	

*\*Indicates person currently serves on three committees*

## SISTER CITY COMMITTEE

Meets the First Monday of every month, except Dec., at 6:45 p.m., Town Center Hall, Mtg. Room #1. If the regular meeting date falls on a holiday, the meeting is held on the second Monday of the month.

Qualifications: 18 Years of age, reside or active in the City

Membership: 25

APPOINTED BY	NAME	TERM EXPIRES
Mora	Martha Villanueva	JAN 2021
	<b>Vacant</b>	
	Laurie Rios	
	Peggy Radoumis	
	Francis Carbajal	
Zamora	Charlotte Zevallos	
	<b>Vacant</b>	
	<b>Vacant</b>	
	Doris Yarwood	
	<b>Vacant</b>	
Rounds	Manny Zevallos	
	<b>Vacant</b>	
	Jacqueline Martinez	
	<b>Vacant</b>	
	<b>Vacant</b>	
Rodriguez	Jeannette Wolfe	
	<b>Vacant</b>	
	<b>Vacant</b>	
	<b>Vacant</b>	
	<b>Vacant</b>	
Trujillo	<b>Vacant</b>	
	Andrea Lopez	
	<b>Vacant</b>	
	Marcella Obregon	
	<b>Vacant</b>	

*\*Indicates person currently serves on three committees*

## TRAFFIC COMMISSION

Meets the Third Thursday of every month, at 6:00 p.m., Council Chambers

Membership: 5

Qualifications: 18 Years of age, reside or active in the City

### APPOINTED BY

### NAME

**Mora**

Bryan Collins

**Rounds**

Johana Coca

**Rodriguez**

Felix Miranda

**Trujillo**

Linda Vallejo

**Zamora**

**Vacant**

\*Albert Hayes removed on 7/19/17

YOUTH LEADERSHIP COMMITTEE

Meets the First Monday of every month, at 6:30 p.m., Gus Velasco Neighborhood Center

Qualifications: Ages 13-18, reside in Santa Fe Springs

Membership: 20

APPOINTED BY	NAME	Term Expires Upon Graduation
Mora	Vacant Vacant Vacant Vacant	
Zamora	Joseph Casillas Savanna Aguayo Vacant Christian Zamora	
Rounds	Abraham Walters Aaron D. Doss Vacant Maya Mercado-Garcia	
Rodriguez	Vacant	
	Vacant	
	Vacant	
	Vacant	
Trujillo	Bernardo Landin Isaac Aguilar Andrew Bojorquez Alan Avalos	

2021 Council Sub-Committees		
NAME	TYPE	MEMBERS
Audit/Finance Committee	Standing	Zamora Mora
Billboards	Ad Hoc	VACANT Rodriguez
Budget Events and Programs	Ad Hoc	Zamora Mora
Budget Revenue and Fees	Ad Hoc	Rodriguez Trujillo
Capital Improvements Projects	Standing	VACANT Mora
Child Care	Ad Hoc	Rodriguez Zamora
Economic Development Strategy	Ad Hoc	VACANT Zamora
General Plan	Ad Hoc	Zamora VACANT
Hotel	Ad Hoc	Trujillo VACANT
Long-Term Housing Plan	Ad Hoc	Mora VACANT
Whittier PD Contract	Ad Hoc	Mora Trujillo



## 2020 External Organizations

Organization	Council Liaison	Staff	Meeting Day	Meeting Time	Meeting Location
Area "E" Disaster Board	Zamora	Darryl Pedigo	3rd Wed	8:30am	Norwalk Sports Complex, 13200 S. Clarkdale, Norwalk
California Contract Cities Assn	Trujillo	Ray Cruz	3rd Wed	6:00pm	Host City
Chamber of Commerce Economic Development	Rodriguez Alt- <b>VACANT</b>	TBD	Varies	Varies	Varies
Chamber Youth Enrichment Fund Board	<b>VACANT</b>	TBD	2nd Wed bi-month	2:00pm	Chamber Office
City Selection Committee (League of Cal Cities) Mayor is Rep	<b>VACANT</b> Vacant - Alt				
Gateway Cities Council of Governments	Zamora Alt-Trujillo	TBD	1st Wed	6:00pm	16401 Paramount, 2nd Floor, Board Room, Paramount
91/605/405 Committee (Subcommittee of COG)	Zamora	TBD	4th Wed	6:00pm	Gateway COG, 16401 Paramount Bl, Paramount
Hispanic Outreach Taskforce	<b>VACANT</b>				6706 Friends Avenue Whittier, CA 90601-4432
I-5 Consortium Policy Board	<b>VACANT</b> Alt-Zamora	TBD	4th Mon	2:00pm	Norwalk City Hall, 12700 Norwalk Blvd, Norwalk
Independent Cities of Los Angeles	Rodriguez	TBD			Feb-Santa Barbara, Jul-Rancho Bernardo, Sep-President's City

## 2020 External Organizations

Organization	Council Liaison	Staff	Meeting Day	Meeting Time	Meeting Location
Joint Powers Insurance Authority	Rodriguez	Travis Hickey	3rd Wed in Jul	6:00pm Dinner 7:00pm Meeting	JPIA Offices, 8081 Moody, La Palma
LA CADA	Rodriguez	TBD	Last Wed	7:00pm	Allen House, 10425 Painter Ave, SFS
League of California Cities	Trujillo Alt-VACANT	TBD	1st Thur	6:30pm	MWD Courtyard Café, 700 N. Alhambra Blvd
Metropolitan Little League	VACANT	Wayne Bergeron	Wed	7:00pm	Lake Center Park
Sanitation District (Mayor is Rep)	VACANT Alt-Mora	Noe Negrete	4th Wed	1:30pm	1955 Workman Mill Rd, Whittier
SFHS Education Foundation	Rodriguez	TBD	Varies	Varies	SFHS
SFS/South Whittier Education Center Advisory Committee	Trujillo	TBD	Varies	9:00am	Southwest Resource Center, 10750 Laurel Ave, Whittier
SFS/South Whittier Education Center Advisory Committee - President's Advisory Committee	Trujillo Alt - Rodriguez	TBD	Varies	8:00am	Rio Hondo College Board Room
SASSFA	Mora Alt-VACANT	Maricela Balderas	4th Thur	12:00pm	10400 Pioneer Blvd. #9 SFS
SEAACA	Trujillo Alt-VACANT	Dino Torres	3rd Thur	2:00pm	9777 SEAACA Way, Downey

## 2020 External Organizations

Organization	Council Liaison	Staff	Meeting Day	Meeting Time	Meeting Location
<b>Southeast Water Coalition Administrative Entity</b>		Noe Negrete - Alt	3rd Thur of odd months	11:30am - Lunch 12:00pm - Meeting	City of Downey
<b>Southeast Water Coalition Board</b>	Rodriguez Alternate-Mora		1st Thur of every even mo.	6:30pm Dinner 7:00pm Meet	13200 Penn Street, Whittier , CA 90602
<b>Southern California Association of Governments (SCAG)</b>	Trujillo Alternate - <b>VACANT</b>		Annual Meeting in May or June	May	Palm Desert, CA
<b>Vector Control Appt can be for 2 or 4 yrs.</b>	Jay Sarno		Jan 2018 - Dec 2020		
<b>Washington Blvd Coalition to the Gold Line Extension</b>	Mora				

## 2020 Non-Council Appointed City Committees

Organization	Council Liaison	Executive Secretary	Meeting Frequency	Meeting Day	Meeting Time	Meeting Location
<b>Holiday Home Decorating Contest</b>	<b>VACANT</b>	TBD	Third week in Dec		4:30 PM	City Hall
<b>Friends of the Library Board of Directors</b>	Zamora	Joyce Ryan	Quarterly	1st Friday, Sept. Dec. March, June	5:30 PM	Library
<b>READI Committee SAFE Neighborhood</b>	Rodriguez Alt-Zamora	Darryl Pedigo	Bi-Monthly Jan, March, May July, Sept, Nov	1st Tues	6:30 PM	Town Center Hall
<b>Scholarship Interview Panels</b>	Mora: Trujillo Sandoval: Zamora Sharp: <b>VACANT</b>	Wayne Bergeron	April-May	TBD-Changes annually	Varies	City Hall



**NEW BUSINESS – MAYOR REQUESTED ITEM**

Consideration of establishing a COVID-19 Small Business Grant Program Exclusively for Restaurants

**RECOMMENDATIONS:**

- Explore the establishment of a COVID-19 Small Business Grant Program, exclusively for restaurants, using General Fund revenues to fund the Program; and
- Establish a marketing plan and grant program guidelines and requirements for the COVID-19 Small Business Grant Program, exclusively for restaurants; and
- Amend the existing Agreement, in a final form reviewed and approved by the City Attorney's office, with Michael Baker International, Inc., in an amount to be determined, to assist the City with its local implementation of the COVID-19 Small Business Grant Program exclusively for restaurants; and
- Provide clear direction to staff regarding the establishment of a COVID-19 Small Business Grant Program exclusively for restaurants

**BACKGROUND**

Coronavirus Aid, Relief, and Economic Security Act

On March 27, 2020, President Trump signed the Coronavirus Aid, Relief, and Economic Security (CARES) Act into law to provide emergency appropriations during the Coronavirus pandemic (COVID-19). The CARES Act represented the third package of assistance from the federal government, providing \$2.2 trillion in economic relief to individuals, families, businesses, and non-profit organizations. Funding for governments was also included through the creation of the Coronavirus Relief Fund, which allocated \$150 billion to various State, local and Tribal governments. The Coronavirus Relief Fund (CRF) was distributed to State, local and Tribal governments based on relative population. Local governments with a population of 500,000 or more were eligible to receive a direct allocation from the CRF. Given the population threshold, the City was not eligible to receive a direct allocation.

The State provided a portion of its CARES Act funding to local governments (\$500 million to cities and \$1.3 billion to counties) to combat the COVID-19 pandemic. The State budget provided \$225 million to cities with populations less than 300,000 that did not receive a direct CARES Act allocation from the Federal Government, with the funds distributed according to their relative populations. For cities with populations less than 300,000, the funds were distributed according to their relative populations, with each city guaranteed a minimum of \$50,000. The City of Santa Fe Springs received \$225,891.



**Additional Monies:**

The March 27, 2020, CARES Act, also included \$5 billion in additional Community Development Block Grant (CDBG) funds to prevent, prepare for, and respond to the COVID-19 pandemic. The City received its CDBG-CV allocation of \$78,692. In total, the City received \$304,583 in CARES Act money.

<b><u>Source</u></b>	<b><u>Amount</u></b>
*CARES	\$225,891
CDBG-CV	<u>\$ 78,692</u>
<b>TOTAL</b>	<b>\$304,583</b>

**\*Note:** Payments from the Fund may only be used to cover costs incurred beginning March 1, 2020, and ending December 30, 2020 (the “covered period”).

**Use of CARES Grant Monies**

The City used its CARES and CDBG-CV monies to fund a CARES Small Business Grant Program and to recoup COVID-19 related expenditures. The use of the \$304,538 is listed in the table below, with descriptions for each of the activities below the table:

<b><u>Activity</u></b>	<b><u>Amount</u></b>
CARES Small Business Grant Program	\$75,000
CDBG-CV/CARES Small Business/Microenterprise Grant Program	\$150,000
City Operations Reimbursement	<u>\$79,583</u>
<b>TOTAL</b>	<b>\$304,583</b>

**Activity Descriptions:**

- **CARES Small Business Grant Program** –This \$75,000 was allocated from the CARES \$225,891 monies and was used to assist eligible motels in the City.
- **CDBG-CV/CARES Small Business/Microenterprise Grant Program** – This \$150,000 was a combination of CDBG-CV monies of \$78,692 and a \$71,308 allocation from the CARES \$225,891 monies, and was used to provide grants of up to \$10,000 to fifteen eligible businesses, other than motels.
- **City Operations Reimbursement** – This \$79,593 is what remains after the \$75,000 and \$71,308 allocations to provide a grant program from the CARES \$225,891 monies. This money will be used to recoup COVID-19 related expenditures (Plexiglas, personal protection equipment, non-contact infrared thermometers, body temperature kiosk check stations, etc.), incurred by the City from the start of the pandemic through the end of the year.

**Small Business Grant Program**

With the assistance of the consulting firm of Michael Baker International (MBI), the City used its CARES and CDBG-CV monies to fund a CARES Small Business Grant Program. This program was available to all businesses, including hotels, in the City with few exceptions. Prior to the program's implementation, MBI created an application form, a cover letter, the COVID-19 Small Business Grant Program Procedures, the COVID-19 Small Business Grant Program Guidelines and Requirements, and Frequently Asked Questions.

**Excerpts from COVID-19 Small Business Grant Program Procedures**

All applications were given review based on a first come-first-served basis. Once an application was submitted, the date and time of receipt were recorded on an internal spreadsheet. In the review of the application MBI staff checked for:

1. If the applicant was a business located in Santa Fe Springs in a commercial or industrial-zoned property
  2. If the applicant has a physical business location (i.e., not purely online or work-from-home)
  3. Statement of intent and if the intention of those funds were in keeping with the program guidelines (see Appendix A for reference)
  4. If the business qualified as a "small business" with no more than 50 full-time equivalent (FTE) employees.
  5. If the business had an active Business License with the City of Santa Fe Springs
- Applicants were disqualified if they were a national chain that was not locally franchised; had active City of Santa Fe Springs municipal code violations; was an adult business, massage parlor, pawnshop, bail bond serve, or home-based business; or with no brick or mortar commercial storefront.

An application was deemed "complete" once all the requested documentation was provided and the business was considered "eligible" per Program Guidelines. If an applicant had failed to submit the required documentation, and after follow-up calls/emails from staff, that applicant was moved down the list of eligible businesses.

Applicants were also requested to provide documentation of previously received federal assistance relating to COVID-19. A breakdown of the amount received and used, the timeframe of when the funds were used, and what the funds were used for was requested on behalf of the applicant. This was done to document these funds in to prevent duplication of benefits.

**Excerpts from COVID-19 Small Business Grant Program Guidelines and Requirements****Program Requirements:**

- Small business with no more than 50 full-time equivalent (FTE) employees, located at a commercial or industrial-zoned property
- Business has an active City of Santa Fe Springs business license
- Grant must be utilized to help retain the job of at least one low-moderate income employee per CDBG requirements
- Businesses who have not received federal assistance related to the COVID-19 pandemic will be prioritized. But if you have received federal assistance relate to COVID-19, please state the funding source and amount, as the City may still be able to assist you
- Grant recipient must certify that they will remain open, or if the business is closed, the grant recipient will reopen 30-45 days following the lifting or easing of COVID-19 restrictions or shall be subject to repayment of grant
- Have a verifiable loss of revenue/income due to the COVID-19 pandemic that justifies the need for assistance.

**Eligibility Exclusions:**

- Any national chain that is not locally franchised
- Businesses with active City of Santa Fe Springs municipal code violations (open, unresolved code cases, etc.)
- Adult businesses, massage parlors, pawnshops, bail bond services, home-based businesses, businesses with no brick or mortar commercial storefront
- Businesses that have received previous federal funding for the same purpose as applying for currently.

**Small Business Grant Program-Continued:**

The Program was then extensively marketed on all Social Media platforms, at the City Council meetings, and on the City's Website. Full colored ¼ page ads and colored digital banners were also placed in the Whittier Daily News. The City also worked extensively with the Santa Fe Springs Chamber of Commerce to obtain a list of businesses and to promote the program.

Working with the City's IT department, staff obtained a listing of the three thousand and three (3,003) In-City businesses. For the businesses with an email address, a cover letter with the grant application was emailed to those businesses. If an email was not provided, the cover letter and grants application were sent to the physical address of the business.

The first application was received on Wednesday, October 21, 2020. By Wednesday, November 2, 2020, it was apparent that there were more applications than available funds. Eighty-three applications were received by MBI International by the close of

the program. Of the 83 applications, six food-related businesses applied (an Asian restaurant, a doughnut shop, a Yogurt shop, a Mexican restaurant, a sports bar/restaurant, and a national taco restaurant (not eligible)) applied. There was another food use that applied, but the application was received after the close of the program. Of the 200± food/restaurant businesses in the City, it is unknown why only six applied. It is possible that many of the restaurants had already received aid and therefore were ineligible or possibly that they struggled with following the guidelines or may not have had the time or resources to respond before the program closed.

At the end of the Program, fifteen businesses and two of the three motels in the City were given assistance. One on the motel declined the offer, stating *Thank you very much for offering the grant we will be declining to participate I rather other businesses that really needed get it. Santa Fe springs is always been a home to me and always did well financially with my property in the city really appreciate the city support.* Fifteen businesses were given grants of \$10,000 each and the two hotels were given grants of various amount based on need.

#### **Option(s) Moving Forward:**

It is still unclear why only seven, including the restaurant that applied after the Program was closed, applied to the Program. One possibility is that COVID-19 Small Business Grant Program Procedures and/or the COVID-19 Small Business Grant Program Guidelines and Requirements were too stringent or confusing. It should be noted, however, that both the procedures and program guidelines were based on what was done in other Cities and MIB was contracted by the City to administer the program because of their extensive background in administering similar programs in other cities. There is also the possibility that the restaurant businesses were unable to navigate through the program requirements or simply did not have the time and resources to submit the required documentation within the given time period. Because of the CARES funding deadline of December 31, 2020, the window to apply to the program, to provide the required documentation, to qualify, and for the City to distribute the monies was limited to December 31, 2020. The CDBG-CV monies had a longer deadline.

The City used its CARES and CDBG-CV monies to fund its COVID-19 Small Business Grant Program. That money is no longer available, though monies maybe available in the future, as to when, no one knows. To implement a Small Business Grant Program, specifically for restaurants, will require a source of funding. Since the CARES and CDBG-CV monies are no longer available, the source of funding would have to be from the General Fund. Before any funds are appropriated, staff will need clear directions on the program. For example:

- What defines a restaurant?
- With 200± restaurants/food service type uses in the City, how much money should be appropriated from the General Fund for the Program?
- What is an appropriate grant amount for each restaurant?

- Will the Program apply only sit-down restaurants?
- Will restaurants with drive-thru be ineligible for the Program?
- Will national chains that are not locally franchised be ineligible?
- Will restaurants that received previous federal assistance be ineligible?
- Will restaurants without a waiter or waitress be ineligible?
- What should be the appropriate duration of the Program?
- Should the marketing be the same as that for the previous COVID-19 Small Business Grant Program?
- Will the grant be tied to retaining certain income employee(s)?
- Will the grant be tied to the restaurant remaining open, or if closed, must reopen within a certain time frame following the lifting or easing of COVID-19 restrictions or the grant is subject to repayment?
- Will the grant be tied to the restaurant having a minimum or a maximum number of employees?
- Will the use of the grant be restricted to, for example, rent payments, lease payments, Plexiglas barriers, masks, etc., or will the use of the grant be unrestricted?

Staff is requesting that the Council provide clear directions, if the Council intends to move forward with this program, on the establishment of a COVID-19 Small Business Grant Program, specifically for restaurants. Since the City has more than 200 restaurants/food service type uses, it is important that the term restaurant be defined. Answers to the aforementioned questions and any other comments, questions, and/or requirements that the Council has to offer, will be important in the implementation of the program

#### **FISCAL IMPACT**

There will be impacts to the City's General Fund since funds, undetermined at this time, will need to be appropriated from General Fund Revenues for the program.



Raymond R. Cruz  
City Manager

#### **Attachments:**

1. COVID-19 Small Business Grant Program Procedures
2. COVID-19 Small Business Grant Program Guidelines and Requirements
3. FAQ



# COVID-19 Small Business Grant Program Procedures

City of Santa Fe Springs

## PHASE 1

All applications were given review based on a first come-first-served basis. Once an application was submitted, the date and time of receipt was recorded on an internal spreadsheet. In review of the application MBI staff checked for:

1. If the applicant was a business located in Santa Fe Springs in a commercial or industrial-zoned property
2. If the applicant has a physical business location (i.e., not purely online or work-from-home)
3. Statement of intent and if the intention of those funds were in keeping with the program guidelines (see Appendix A for reference)
4. If the business qualified as a “small business” with no more than 50 full-time equivalent (FTE) employees.
5. If the business had an active Business License with the City of Santa Fe Springs

Applicants were disqualified if they were a national chain that was not locally franchised; had active City of Santa Fe Springs municipal code violations; was an adult business, massage parlor, pawn shop, bail bond serve, or home-based business; or with no brick or mortar commercial storefront. The first application was received on Wednesday, October 21, 2020.

## Application Intake

An application was deemed “complete” once all the requested documentation was provided and the business was considered “eligible” per Program Guidelines. If an applicant had failed to submit the required documentation, and after follow-up calls/emails from staff, that applicant was moved down the list of eligible businesses. This was done to ensure staff could vet the required number of businesses in a timely manner in order to meet the CARES ACT funding deadline of December 31, 2020. Due to the high interest in the Program and limited amount of funds, staff was able to confirm that there were more applications than available funds on Wednesday, November 2, 2020. While we still accepted applications after that date, those were slated as backup pending the outcome of the applications we had received previously.

## PHASE 2

The first 16 applicants deemed “complete” (completed application and copy of business license submitted) were contacted a second time. We requested a self-certification form for low- and moderate-income employee(s) as outlined in the program guidelines and documentation of previously received COVID-19 related federal funds to ensure that no duplication of funding would occur. Coupled with their statement of intent, staff determined if the potential usage of funds were eligible per Los Angeles County Development Authority or CARES Act California Relief Funds (CRF) regulations as this program is being funded through two different sources.

### Statement of Intent

If an applicant stated rent and/or utilities assistance, then they needed to provide documentation illustrating that rent and/or utilities were in arrears. Eligible documentation included an invoice showing a breakdown of the amount due or a letter from the landlord showing how much was due for which months. If an applicant stated payroll assistance, then they needed to provide payroll for all employees employed for January 2020 and February 2020. Staff was specifically looking for low- and moderate-income employee payroll as the program guidelines stated the intent of the grant was the retention or creation of low-mod jobs. For supplies and materials to prevent the spread of COVID-19 assistance, the invoices and receipts pertaining to COVID-19 purchases were requested. For outdoor construction materials, the invoices and receipts pertaining to materials purchased for outdoor construction to continue business through COVID-19 restrictions were requested.

### Self-Certification Form

Staff has produced a self-certification form for employees employed at the applicant’s business. This form informed staff if an applicant retained a low- or moderate-income employee. Household income for the employee was reported and certified on behalf of the employee. The retention of a low- or moderate-income employee is a required Program Guideline in order to be funded through CRF or LACDA funds. If an applicant was found not to have employed a low- or moderate-



income employee at the time of applying, then the applicant was informed that they must hire a full-time equivalent low- or moderate-income employee at the time of receipt of the grant.

### Previously Received COVID-19 Federal Funds

Applicants were also requested to provide documentation of previously received federal assistance relating to COVID-19. A breakdown of the amount received and used, timeframe of when the funds were used, and what the funds were used for were requested on behalf of the applicant. Staff ensured to document these funds in order to prevent duplication of benefits. COVID-19 federal funds may not be used for the same purpose during the same timeframe or would be considered a duplication of benefits. While some applicants had previously received federal assistance relating to COVID-19, if the time period in which the grant was to be used did not overlap the previous federal funding received, they were still deemed eligible for funding.

### CRF vs. LACDA Funds

For applicants who were able to provide documentation that they were in arrears in rent and/or utilities, staff has determined that they would be eligible for CRF. For those who were not in arrears but successfully submitted all their documentation and proved retention of low-mod employment, staff has determined they would be eligible for LACDA funds. CRF may be utilized on a reimbursement basis only for rent/mortgage, utilities, and PPE equipment. In addition, if the applicant provided a signed attestation for the retention of a low-mod employee, CRF funding may be used for the payroll of that FTE low- or moderate-income employee(s). LACDA funds may be utilized for future bills (rent/mortgage/utilities) that may otherwise cause disruption to a business due to the impact of COVID-19, as well as payroll for low- or moderate-income employees.

**APPENDIX A: Program Guidelines**



# COVID-19 Small Business Grant Program Guidelines and Requirements

Community Development Block Grant (CDBG-CV)

State of California CARES Act Funding

Notice of Funding Availability

Emergency Economic Development Resources for Job Creation / Retention of  
Low-Moderate Income Jobs

### Introduction:

The public health emergency orders that have been issued to combat the Coronavirus (COVID- 19) pandemic and the negative economic impact to small businesses has presented an unprecedented need to direct financial resources to Santa Fe Spring's small business community. The City is doing what it can to help support these businesses under the existing public health orders and is committed to assisting small businesses once they can ultimately reopen when the orders are lifted. To that end, the City has created a new COVID-19 Small Business Grant Program under the Los Angeles County Economic Recovery Plan. Utilizing \$150,000 in Community Development Block Grant (CDBG) funds, including CDBG-CV funding provided to the City under the federally-funded Coronavirus Aid, Relief, and Economic Security (CARES) Act, grants of up to \$10,000 are now available for small businesses within Santa Fe Springs to apply for as outlined below.

### CDBG Background:

The United States Department of Housing and Urban Development (HUD) established CDBG in 1974. The primary purpose of these grants is to provide financial resources to address a wide range of community and economic development services. When using CDBG funds, the activity must: 1) Meet a National Objective, 2) Fall into an Eligible Program Category, and 3) Provide Benefits to Low-to-Moderate Income Persons. The COVID-19 Small Business Grant Program meets these requirements and will specifically be focused on Economic Development and Business Sector Assistance for the creation and retention of Low-to-Moderate Income Jobs.

On March 27, 2020, the CARES Act was passed to combat the spread and impacts of COVID-19. Through the CARES Act, the HUD received \$2 billion dollars in CDBG-CV funds. These funds were distributed to states, counties, and cities throughout the nation. The City of Santa Fe Springs received \$78,692 from this fund allocated by Los Angeles County. In addition to the LACDA funds, the City will be allocating an additional \$71,308



in CARES Act funding received from the state of California. Eligible activities under this program must prevent, prepare for, or respond to COVID-19. The City is preparing guidelines for CDBG-CV funds to maximize the availability of funds for COVID-19.

#### Program Requirements:

- Small business with no more than 50 full-time equivalent (FTE) employees, located at a commercial or industrial-zoned property
- Business has an active City of Santa Fe Springs business license
- Grant must be utilized to help retain the job of at least one low-moderate income employee per CDBG requirements
- Businesses who have not received federal assistance related to the COVID-19 pandemic will be prioritized. But if you have received federal assistance relate to COVID-19, please state the funding source and amount, as the City may still be able to assist you
- Grant recipient must certify that they will remain open, or if business is closed, grant recipient will reopen 30-45 days following the lifting or easing of COVID-19 restrictions or shall be subject to repayment of grant
- Have a verifiable loss of revenue/income due to the COVID-19 pandemic that justifies the need for assistance.

#### Eligibility Exclusions:

- Any national chain that is not locally franchised
- Businesses with active City of Santa Fe Springs municipal code violations (open, unresolved code cases, etc.)
- Adult businesses, massage parlors, pawn shops, bail bond services, home-based businesses, businesses with no brick or mortar commercial storefront
- Businesses who have received previous federal funding for the same purpose as applying for currently.

## APPENDIX B: FAQ

### **1) What are CDBG-CV funds and how does that relate to the CARES Act?**

- a. CDBG-CV funds are additional Community Development Block Grant – Coronavirus funds allocated by the United States Department of Housing and Urban Development (HUD) to prevent, prepare, or combat the coronavirus 2019 (COVID-19). The Coronavirus Aid, Relief, and Economic Security Act (CARES Act) supplemented these allocations to various participating jurisdictions, including the City of Santa Fe Springs.

### **2) What can I use the grant for?**

- a. Received monies must be used to prevent, prepare for, or respond to COVID-19, for example:
  - i. Rent payments
  - ii. Lease payments
  - iii. Utility payments
  - iv. Safety supplies such as plexiglass barriers, masks, and sanitizing stations
  - v. Construction costs associated with bringing your business up to current health order standards
  - vi. Expansion of outdoor seating/service

### **3) What is considered a small business?**

- a. A small business is a privately-owned store with no more than 50 full-time employees located in a commercial- or industrial-zone.

### **4) How can I check if my business is in a commercial or industrial zone?**

- a. You can check your zoning area by confirming your business location at:  
<https://www.santafesprings.org/civicax/filebank/blobdload.aspx?BlobID=12443>.

### **5) How do I know if I have an active City of Santa Fe Springs business license?**

- a. An active business license is when all fees have been paid, up-to-date, and renewed prior to the license expiration date. More information, including the application for a new business license, can be found at:  
<https://www.santafesprings.org/services/forms/default.asp>.

**6) What is a Full-Time Equivalent (FTE) employee?**

- a. Full-time equivalent employee are CDBG-eligible employees within Los Angeles County Income limits or in CDBG-deemed areas. One (1) FTE is equivalent to two (2) part-time employees. The table below illustrates eligible Income Limits.

	Household Size (Persons in Family)							
	1	2	3	4	5	6	7	8
Maximum Income Limits	\$63,100	\$72,100	\$81,100	\$90,100	\$97,350	\$104,550	\$111,750	\$118,950

**7) CDBG eligible areas for a potential FTE employee can be located by inputting the employee's home address at:**

<https://geomap.ffiec.gov/FFIECGeocMap/GeocodeMap1.aspx>.

**8) How do I know if I have received other federal assistance relating to COVID-19?**

- a. Other federal assistance includes monies received through the Paycheck Protection Program (PPP), Economic Injury Disaster Loan (EIDL), Small Business Administration (SBA) Loan, or any other funds relating to SBA relief.

**9) What happens if I am approved for City of Santa Fe Springs COVID-19 Small Business Grant, but restrictions for opening my business due to COVID-19 do not lift between 30-45 days of receipt?**

- a. The parameters around City of Santa Fe Springs grant is not reliant on the date the business receives the money, but when the restrictions for general operations are implemented. If the funds are being used to prevent, prepare for, or respond to COVID-19, then the business must remain open or open 30-45 days after restrictions are lifted. If a business is unable to do so, then the business will be subjected to repay back the grant.



**11)What are some examples of verifiable loss of revenue or income due to COVID-19?**

Eligible loss of revenue or income can be verified through proof of arrears in rent, lease, or mortgage payments; Profit-Loss statements; Business Federal Tax Returns; or loss of revenue during COVID-19 restrictions.

**12)What is a national chain?**

A national chain is considered when a retail business has several locations with the same branding and practices with a sole purchasing center. Major grocery stores and restaurants are included in this definition.

**13)How do I know if I have any active City of Santa Fe Springs municipal code violations or code violations?**

More information on City of Santa Fe Springs code enforcement can be found at: [https://www.santafesprings.org/cityhall/police\\_services/code\\_enforcement/default.asp](https://www.santafesprings.org/cityhall/police_services/code_enforcement/default.asp).

**14)What is considered an adult business, home-based business, and brick and mortar commercial storefront?**

An adult establishment is a store that distributes any lude, mature forms of entertainment or services. A home-based business is work that is conducted out of one's residential home without a commercial, storefront. A brick and mortar commercial storefront is a physical building, or store, that can be entered through its façade. Adult business, home-based businesses, and businesses without a brick and mortar commercial storefront are not eligible for this Program.



# ***City of Santa Fe Springs***

City Council Meeting

ITEM NO. 13

January 14, 2021

## **NEW BUSINESS - MAYOR REQUESTED ITEM**

### **Discussion on Using Video for City's Zoom Council Meetings**

#### **RECOMMENDATION:**

- Discuss and provide direction to staff on the possibility of utilizing video for Zoom Council Meetings.

#### **BACKGROUND**

Since March 4, 2020 when Governor Newsom suspended requirements of Brown Act due to the threat of COVID-19, the City has held public meetings via Zoom. Therefore, Zoom meetings have been held via audio only since March 2020. This was consistent with how normal Council meetings were conducted by not being televised.

It is recommended that the City Council discuss and direct staff on how to proceed with the upcoming Zoom Council Meetings.

Raymond R. Cruz  
City Manager

#### **Attachments:**

None





## ***City of Santa Fe Springs***

### ***City Council Meeting***

ITEM NO. 15A

***January 14, 2021***

### **PRESENTATION**

#### **Planning Department 3<sup>rd</sup> Annual Planning Month Photo Contest Winners**

### **RECOMMENDATION**

The Mayor may wish to call upon the Director of Planning, Wayne Morrell, to assist with the virtual presentation.

### **BACKGROUND**

During the month of October, the Planning Department shared several interactive social media posts and also hosted a 3<sup>rd</sup> Annual Photo Contest in recognition of National Community Planning Month. As in past years, the Planning Department invited everyone who lived, worked, or studied in the City to submit a photo capturing their favorite place or location in Santa Fe Springs. Entries were encouraged to showcase unique perspectives which depicted the vibrancy, vitality, and livability of the Santa Fe Springs' community.

The contest began on October 1st and ended on November 14th. Staff reviewed all entries to verify and to select the photos which met all rules and submittal requirements (i.e. submission agreement and photo release forms). At the December 14, 2020 Planning Commission meeting, the Planning Commission selected the winning photo and a runner-up for this year's photo contest.

In previous years, the grand prize winner of the photo contest received a \$100 prize, and a feature in an upcoming City Quarterly. This year, the grand prize winner will receive a \$200 prize, and a feature in an upcoming City Quarterly. The second place winner will receive a cash prize of \$100. It should be noted that the cash prizes were generously donated by the Director of Planning, Wayne M. Morrell and Code Enforcement Officer, Luis Collazo.

Raymond R. Cruz  
City Manager

#### **Attachments:**

Photo submitted by first and second place winners.

Report Submitted By: Vince Velasco  
Planning Department

Date of Report: January 7, 2021

**2020 Photo Contest**  
**1<sup>st</sup> Place**



*Photographer: Fredrick Shacklett*



**2020 Photo Contest  
2<sup>nd</sup> Place**



Photographer: Mario Cabrera