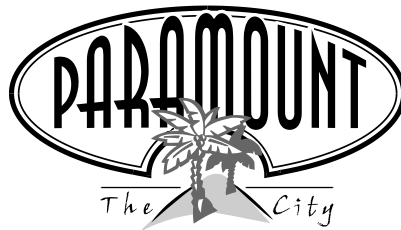


# AGENDA

Paramount City Council  
September 18, 2018



Adjourned Meeting  
City Hall Council Chambers  
5:00 p.m.

City of Paramount

16400 Colorado Avenue ♦ Paramount, CA 90723 ♦ (562) 220-2000 ♦ [www.paramountcity.com](http://www.paramountcity.com)

**Public Comments:** If you wish to make a statement, please complete a Speaker's Card prior to the commencement of the Public Comments period of the meeting. Speaker's Cards are located at the entrance. Give your completed card to a staff member and when your name is called, please go to the rostrum provided for the public. Persons are limited to a maximum of 3 minutes unless an extension of time is granted. No action may be taken on items not on the agenda except as provided by law.

**Americans with Disabilities Act:** In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the City Clerk's office at (562) 220-2027 at least 48 hours prior to the meeting to enable the City to make reasonable arrangements to ensure accessibility to this meeting.

**Note:** Agenda items are on file in the City Clerk's office and are available for public inspection during normal business hours. Materials related to an item on this Agenda submitted after distribution of the agenda packet are also available for public inspection during normal business hours in the City Clerk's office. The office of the City Clerk is located at City Hall, 16400 Colorado Avenue, Paramount.

## Notes

CALL TO ORDER:

Mayor Diane J. Martinez

ROLL CALL OF  
COUNCILMEMBERS:

Councilmember Laurie Guillen  
Councilmember Daryl Hofmeyer  
Councilmember Peggy Lemons  
Vice Mayor Tom Hansen  
Mayor Diane J. Martinez

## **CITY COUNCIL PUBLIC COMMENT UPDATES**

## **PUBLIC COMMENTS**

## **NEW BUSINESS**

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1.     [APPROVAL](#)                      Request for Installation of a Disabled Parking Zone in Front of 8239 Howe Street
2.     [ORAL REPORT](#)                      Update on Strategies Against Gang Environments (SAGE) Program
3.     [URGENCY  
ORDINANCE NO.  
1109](#)                      Prohibiting Signs in the Public Rights-of-Way on Public Property and on Parkways
4.     [APPROVAL](#)                      Proposed Changes to City's Transit System
5.     [PUBLIC HEARING](#)                      FY 2017-2018 Consolidated Annual Performance and Evaluation Report (CAPER)
6.     [ORAL REPORT](#)                      Website Development Update

## **COMMENTS/COMMITTEE REPORTS**

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- Councilmembers
- Staff

## **ADJOURNMENT**

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To a meeting on October 2, 2018 at 6:00 p.m.

# City Council Public Comment Updates

## September 18, 2018

From the September 4, 2018 Council Meeting:

Resident	Request/Issue/Concern	Action/Comment
Mr. Donato Mota	Parking issues related to La Paz Convalescent Hospital; loud music/parties coming from property on Lakewood Blvd.	Staff is scheduled to meet with new administrator at La Paz. Staff and Deputy District Attorney met with Lakewood Blvd. property owner to notify them that unpermitted activity must cease immediately. Staff contacted Mr. Mota to let him know of action taken.
Ms. Emily Blessing	Parking issues related to La Paz Convalescent Hospital; loud music/parties coming from property on Lakewood Blvd.	Staff is scheduled to meet with new administrator at La Paz. Staff and Deputy District Attorney met with Lakewood Blvd. property owner to notify them that unpermitted activity must cease immediately. Staff contacted Ms. Blessing to let her know of action taken.
Ms. Nita Juhasz	Parking issues related to La Paz Convalescent Hospital.	Staff is scheduled to meet with new administrator at La Paz. Staff contacted Ms. Juhasz to let her know of action taken.
Ms. Ariana Garcia	Parking issues related to La Paz Convalescent Hospital.	Staff is scheduled to meet with new administrator at La Paz. Staff contacted Ms. Garcia to let her know of action taken.

SEPTEMBER 18, 2018

REQUEST FOR INSTALLATION OF A DISABLED PARKING ZONE IN  
FRONT OF 8239 HOWE STREET

MOTION IN ORDER:

APPROVE A REQUEST FOR INSTALLATION OF A DISABLED PARKING  
ZONE IN FRONT OF 8239 HOWE STREET.

MOTION:

MOVED BY: \_\_\_\_\_

SECONDED BY: \_\_\_\_\_

[ ] APPROVED

[ ] DENIED

ROLL CALL VOTE:

AYES: \_\_\_\_\_

NOES: \_\_\_\_\_

ABSENT: \_\_\_\_\_

ABSTAIN: \_\_\_\_\_





**To:** Honorable City Council

**From:** John Moreno, City Manager

**By:** Adriana Figueroa, Director of Public Works  
Sarah Ho, Assistant Director of Public Works

**Date:** September 18, 2018

---

**Subject: REQUEST FOR INSTALLATION OF A DISABLED PARKING ZONE IN FRONT OF 8239 HOWE STREET**

We have received a request from Mrs. Sandra DeKay for the installation of a disabled parking zone in front of her home at 8239 Howe Street. The request is for Mrs. DeKay who has a valid Disabled Person Placard. Mrs. DeKay is requesting that the disabled parking zone be installed in front of her home due to limited accessible parking options in the neighborhood.

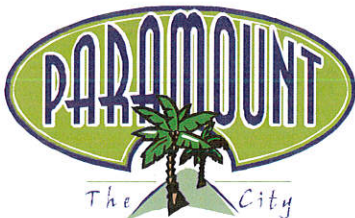
Staff has inspected the site and found that neighborhood on-street parking can be limited throughout the day and can cause a need to park some distance away. The applicant's residence does have some off-street parking via a driveway; however, it is too narrow to accommodate American with Disability Act (ADA) accessibility.

Staff also verified that there were no other disabled parking zones on the street. If approved, approximately 15 feet of curb in front of 8239 Howe Street would be marked for disabled parking only. Mrs. DeKay has been informed that the designated disabled parking zone, if approved, will be available for anyone that possesses a valid Disabled Person Placard to use.

At their September meeting, the Public Works Commission recommended to the City Council approval of the request for this disabled parking zone. A notice indicating that the City Council would hear this item was sent to all properties on Howe Street from Century Boulevard to Anderson Street.

**RECOMMENDED ACTION**

It is recommended that the City Council approve a request for installation of a disabled parking zone in front of 8239 Howe Street.



## Public Works Department

16400 Colorado Avenue

Paramount, CA 90723

Phone: 562-220-2020 Fax: 562-220-2105

### Application for On-Street Disabled Parking Zone

Date: 25 JUNE 2018

Fee: \$100  
Non-Refundable

Last Name: DeKay First Name: Sandra

Street Address: 8239 Howe St

City & Zip Code: PARAMOUNT, CA 90723

Telephone #: ( ) Cell #: XXX-XXX-XXXX

Email: \_\_\_\_\_

Disabled Parking Placard #: \_\_\_\_\_ Expiration Date: \_\_\_\_\_

Is there an existing driveway at this address?

Is there a garage at this address?

Are you the owner of this property?

Yes	No
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>

If yes, please explain why you can not use your driveway or garage to park your vehicle:

This house WAS built in the late 1930's or early 1940's with  
NO GARAGE. The (so called) CARPORT WAS built to accommodate  
CARS from that ERA AND is too NARROW (Continue on the back)

**If you are not the owner of this property, please have the owner attest to their support of the application by submitting a separate letter supporting the need for a disabled parking zone.**

Note: An on-street disabled parking zone can not be reserved for the sole use of an individual and may be used by any person with valid disabled parking placard.

Please attach proof of disability to this application - Valid DMV proof would be a current Permanent Disabled Person Placard or a vehicle registration with a number in the appropriate DP or DV series.

I hereby confirm that the above information is correct. I understand that the details in this application, that I have given, will be checked to determine eligibility.

Sandra L. DeKay  
Signature

25 June '18  
Date

AND too short for modern automobiles. When the city put sidewalks ON Howe St in 1987, at least 4 feet of our property was taken away from our driveway AND fence making it impossible to park without blocking the sidewalk. Since we were notified that blocking the sidewalk with our vehicle or our gate was now prohibited, we have been forced to park on the street. When this area of North Paramount was developed most homes had but one car, but now every house on this part of Howe St has at least 2 and as many as 5 cars per household. With 2 houses having 15 cars between them. I and my husband are now disabled, myself extremely and my husband to a lesser extent. Neither of us are able to walk sometimes blocks from our home due to lack of parking especially on street sweeping days. Ordinances should be put in place limiting the amount of vehicles allowed per property for on street parking such as 2 cars per residence if no off street parking is available.



\*\*\*CUSTOMER RECEIPT COPY\*\*\*

EXPIRES: 06/30/2017

\*\*\* D I S A B L E D P E R S O N P L A C A R D \*\*\*

PLACARD NUMBER:

PIC: 1 TV: 91

DATE ISSUED: 10/26/16

MO/YR: XX

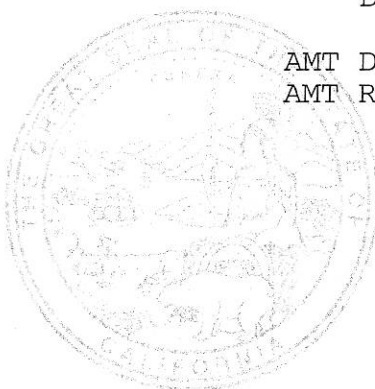
DEKAY SANDRA LEE  
8239 HOWE ST

DT FEES RECVD: 10/26/16

PARAMOUNT  
CA 90723

CO: 19

AMT DUE : NONE  
AMT RECVD - CASH :  
- CHCK :  
- CRDT :



E10 C58 5Z 0000000 0014 CS E10 102616 N1 838887G

## DEPARTMENT OF MOTOR VEHICLES

PLACARD NUMBER:

### DISABLED PERSON PLACARD IDENTIFICATION CARD/RECEIPT

EXPIRES: 06/30/2019

DATE ISSUED: 03/10/2017



This identification card or facsimile copy is to be carried by the placard owner. Present it to any peace officer upon demand. Immediately notify DMV by mail of any change of address. When parking, hang the placard from the rear view mirror, remove it from the mirror when driving.

**When your placard is properly displayed,  
you may park in or on:**

- \* Disabled person parking spaces (blue zones)
- \* Street metered zones without paying.
- \* Green zones without restrictions to time limits.
- \* Streets where preferential parking privileges are given to residents and merchants.

**You may not park in or on:**

- \* Red, Yellow, White or Tow Away Zones.
- \* Crosshatch marked spaces next to disabled person parking spaces.

**It is considered misuse to:**

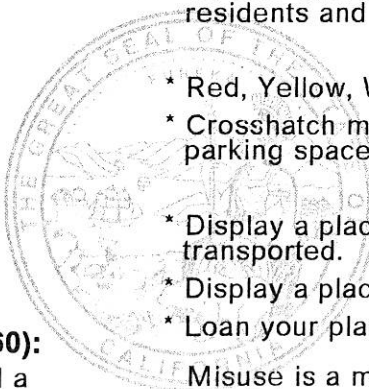
- \* Display a placard unless the disabled owner is being transported.
- \* Display a placard which has been cancelled or revoked.
- \* Loan your placard to anyone, including family members.

Misuse is a misdemeanor (section 4461VC) and can result in cancellation or revocation of the placard, loss of parking privileges, and/or fines.

### Purchase of fuel

(Business & Professions Code 13660):

State law requires service stations to refuel a disabled person's vehicle at self-service rates, except self-service facilities with only one cashier.



REMOVE FROM MIRROR BEFORE DRIVING VEHICLE

**CALIFORNIA**



**\*WARNING: The illegal use of a disabled parking placard  
could result in a maximum fine of \$4,200.\***

**PARKING PLACARD**



**DISABLED PERSON**

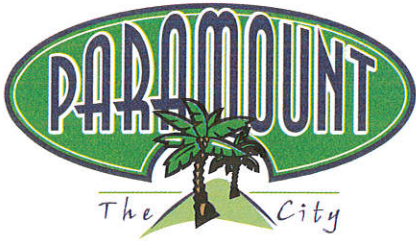
**EXPIRES JUNE 30**

**2019**

**711849 J**

**PURCHASE OF FUEL (Business & Professions Code 13660)  
State law requires service stations to refuel a disabled  
person's vehicle at self-service rates, except at service  
facilities with only one employee on duty.**





DIANE J. MARTINEZ  
Mayor

TOM HANSEN  
Vice Mayor

LAURIE GUILLEN  
Councilmember

DARYL HOFMEYER  
Councilmember

PEGGY LEMONS  
Councilmember

September 13, 2018

Dear Resident:

**Correction - Meeting will begin at 5:00 P.M.**

Please be advised that the Public Works Commission at their meeting of September 6, 2018, recommended to the City Council the approval of the request to install a blue "Disabled Parking" zone in front of 8239 Howe Street.

This is to inform you that the Paramount City Council will discuss this recommendation at their meeting on Tuesday, September 18, 2018. The meeting will begin at **5:00 P.M.** and will be held in the Paramount City Hall Council Chambers, 16400 Colorado Avenue.


At this meeting, a decision will be made by the Paramount City Council to accept or deny the recommendation of the Public Works Commission to install a blue "Disabled Parking" zone in front of 8239 Howe Street. If you have more information regarding this topic or would like to give further input, please attend this meeting.

**Please note that should the City Council approve the installation of the disabled parking zone, the zone may be used by anyone with a valid disabled parking placard and is not solely dedicated to the applicant.**

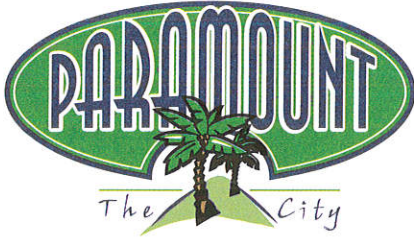
Should you have further questions regarding this meeting, please call me at (562) 220-2020.

Para información en español, favor de llamar al (562)220-2020.

CITY OF PARAMOUNT

  
Adriana Figueroa  
Director of Public Works

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DIANE J. MARTINEZ  
Mayor

TOM HANSEN  
Vice Mayor

LAURIE GUILLEN  
Councilmember

DARYL HOFMEYER  
Councilmember

PEGGY LEMONS  
Councilmember

September 10, 2018

Dear Resident:

Please be advised that the Public Works Commission at their meeting of September 6, 2018, recommended to the City Council the approval of the request to install a blue "Disabled Parking" zone in front of 8239 Howe Street.

This is to inform you that the Paramount City Council will discuss this recommendation at their meeting on September 18, 2018. The meeting will begin at 6:00 P.M. and will be held in the Paramount City Hall Council Chambers, 16400 Colorado Avenue.

At this meeting, a decision will be made by the Paramount City Council to accept or deny the recommendation of the Public Works Commission to install a blue "Disabled Parking" zone in front of 8239 Howe Street. If you have more information regarding this topic or would like to give further input, please attend this meeting.

**Please note that should the City Council approve the installation of the disabled parking zone, the zone may be used by anyone with a valid disabled parking placard and is not solely dedicated to the applicant.**

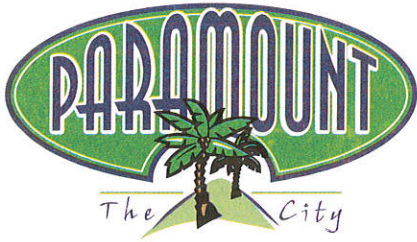
Should you have further questions regarding this meeting, please call me at (562) 220-2020.

Para información en español, favor de llamar al (562)220-2020.

CITY OF PARAMOUNT

Adriana Figueroa  
Director of Public Works

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DIANE J. MARTINEZ  
Mayor

TOM HANSEN  
Vice Mayor

LAURIE GUILLEN  
Councilmember

DARYL HOFMEYER  
Councilmember

PEGGY LEMONS  
Councilmember

August 7, 2018

Dear Resident:

The Public Works Commission scheduled for Thursday, August 2, 2018 at 6:00 p.m., was cancelled due to lack of a quorum. The next regular meeting of the Public Works Commission is scheduled for Thursday, September 6, 2018, at 6:00 p.m., in the City Hall Council Chambers, 16400 Colorado Avenue, Paramount, California.

At this meeting, a decision by the Public Works Commission will be made to deny or recommend to the Paramount City Council the request to install the blue curb "Disabled Parking" zone in front of 8239 Howe Street. The Commission requests that all those having an interest in the installation of the disabled curb please attend this meeting.

Should you have further questions regarding this matter, please call me at (562) 220-2020.

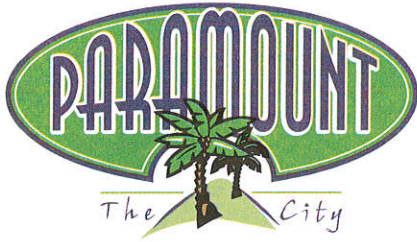
**Para información en español, favor de llamar al (562)220-2020.**

CITY OF PARAMOUNT

Sarah Ho  
Interim Director of Public Works

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DIANE J. MARTINEZ  
Mayor

TOM HANSEN  
Vice Mayor

LAURIE GUILLEN  
Councilmember

DARYL HOFMEYER  
Councilmember

PEGGY LEMONS  
Councilmember

July 27, 2018

Dear Resident:

We have received a request to install a blue curb "Disabled Parking" zone in front of 8239 Howe Street. The curb at 8239 Howe Street is currently not colored, which means parking is allowed there at any time (except for street sweeping days/hours). This letter is to inform you that the Public Works Commission will discuss this request at their meeting of Thursday, August 2, 2018. The meeting will begin at 6:00 PM and will be held in the Paramount City Hall Council Chambers, 16400 Colorado Avenue.

At this meeting, a decision by the Public Works Commission will be made to deny or recommend to the Paramount City Council the request to install the blue curb "Disabled Parking" zone in front of 8239 Howe Street. The Commission requests that all those having an interest in the installation of the disabled curb please attend this meeting.

Should you have further questions regarding this matter, please call me at (562) 220-2020.

**Para información en español, favor de llamar al (562)220-2020.**

CITY OF PARAMOUNT

Sarah Ho  
Interim Director of Public Works

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# 8239 HOWE STREET



SEPTEMBER 18, 2018

ORAL REPORT

UPDATE ON STRATEGIES AGAINST GANG ENVIRONMENTS (SAGE)  
PROGRAM

SEPTEMBER 18, 2018

URGENCY ORDINANCE NO. 1109

“AN URGENCY ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PARAMOUNT, CALIFORNIA, REPEALING SECTIONS 8.2, 8.3, AND 8.4 OF CHAPTER 8 OF THE PARAMOUNT MUNICIPAL CODE, AND AMENDING IN FULL CHAPTER 30, ARTICLE VII OF THE PARAMOUNT MUNICIPAL CODE PROHIBITING SIGNS IN THE PUBLIC RIGHTS-OF-WAY, ON PUBLIC PROPERTY AND PARKWAYS”

MOTION IN ORDER:

READ BY TITLE ONLY, WAIVE FURTHER READING, AND ADOPT URGENCY ORDINANCE NO. 1109.

MOTION:

MOVED BY: \_\_\_\_\_

SECONDED BY: \_\_\_\_\_

☐ APPROVED

☐ DENIED

ROLL CALL VOTE:

AYES: \_\_\_\_\_

NOES: \_\_\_\_\_

ABSENT: \_\_\_\_\_

ABSTAIN: \_\_\_\_\_





**To:** Honorable City Council  
**From:** John E. Cavanaugh, City Attorney  
**By:** John E. Cavanaugh, City Attorney  
**Date:** September 18, 2018

---

**Subject: URGENCY ORDINANCE NO. 1109 - PROHIBITING SIGNS IN THE PUBLIC RIGHTS-OF-WAY, ON PUBLIC PROPERTY, AND PARKWAYS**

### **Background**

The City of Paramount's sign regulations are in various Chapters of its Municipal Code and Zoning Code. Those regulations contained in the Zoning Code are more specific to the particular zoning districts throughout the City (e.g., business districts are not affected by this proposed Urgency Ordinance). However, Chapter 30, Article VII of the City's Municipal Code regulates signs in such a way that are not content neutral and may run afoul of rulings by state courts and the United States Supreme Court.

On or about 2016, the United States Supreme Court in *Reed v. Town of Gilbert*, 135 S. CT. 2218, ruled that, unless there is a compelling state interest, sign regulations must be content neutral (i.e., a city is prohibited from allowing content-related signage while prohibiting other content-related signage). However, the Court did uphold sign regulations which have the effect of total prohibition in the city's rights-of-way and parkways.

The current provisions of Chapter 30, Article VII most likely contain regulations which may be inconsistent with the Supreme Court's decision in *Reed v. Town of Gilbert*. They are also confusing to apply. For example, the City's current sign regulations allow political signs in residential zones but prohibits them in other areas, with exceptions. In addition, political signs are exempt from some of the City's sign regulations in connection with size dimensions; consequently, the application of these regulations appear to be content based which the U.S. Supreme Court has held to be unlawful.

Proposed Urgency Ordinance No. 1109 will eliminate any content-based regulations, while granting the City authority to prohibit all signs that are in the City's public rights-of-way, on public property and within the parkways (which will bring consistency between the Municipal Code and the City's current practice).

This proposed Urgency Ordinance also repeals Sections 8.2, 8.3, and 8.4 of Chapter 8 of the Municipal Code which deals with the placement of outdoor advertising. Chapter 8 prohibits the placement of outdoor advertising in the public rights-of-way and on public buildings. These sections are being repealed to avoid any confusion with the new provisions of Chapter 30, Article VII.

This proposed Urgency Ordinance also provides new definitions in connection with what is defined as a parkway. Previously, these areas were confusing since the maintenance responsibility is on the property owner, but the City has a public easement that is considered part of the City's public rights-of-way.

As stated above, this proposed Urgency Ordinance will not affect those sign regulations contained in the City's Zoning Code as those regulations are directed toward size, number, and placement restrictions in the City's various zoning districts.

The new regulations under the proposed Urgency Ordinance also provide the City with specific authority to remove signs within the public rights-of-way, on public property, and within the parkways; and to recover costs associated with issuance of administrative citations as well as costs for any removal. An appeal system has also been placed within the provisions of this proposed Urgency Ordinance.

Should the City Council adopt Urgency Ordinance No. 1109, it will require a 4/5 vote as required under Government Code Section 36937(b).

### **Environmental Review**

The adoption of this Urgency Ordinance is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Sections 15060(c)(2) (the activity will not result in a direct or reasonably foreseeable indirect physical change in the environment) and 15060(c)(3) (the activity is not a project as defined in Section 15378) of the CEQA Guidelines, California Code of Regulations, Title 14, Chapter 3, because it has no potential for resulting in physical change to the environment, directly or indirectly.

### **RECOMMENDED ACTION**

It is recommended that the City Council read by title only, waive further reading, and adopt Urgency Ordinance No. 1109.

### **Attachment**

1. Urgency Ordinance No. 1109

CITY OF PARAMOUNT  
LOS ANGELES COUNTY, CALIFORNIA

**URGENCY ORDINANCE NO. 1109**

AN URGENCY ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PARAMOUNT, CALIFORNIA, REPEALING SECTIONS 8.2, 8.3, AND 8.4 OF CHAPTER 8 OF THE PARAMOUNT MUNICIPAL CODE, AND AMENDING IN FULL CHAPTER 30, ARTICLE VII OF THE PARAMOUNT MUNICIPAL CODE PROHIBITING SIGNS IN THE PUBLIC RIGHTS-OF-WAY, ON PUBLIC PROPERTY AND PARKWAYS

**RECITALS**

**WHEREAS**, the City of Paramount (“City”) sign regulations are located in various Chapters of its Municipal Code and Zoning Code; and

**WHEREAS**, Chapter 30, Article VII of the City’s Municipal Code has established regulations of political signs, temporary signs, and other signage in both residential and within the City’s public rights-of-way; and

**WHEREAS**, on or about 2016, the United States Supreme Court in *Reed v. Town of Gilbert*, 135 S. CT. 2218, ruled that, unless there is a compelling state interest, sign regulations must be content neutral; i.e. a city is prohibited from allowing content-related signage while prohibiting other content-related signage; and

**WHEREAS**, the Supreme Court, in its decision, did continue to recognize the legal precedent of allowing a city to prohibit all signage within its public rights-of-way; and

**WHEREAS**, the current provisions of Chapter 30, Article VII of the City’s Municipal Code most likely contains regulations that may be inconsistent with the Supreme Court’s decision in *Reed v. Town of Gilbert*; and

**WHEREAS**, in order for the City to comply with the Supreme Court’s decision, it is necessary to amend in full Chapter 30, Article VII so that the City may be current with existing law, while legally prohibiting all signage on its public rights-of-way, public property and parkways; and

**WHEREAS**, the City Council of the City of Paramount makes the following findings:

1. This Urgency Ordinance is enacted to encourage the most appropriate use of public land and structures; to conserve and stabilize the value of property; to lessen congestion on streets; to protect, enhance and improve the esthetic values of the City of Paramount and to promote health, safety and the general welfare of its citizens;

2. The posting, display or affixing of signs on buildings, structures and vegetation located on public property, or within the parkways or public rights-of-way, including power poles, traffic signs, and lamp posts, or trees, shrubbery and other vegetation, constitutes clutter, and a visual and aesthetic blight. Such blight reduces the quality of the environment, including property values, of the community;
3. The posting, display or affixing of signs on buildings, structures and vegetation or growth located on, over or across public property and within the parkways and public rights-of-way, including power poles, traffic signs, lamp posts, trees, shrubbery and other vegetation presents a potential traffic safety hazard to users of public streets, rights-of way, and sidewalks; and
4. City owned bulletin boards, marquees, display cases, stanchions and banner poles present a limited number of spaces in which to make official announcements of City-sponsored events or activities; to permit the use of such bulletin boards, marquees, display cases, stanchions and banner poles for purposes other than such official announcements would greatly reduce the opportunities for the City government to communicate with its citizenry regarding governmental functions or activities.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF PARAMOUNT, DOES HEREBY ORDAIN AS FOLLOWS:

**SECTION 1.** The Recitals set forth hereinabove are true and correct and incorporated herein by reference as if fully set forth herein.

**SECTION 2.** Chapter 8, Sections 8.2, 8.3 and 8.4 of the Municipal Code of the City of Paramount are hereby repealed.

**SECTION 3.** Chapter 30, Article VII of the Municipal Code of the City of Paramount is amended in its entirety as follows:

Article VII. Signs in the Public Rights-of-Way,  
Public Property and Parkways – Prohibited.

Section 30-52. Posting of signs--public rights-of-way, public property, and parkways.

- (a) No person may paint, mark or write on, or post or otherwise affix any sign to or upon any tree, shrub, tree stake or guard, or upon any public building or structure, or upon any building or structure located upon public property or in, over or across the public rights-of-way, or within a parkway.



(b) For the purposes of this section, the following definitions shall apply:

- (1) Sign shall mean any whole or part of a display board, wall, screen or object, illustration or insignia used to announce, declare, demonstrate, display or otherwise present a message and attract the attention of the public, except for the following:
  - a. Announcements or advertisements by the City for City-sponsored meetings, classes, activities, services or events; and
  - b. Announcements or advertisements of City or another public entity's governmental acts or proposed acts, including agendas of public meetings; and
  - c. Directories of City government or other governmental organizations and entities.
- (2) Building or structure shall be defined as is set forth in Chapter 10, of the Paramount Municipal Code, and adopted by reference.
- (3) Parkway shall mean either the:
  - a. Area between the curb and sidewalk within a fully improved street right of way or landscaped area, including a parkway tree; or
  - b. That area extending from the curb towards the nearest easement line in an area with no sidewalk; or
  - c. Any area within a street right-of-way in which a parkway tree or other landscaped area is located.

(c) This section shall not apply to:

- (1) Official city signs, traffic signs, and City-owned directional signs to points of particular public interest; and
- (2) Signs or notices posted or displayed by a public utility if required by the California Public Utilities Commission; and
- (3) Other signs or notices ordered posted by a court of competent jurisdiction, or required to be displayed or posted by statute.

Section 30-53. Removal of signs—costs and penalties.

- (a) Signs posted or otherwise affixed in violation of this Article are a public nuisance and may be removed by the City Manager or his/her authorized designee.
- (b) The person responsible for any such illegal posting shall be liable for an administrative fine and for the cost incurred in the removal thereof, and the City's Finance Department is authorized to effect the collection of said administrative fine and costs incurred by the City of Paramount. The first violation in a calendar year is subject to an administrative fine not to exceed \$100.00. Subsequent violations in the same calendar year will result in a second fine not to exceed \$200.00. The fine for the third administrative violation in a calendar year is \$500.00. More than three administrative fines in one calendar year shall result in the violation being charged as a misdemeanor in Superior Court and subject to all penalties applicable to criminal violations.
- (c) For purposes of this section, there shall be a presumption that:
  - (1) The real estate agent, broker, brokerage firm or other person whose name or telephone number appears on the sign is the person responsible for posting a sign advertising property for sale, lease or rent;
  - (2) The candidate seeking office is the person responsible for posting a sign promoting the candidate for public office;
  - (3) The owner, or lessee if the property is leased, of property used for a yard or garage sale is the person responsible for posting a sign advertising a yard or garage sale;
  - (4) The owner, or lessee if the property is leased, of property used for a commercial activity or event is the person responsible for posting a sign advertising the subject commercial activity or event;
  - (5) The person whose name, telephone number or address appears as the sponsor for a sporting event, concert, theatrical performance, or similar activity or event is the person responsible for posting a sign advertising the subject activity or event; and
  - (6) The person whose name, telephone number or address appears as the person to contact on any sign posted is the person responsible for having posted the same.

The person presumed to be responsible for posting a sign on public property or parkways in violation of this Article may rebut such presumption by declaring under penalty of perjury or swearing under oath that the person did not cause, authorize, allow or permit the posting of the sign on public property or parkway.

- (d) With the concurrence of the City Manager, the Public Works Department, or Code Enforcement Department shall determine the verifiable costs to the City pursuant to this section. Such costs shall include, but not be limited to, direct labor, material and equipment costs, as well as departmental and general City overhead costs attributable to the removal of signs. The City Council shall adopt a schedule of charges which persons responsible for the illegal posting of signs are required to pay pursuant to this section, based on those costs.
- (e) The City shall not be liable for damage to signs which occurred due to their placement on public property, public rights-of-way, or parkways or their removal, transportation, or storage.
- (f) Persons billed for the costs and penalties of removing signs may appeal such costs and charges.

Section 30-54. Appeal to the City Council.

The decision shall be appealable to the City Council. Any decision by the City Council on appeal shall be final.

**SECTION 4.** The City Council finds the approval of this ordinance is not subject to the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines Sections 15060(c)(2) (the activity will not result in a direct or reasonably foreseeable indirect physical change in the environment) and 15060(c)(3) (the activity is not a project as defined in Section 15378) of the CEQA Guidelines, California Code of Regulations, Title 14, Chapter 3, because it has no potential for resulting in physical change to the environment, directly or indirectly. Alternatively, the City Council finds the approval of this ordinance is not a project under CEQA Regulation Section 15061(b)(3) because it has no potential for causing a significant effect on the environment.

**SECTION 5. Severability.** If any section, subsection, sentence, clause or phrase of this ordinance is, for any reason, held to be invalid or unconstitutional, such decision shall not affect the validity or constitutionality of the remaining portions of this ordinance. The City Council hereby declares that it would have passed this ordinance, and each section, subsection, sentence, clause or phrase hereof, irrespective of the fact that any one (1) or more sections, subsections, sentences, clauses or phrases be declared, invalid or unconstitutional.

**SECTION 6. Effective Date.** The City Council hereby declares, on the basis of the findings set forth above, that an emergency exists and that this Ordinance is necessary to preserve the public, health and safety. Accordingly, this Ordinance is adopted as an urgency ordinance under California Government Code Section 36937 and shall take effect and be in force immediately upon its adoption.

**SECTION 7.** The City Clerk shall certify the adoption of this Ordinance and shall cause the same to be posted as required by law.

PASSED AND ADOPTED by the City Council of the City of Paramount this 18<sup>th</sup> day of September 2018.

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Diane J. Martinez, Mayor

ATTEST:

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Lana Chikami, City Clerk

SEPTEMBER 18, 2018

REPORT

PROPOSED CHANGES TO CITY'S TRANSIT SYSTEM

MOTION IN ORDER:

AUTHORIZE THE CITY MANAGER TO ENTER INTO AN AGREEMENT WITH LONG BEACH TRANSIT FOR FIXED-ROUTE SERVICES INSIDE THE CITY AND TO LOCAL COLLEGE DESTINATIONS AND AMEND THE CITY'S EXISTING AGREEMENT WITH ADMINISTRATIVE SERVICES COOPERATIVE TO INCLUDE NEW TAXI-BASED DIAL-A-RIDE AND ELDERLY NUTRITION PROGRAM TRANSIT SERVICES.

MOTION:

MOVED BY: \_\_\_\_\_

SECONDED BY: \_\_\_\_\_

[ ] APPROVED

[ ] DENIED

ROLL CALL VOTE:

AYES: \_\_\_\_\_

NOES: \_\_\_\_\_

ABSENT: \_\_\_\_\_

ABSTAIN: \_\_\_\_\_



**To:** Honorable City Council  
**From:** John Moreno, City Manager  
**By:** David Johnson, Recreation Director  
**Date:** September 18, 2018

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**Subject: PROPOSED CHANGES TO CITY'S TRANSIT SYSTEM**

The City of Paramount's transit program currently consists of a fixed route bus system, a shuttle-based Dial-A-Ride (DAR), a fixed-route shuttle system to Cerritos College and Long Beach City College (College Bound), an Elderly Nutrition Program (ENP) shuttle, and an out-of-town Medical Taxi service. The City's fixed-route service, DAR shuttle, and ENP shuttle have existed since the late 1980's. The current contract to operate these services is with First Transit. The College Bound service was added to our transit program in 2012. The City owns all the vehicles operated by First Transit. First Transit stores, maintains, insures, and operates the vehicles as part of the transit agreement with the City of Paramount. The Medical Taxi program was added in 1994 and is under contract with Administrative Services Cooperative. Each of our five separate transit services is detailed below.

1. Fixed Route System

The City's fixed-route system consists of two 30-passenger buses. Each bus runs the same fixed route in the City during the same hours but in opposite directions (see Attachment #1). There are 38 stops along each route. The hours of the program are Monday through Friday from 7 a.m. to 6 p.m. and Saturdays from 10:15 a.m. to 3:30 p.m. The fixed-route buses do not operate on Sunday. The cost to ride the fixed-route system is \$1.00 per trip. This price was set in 2012 after many years being at \$.50 per trip. There are three vehicles in our inventory to operate this program. The buses generally have a 10-year life span and our vehicles were purchased as new vehicles in 2004, 2007, and 2009. The 2004 and 2007 vehicles are currently due or overdue for replacement and the 2009 vehicle is approaching the end of its lifespan as well. The 2004 vehicle is a diesel unit and the other two fixed-route vehicles are powered by Compressed Natural Gas (CNG). The cost to replace vehicles of this size and capacity cost approximately \$250,000-\$300,000.

2. Dial-A-Ride Shuttle

The City's Dial-A-Ride (DAR) shuttle is a 16-passenger vehicle that provides on-demand service for trips within the city. The DAR is available to seniors and persons with disabilities without restriction. The DAR is also available to any persons three-quarters of a mile from a fixed-route bus stop. The hours of the program are Monday through Friday from 7 a.m. to 6 p.m. There is no weekend DAR service. The cost to ride the DAR shuttle is \$1.00 per trip, also set in 2012 after being \$.50 for many years. There is one vehicle that operates the DAR program. The vehicle has a 10-year lifespan and was purchased new in 2007. It

is currently due for replacement. This vehicle is gasoline powered and not a clean energy vehicle. The cost to replace a shuttle of this size and capacity is approximately \$100,000-\$150,000. Requests for rides by the public are made to a First Transit dispatch telephone number.

3. Elderly Nutrition Program Shuttle

The City's Elderly Nutrition Program (ENP) shuttle is a 16-passenger vehicle that provides transit from qualified participants' homes to the Paramount Park Community Center. Qualified participants consist of City of Paramount resident seniors who are enrolled in our Elderly Nutrition Program. The ENP shuttle operates each day the Elderly Nutrition Program is open (Monday through Friday) and picks up registered seniors from their homes and delivers them to the Paramount Park Community Center generally by 10 a.m. The ENP shuttle then transports these same seniors back to their homes around 2 p.m. after the meal program has concluded. It is not an on-demand system for seniors but is offered free to qualified seniors. There is one vehicle that operates the DAR program. The shuttle has a 10-year lifespan and our ENP vehicle was purchased new in 2002 and is currently overdue for replacement. This vehicle is diesel powered and not a clean energy vehicle. The cost to replace a shuttle of this size and capacity is approximately \$100,000-\$150,000.

4. College Bound

The City's College Bound program consists of two 18-passenger shuttles that provide transit to either Cerritos College or Long Beach City College from four pick-up locations in the city. Once these buses make their pickups from the four locations, they travel directly to their college destination, offload and return to the city to begin the route again. The program is offered to anyone who has these two colleges as their destination with each ride costing \$1.00. However, there is a \$25 per semester bus pass we offer to residents that show us their current Cerritos or Long Beach City College identification. The hours of the program are Monday through Thursday from 6:30 a.m. to noon and then from 3:30 p.m. to 10 pm. There is no service on Fridays or weekends. The College Bound service only operates during fall and spring semesters and does not offer service during intersessions or summer. The two vehicles that operate this program were purchased in 2010 and have a 10-year lifespan and are currently coming due for replacement. Both vehicles use CNG. Shuttles of this size and capacity are approximately \$100,000-\$150,000 to replace.

5. Medical Taxi Program

The City's Medical Taxi Program was created to provide seniors and persons with disabilities the ability to transit approximately five miles outside of Paramount for out-of-town medical visits. The cost for each trip is \$2.00 and the City subsidizes the cost of the taxi trip up to a current contractual maximum of \$18.40 per trip. Users are limited to 20 trips per month. The program is available to seniors and persons with disabilities 7-days per week between the hours of 6 a.m. and 9 p.m. Requests for rides are made to an Administrative Services Cooperative dispatch telephone number.

## Expenditures and Revenues

The City uses the Proposition A transit allocation each year to fund the City's various transit programs. The Proposition A program is funded by a 1/2 cent sales tax measure approved by Los Angeles County voters in 1980 and finances various County and local jurisdiction transit programs. Since the Proposition A allocation that the City receives is based on sales tax, the revenue stream can be volatile based on the performance of the overall economy. As shown in the following chart, it is identifiable that in down economic years, our expenditures exceed our Proposition A revenue. While the revenue stream has rebounded over the last few years, the surplus funds are insufficient to replace our fleet of vehicles or to expand services to the community.

Proposition A Local Return Allocation							
FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
\$857,786.00	\$923,629.00	\$1,003,696.00	\$1,034,235.00	\$1,074,399.00	\$1,091,279.00	\$1,093,354.00	\$1,133,175.00
City Transit Expenditures							
FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
\$1,141,732.00	\$1,087,540.00	\$1,066,797.00	\$995,420.00	\$996,371.00	\$1,015,686.00	\$1,022,136.00	\$994,560.00
Surplus/(Deficit)							
FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
\$ (283,946.00)	\$ (163,911.00)	\$ (63,101.00)	\$ 38,815.00	\$ 78,028.00	\$ 75,593.00	\$ 71,218.00	\$ 138,615.00

The annual allocation is only able to provide for transit operating costs and not capital replacement of vehicles. The last three vehicles added to the fleet were purchased using grants from the Federal Transportation Authority for one fixed-route bus and the two College Bound vehicles. To completely replace our entire fleet of vehicles, including the backup third fixed-route bus, would cost between \$1.4 and \$1.8 million. Our capital replacement costs for our bus system far exceeds our current moderate Proposition A surpluses that are not guaranteed in future years. Use of these moderate surpluses is also problematic when the operating costs again exceed revenue and we have to use the surpluses to cover operating expenses.

## Ridership

We have ridership data for our bus-based transit programs going back to 1997 (excluding College Bound which began in 2012). The data for these programs from 1997 to 2010 indicates an average monthly ridership of nearly 13,000 for the fixed-route program, 545 riders for the DAR program, and 315 riders for the ENP program over this time period. However, the data shows a significant drop off in ridership across all programs from 2012 and continuing through 2018 (based on current Calendar Year 2018 invoices). While there is no hard data to identify why ridership is falling in this period, 2012 is when the fare was increased to \$1.00 and the quality of our buses and shuttles has diminished during this time period. As the number of riders diminish and our operating costs continue to grow, the cost per rider ratio increases dramatically and the program operates at a highly inefficient rate.



Average Monthly Ridership									
	1997-2010	2011	2012	2013	2014	2015	2016	2017	2018
Fixed Route	12,688	12,897	11,878	8,755	8,173	6,493	5,687	5,256	4,403
Dial-A-Ride	545	344	292	297	275	243	251	294	244
ENP	315	325	393	317	318	477	386	371	398
Total School Year Ridership									
College Bound	N/A	N/A	15,058	25,609	19,386	21,065	19,752	13,727	10,360

### Focus Group Sessions

To identify the attitudes of our current ridership regarding our transit program, we contracted with Tripepi Smith to conduct two focus group sessions consisting of current users of our fixed route system, the DAR, the ENP shuttle, and the College Bound shuttles. The focus groups generally were appreciative of the transit programs and the cost but they identified concerns and issues associated with the current programs that are factors affecting the use and ridership of the transit services we provide.

The focus group that consisted of DAR and ENP users identified long wait times, untimely bus arrivals, dispatch issues and booking difficulties, customer service issues, limited Saturday service and a lack of Sunday service, a lack of point-to-point functionality, and poor quality of buses. The ENP focus group also had an issue that the ENP shuttle bus was not accommodating to those who use walkers or wheelchairs. This focus group identified that they mostly use DAR for doctor's appointments in town and for retail shopping. They also recommended that service should go past 6 p.m. during the work week and should operate both days on the weekend into the evening. All participants indicated that they would like to see new and improved buses.

The focus group that consisted of the fixed route and College Bound users identified the lack of shaded bus stops, limited operating times, poor quality of buses, and the length of route travel times. Fixed-route users also noted that the transportation schedule for the fixed route is not always accurate and use involves long wait times. Fixed-route users expressed frustration that our system does not travel beyond City boundaries and that some bus drivers are rude and drive recklessly. College Bound users expressed a strong desire for a connection to CSULB and indicated that this is a popular school for Paramount High School graduates. All participants indicated that they would like to see new and improved buses.

All of the factors identified by the focus groups cannot be improved or changed without substantial additional operating and capital expenditures. As identified previously, our current revenue from Proposition A is unable to sufficiently fund any increase in services to our transit program or bus replacements.

### Proposed Solutions

Two regional transit agencies, Long Beach Transit (LBT) and the Los Angeles County Metropolitan Transportation Authority (Metro), currently provide fixed-route bus service in Paramount. The Metro routes run east-west through our city on Alondra Blvd., Somerset Blvd., and Rosecrans Ave.; and north-south on Garfield Ave., Paramount Blvd., and Lakewood Blvd. LBT currently operates north-south bus routes in Paramount on portions of the following streets: Orange Ave., Garfield Ave., and Downey Ave. LBT

recently extended its Route 22 on Downey Ave. Route 22 now goes from city limit to city limit and provides a connection to the Metro Green Line Lakewood Station on Lakewood Blvd. These LBT and Metro bus routes currently provide overlapping services to the majority of our fixed-route system (see Attachment #2).

1. Fixed-Route Service

We have had recent discussions with LBT about further expanding their routes into Paramount. LBT has expressed a strong interest in doing so. As a result, we are proposing to pay a fixed percentage (40 percent) of our Proposition A allocation to have LBT expand their current bus routes to provide more service to Paramount including stops in our downtown and also to another major shopping destination, the Walmart shopping center (see Attachment #3). LBT's current Route 21 (Garfield Ave.) would no longer terminate at Rosecrans Ave., but would continue to proceed to Paramount Blvd. and provide service to our downtown area. In fact, there would be two sub-routes (21A and 21B) circulating in a clockwise and counter-clockwise direction, providing a turnaround loop bounded by Garfield Ave., Rosecrans Ave., Paramount Blvd., and Alondra Blvd. LBT's current Route 71 would no longer terminate at Garfield Ave., but would extend along Rosecrans Ave. to the Walmart shopping center.

LBT's expanded network into Paramount would replace our current fixed-route system and cover 83 percent of our current fixed route, excluding any use of existing Metro bus routes. Following is a summary of our current fixed-route service versus the proposed LBT expansion into Paramount.

<b>Existing - Fixed Route</b>
<ol style="list-style-type: none"><li>1. Operates only in town – double loop</li><li>2. Days/Hours: M-F 7 a.m. - 6 p.m. and Sat only 10:15 a.m. - 3:30 p.m.</li><li>3. Wait Time Between Buses/Headway: approximately 50-60 minutes</li><li>4. Older and smaller capacity vehicles</li><li>5. Fuel types: CNG and diesel</li><li>6. Cost: \$1.00 per trip</li><li>7. City owns, replaces, and pays for vehicle maintenance, insurance, and storage</li></ol>
<b>Proposed - LBT Fixed Route</b>
<ol style="list-style-type: none"><li>1. Operates in town and connects to other areas in our region</li><li>2. Days/Hours:<ol style="list-style-type: none"><li>a. Routes 21A/21B: M-F 4:45 a.m. to 1:10 a.m. and Sa-Su 5:06 a.m. to 1:13 a.m.</li><li>b. Route 22: M-F 4:46 a.m. to 12:05 a.m. and Sa-Su 5:00 a.m. to midnight</li><li>c. Route 71: M-F 4:45 a.m. to 8:25 p.m. and Sa-Su 5:06 a.m. to 8:55 p.m.</li></ol></li><li>3. Wait Time Between Buses/Headway: 30 minutes M-F &amp; 40 minutes on Sat/Sun</li><li>4. Newer and higher capacity vehicles</li><li>5. Fuel types: zero or near-zero emission vehicles</li><li>6. Cost: \$1.25 per trip</li><li>7. LBT owns and operates all the vehicles</li></ol>

LBT also has a student fare option that provides a discounted fare. They have a 30-day pass that is \$25 less than the regular \$65 pass, or \$40 for K-12 students.

LBT also participates in the LIFE (Low-Income Fare is Easy) program. Qualifying customers can obtain 7-day or 30-day passes with their LIFE coupons, which provide them substantial savings. LIFE customers can obtain a monthly bus pass for \$76 (regular customers earn a \$24 savings), \$12 (seniors or customers with disabilities earn an \$8 savings), \$30 (college student customers earn a \$13 savings), and \$14 (K-12 student customers earn a \$10 savings). Program eligibility is based on annual income ranging from \$33,950 to \$56,250 (depending on household size).

LBT also operates a shared-ride, curb-to-curb transit service, known as Dial-A-Lift (DAL), exclusively for people who are unable to use LBT's fixed-route bus system because of their mobility impairments. Our participation with LBT also allows the expansion of their DAL program into Paramount. Our fixed-route system does not provide a curb-to-curb program for people with mobility impairments. Eligible DAL customers must be 18 years of age, permanently mobility impaired, and unable to use LBT's fixed-route bus system. Residents that use this DAL service would be able to travel within Paramount, Long Beach, Lakewood, and Signal Hill (Attachment #4).

2. College Bound

We are proposing to replace our College Bound system with an LBT student bus pass utilizing the regional smart card, Transit Access Pass (TAP). LBT would provide the City with 150 student TAP cards each year that would be included with our annual payment to LBT. These TAP cards will be funded monthly with a minimum stored value of \$50 to allow students to access LBCC's Liberal Arts and Pacific Coast campuses, Cerritos College, Compton College, CSULB and CSUDH (Attachment #5). The TAP card can be used on all LBT routes and allows for transfers to Metro routes, as well as other regional transit operators who are TAP members.

Following is a summary of our current program versus the proposed LBT program.

<b>Existing - College Bound</b>	
1.	Direct shuttle service to Cerritos College and Long Beach City College
2.	No transfers available
3.	Service for fall and spring semesters only
4.	Days/Hours: M-Th from 6:30 a.m. - noon & 3:30 p.m. - 10:00 p.m.
5.	Cost: \$1 per trip or \$25 per semester pass
<b>Proposed - LBT Transit Access Pass (TAP)</b>	
1.	Direct routes to Cerritos College and LBCC Pacific Coast Campus
2.	Transfers to LBCC Liberal Arts Campus, Compton College, CSUDH & CSULB
3.	Service for fall & spring semester, summer school and intersessions
4.	Days/Hours:
	a. Routes 21A/21B: M-F 4:45 a.m. to 1:10 a.m. and Sa-Su 5:06 a.m. to 1:13 a.m.
	b. Route 22: M-F 4:46 a.m. to 12:05 a.m. and Sa-Su 5:00 a.m. to midnight
	c. Route 71: M-F 4:45 a.m. to 8:25 p.m. and Sa-Su 5:06 a.m. to 8:55 p.m.
5.	Cost: Free pass for first 150 eligible students

We conducted an analysis of travel times and routes using LBT and Metro from a single point in the northwest side of the City (Spane Park) to the six nearby colleges. The implementation of this bus service to local colleges will identify the most efficient bus routes to take from various points in the city. Following are the local college locations, bus routes to the destination, current estimated travel times that do not include any wait times related to bus transfers, and fares:

**Cerritos College**

- Starting Location: Corner of Rosecrans Ave. & Orange Ave. by Spane Park
- 2 buses, 47-minute commute, \$1.75 in fares

**Long Beach City College Pacific Coast Campus**

- Starting Location: Corner of Rosecrans Ave. & Orange Ave. by Spane Park
- 1 bus, 52-minute commute, \$1.25 in fares

**Long Beach City College Liberal Arts Campus**

- Starting Location: Corner of Rosecrans Ave. & Orange Ave. by Spane Park
- 2 buses, 50-minute commute, \$1.75 in fares

**Compton College**

- Starting Location: Corner of Rosecrans Ave. & Orange Ave. by Spane Park
- 2 buses, 30-minute commute, \$1.75 in fares

**California State University Dominguez Hills (CSUDH)**

- Starting Location: Corner of Rosecrans Ave. & Orange Ave. by Spane Park
- 2 buses, 44-minute commute, \$1.75 in fares

**California State University Long Beach (CSULB)**

- Starting Location: Corner of Rosecrans Ave. & Orange Ave. by Spane Park
- 2 buses, 51-minute commute, \$1.75 in fares

The college transit program using LBT TAP cards would expand our service from two colleges to six colleges, including CSULB, which has become a popular destination for Paramount High School graduates. The travel time to Cerritos College and LBCC Liberal Arts Campus, which we currently provide service to, would be approximately the same, although our current service is a direct bus to these colleges and the LBT connection would involve one bus transfer and potentially additional wait time. Students using the TAP cards would have access to Compton College, LBCC Pacific Coast Campus, CSULB and CSUDH; destinations which we do not currently service. While students currently need to pay \$2 for a roundtrip fare to our current college destinations, or purchase a \$25 semester pass, the TAP cards would be completely free to 150 eligible Paramount college students. Any additional TAP cards beyond the 150 provided by LBT, or additional stored value on the TAP cards, could be provided by the City as an additional expense to the program.

3. Dial-A-Ride (DAR)

We have also had recent discussions with our current taxi service provider, Administrative Services Cooperative (ASC) about expanding their services in town. As a result, using expanded services from ASC, we are proposing to replace our current DAR service with an on-demand taxi service similar to our existing Medical Taxi program. Like our Medical Taxi program, eligible users would be Paramount residents who are seniors (60 years and older) or persons with a disability. The service would operate 7 days a week from the hours of 7 a.m. to 9 p.m. Again, like the Medical Taxi program, DAR users would have to register with the City and a taxi transit card would be issued to them that allows them to purchase trips on their card. We would recommend keeping the rate at \$1.00 per trip and would limit the number of available trips for each user to 20 per month, except for those who are receiving dialysis treatment which would be capped at 30 per month. Users would only be able to use the service to visit a medical facility, retail areas, or government facilities in Paramount. The subsidized rate for each taxi trip in this program would be capped at a negotiated maximum in the range of \$12.00 per trip.

Following is a summary of our current DAR service versus the proposed on-demand taxi DAR service.

<b><i>Existing - Dial-A-Ride</i></b>
<ol style="list-style-type: none"><li>1. One 28 passenger bus</li><li>2. Not a direct route to a destination if more than one passenger</li><li>3. Days/Hours: M-F 7 a.m. - 6 p.m. (no weekend service)</li><li>4. Cost: \$1.00 per trip</li></ol>
<b><i>Proposed - Dial-A-Ride Taxi Program</i></b>
<ol style="list-style-type: none"><li>1. Multiple taxi vehicles available at all times</li><li>2. Direct route to your destination</li><li>3. Days/Hours: Seven days a week from 7 a.m. to 9 p.m.</li><li>4. Cost: \$1.00 per trip</li></ol>

4. Elderly Nutrition Program (ENP)

We are proposing to replace our current ENP transit service with a limited on-demand taxi service. Eligible users would remain the same but they would be able to directly book their trips with the taxi service for pickup from home to the Paramount Park Community Center and then home again. The Paramount Park Community Center would be the only allowed destination and the service would remain free to the user but our subsidized rate for each taxi trip would be the same as the DAR taxi program. Instead of a fixed pickup and return time, users would be able to request the ENP taxi service anytime the Elderly Nutrition Program is open and from the hours of 9 a.m. to 4 p.m.

Following is a summary of our current ENP shuttle service versus the proposed limited on-demand ENP taxi service.

<b>Existing - Elderly Nutrition Shuttle</b>
1. One 16-passenger bus
2. Not a direct route to a destination if more than one passenger
3. Days/Hours: M-F 10 a.m. to 2 p.m. (fixed pickup and return times)
4. Single Destination - Paramount Park Community Center
5. Cost: Free
<b>Proposed - Elderly Nutrition Taxi Program</b>
1. Multiple taxi vehicles available at all times
2. Direct route to a destination
3. Days/Hours: M-F 9 a.m. to 4 p.m.
4. Single Destination - Paramount Park Community Center
5. Cost: Free

#### Proposed Expenditures and Revenues

The LBT program would be set at a fixed 40 percent of our Proposition A allocation each year for five years, amounting to an estimated annual payment to LBT in the amount of \$445,000, based on Fiscal Year 2018 revenue. This percentage would remain the same regardless of whether our Proposition A revenue increases or decreases. As a result, the annual payment to LBT could be higher or lower depending on the level of Proposition A funding to the City. However, service levels provided by LBT would remain the same regardless of funding levels.

Based on current DAR and ENP usage, the expanded taxi on-demand services are estimated to cost \$76,000. This would be in addition to our existing annual costs of the Medical Taxi program that costs the City approximately \$30,000 per year, for a total estimated annual cost of \$106,000.

The combined costs of the LBT and expanded taxi on-demand services are estimated to produce an operational savings of approximately \$150,000 per year. Since we would no longer have vehicles to maintain and replace, these additional funds could be used for additional operational services and/or purchase of equipment to support the transit program such as covered bus shelters.

#### **RECOMMENDED ACTION**

It is recommended that the City Council authorize the City Manager to enter into an agreement with Long Beach Transit for fixed-route services inside the city and to local college destinations and amend our existing agreement with Administrative Services Co-Op to include new taxi-based Dial-A-Ride and Elderly Nutrition Program transit services.

# Easy Rider Shuttle Fixed Route



## Legend

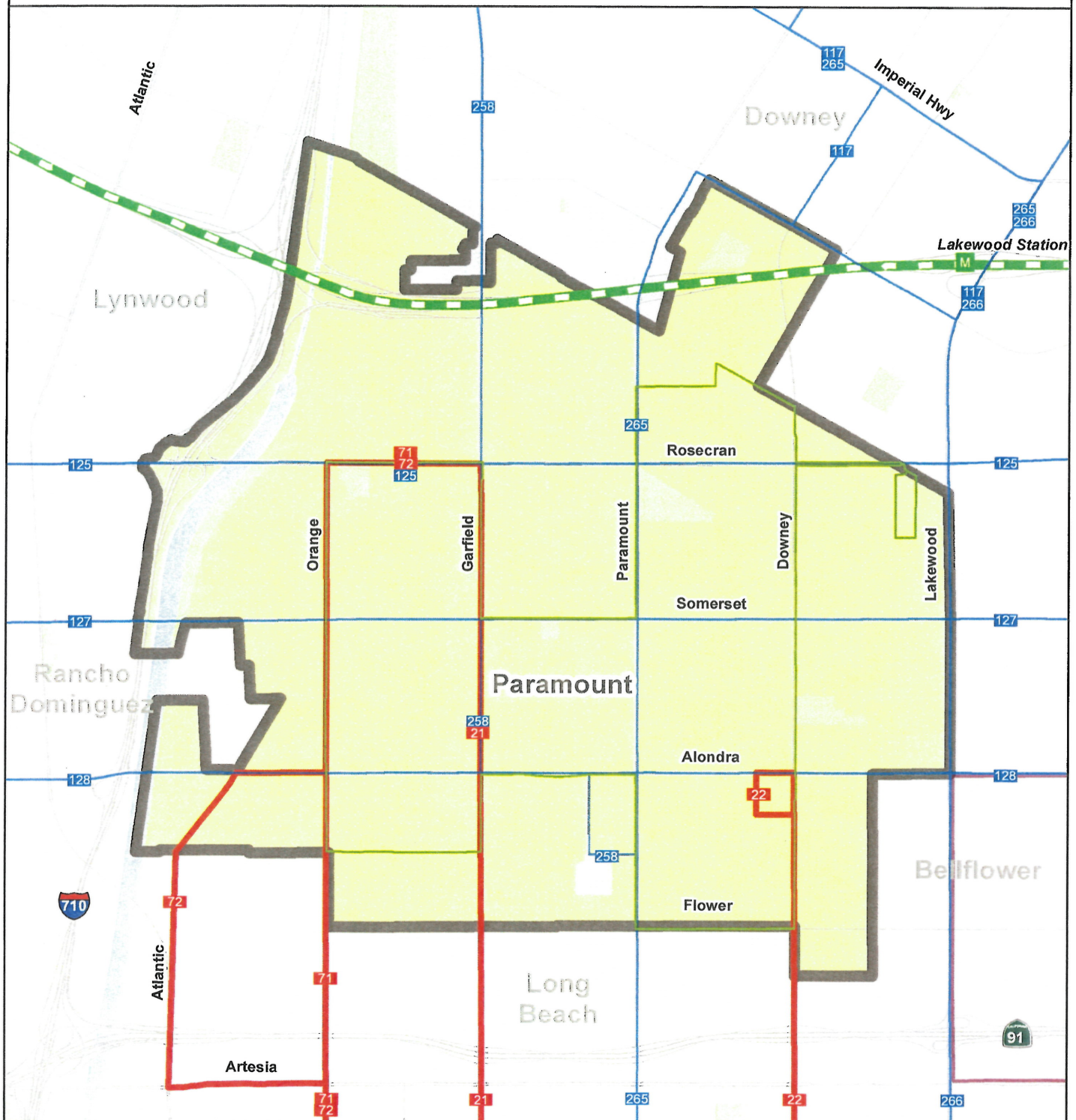
- Route 1 (Counter Clockwise)
- Route 2 (Clockwise)





# Regional Transit Service to City of Paramount

September, 2014



## Regional Route

- LBT 21, 22, 71, 72
- Metro 117, 125, 127, 128, 258, 265, 266
- Paramount Easy Rider
- Bellflower Transit
- - - Metro Green Line

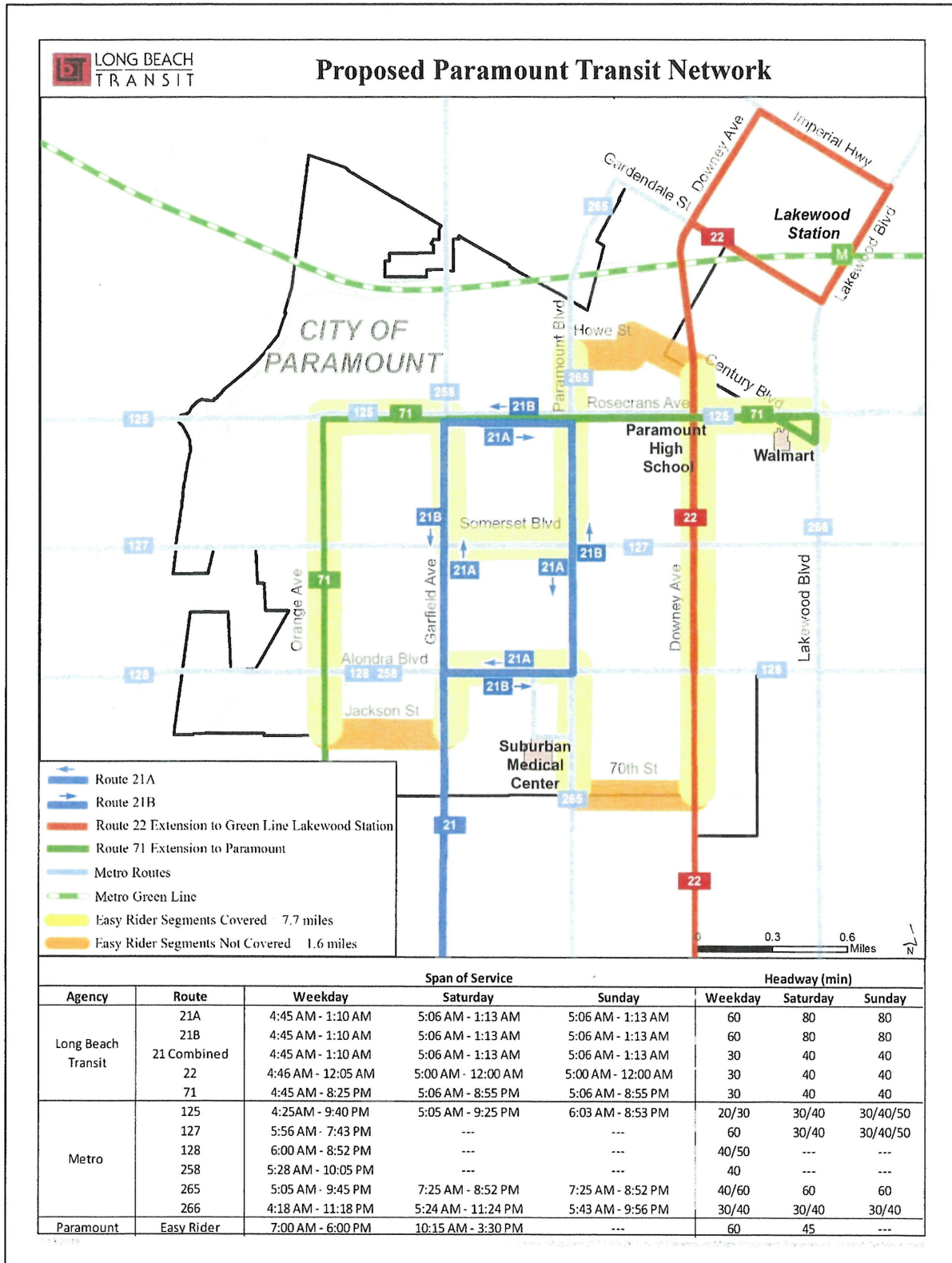


City of Paramount

0 0.25 0.5 1 Miles

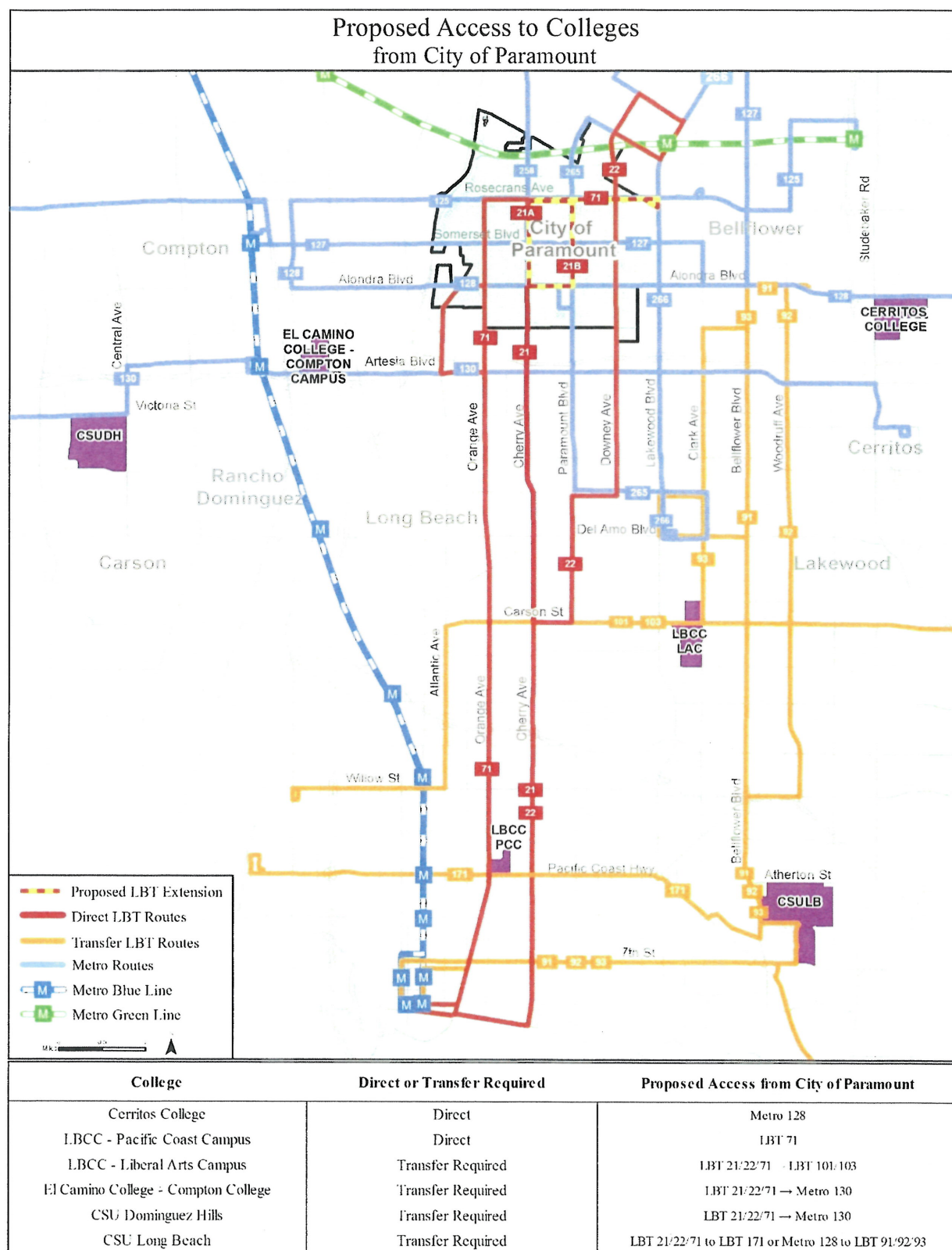












SEPTEMBER 18, 2018

PUBLIC HEARING

FY 2017-2018 CONSOLIDATED ANNUAL PERFORMANCE AND  
EVALUATION REPORT (CAPER)

- A. HEAR STAFF REPORT.
- B. OPEN THE PUBLIC HEARING.
- C. HEAR TESTIMONY IN THE FOLLOWING ORDER:
  - (1) THOSE IN FAVOR
  - (2) THOSE OPPOSED
- D. MOTION TO CLOSE THE PUBLIC HEARING.

<u>MOTION:</u>	<u>ROLL CALL VOTE:</u>
MOVED BY: _____	AYES: _____
SECONDED BY: _____	NOES: _____
[ ] APPROVED	ABSENT: _____
[ ] DENIED	ABSTAIN: _____

- E. MOTION IN ORDER:  
RECEIVE AND FILE THE FY 2017-2018 CAPER.

<u>MOTION:</u>	<u>ROLL CALL VOTE:</u>
MOVED BY: _____	AYES: _____
SECONDED BY: _____	NOES: _____
[ ] APPROVED	ABSENT: _____
[ ] DENIED	ABSTAIN: _____



**To:** Honorable City Council  
**From:** John Moreno, City Manager  
**By:** Karina Lam Liu, Finance Director  
Esther Luis, Program Consultant  
**Date:** September 18, 2018

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**Subject: FY 2017-2018 CONSOLIDATED ANNUAL PERFORMANCE AND  
EVALUATION REPORT (CAPER)**

The U.S. Department of Housing and Urban Development (HUD) requires that the City Council annually conduct a public hearing to allow for comments regarding the City's Consolidated Annual Performance and Evaluation Report (CAPER). The CAPER is a federally-required annual review of the City's progress toward meeting the objectives specified in the City's five-year Consolidated Plan for use of Community Development Block Grant (CDBG) and HOME Investment Partnership (HOME) funds.

In May 2017, the City Council approved the Consolidated Plan for the period of July 1, 2017 through June 30, 2021. The Consolidated Plan and the FY 2017-2018 Action Plan provide the U.S. Department of Housing and Urban Development (HUD) with a comprehensive assessment of the City's housing and community development needs. These two Plans also outline the City's priorities, objectives and strategies for the investment of CDBG and HOME funds to address these needs over the next five years. While the Consolidated Plan establishes objectives and strategies, the Annual Action Plan identifies the specific activities that will use CDBG and HOME funds to achieve certain outcomes related to the established objectives.

During FY 2017-2018, the City's first year of the five-year cycle, we received \$825,885 in CDBG funds and \$244,799 in HOME funds for a total formula grant allocation of \$1,070,684. Additionally, a total of \$13,620 of HOME program income funds were available for a grand total CDBG/HOME budget of \$1,084,304. These funds were used to meet the Action Plan goals, including funding for fair housing and landlord-tenant mediation services, graffiti removal, code enforcement, commercial rehabilitation, and housing rehabilitation. The City met or exceeded its one-year goals and is on track to meet or exceed the majority of its five-year goals. For more details on how the Strategic Plan goals were met, please refer to the attached summary.

As a prerequisite to submitting the CAPER to HUD, a public hearing must be held to allow citizens an opportunity to comment on the draft CAPER. A public notice was published in the Press Telegram on August 26, 2018 to solicit public comments from interested citizens and to invite them to tonight's City Council meeting if they wish to comment on this item. The draft CAPER was available for public review for a minimum period of 15 days from August 31, 2018 through September 18, 2018.

**RECOMMENDED ACTION**

It is recommended that the City Council conduct a public hearing to receive comments from citizens concerning the CAPER or the CDBG/HOME funded activities, and receive and file the FY 2017-2018 CAPER.

## Executive Summary

Every year the City of Paramount receives Community Development Block Grant (CDBG) and Home Investment Partnership Grant Program (HOME) funds from the U.S. Department of Housing and Urban Development (HUD). The purpose of these funds is to assist the City in meeting the affordable housing and community development needs of its residents, particularly those of persons and families considered to have low- to moderate-incomes.

This Consolidated Annual Performance and Evaluation Report (CAPER) is the first CAPER of this planning cycle covering the period of July 1, 2017 through June 30, 2018. It describes the City's progress in meeting the goals and objectives outlined in the City's Consolidated Plan. The City of Paramount met or exceeded its one-year goals and is on track to meet or exceed the majority of its five-year goals as shown in the attached Table 1.

The Fair Housing activity came close to meeting City's expectations in terms of the number of people served by the Fair Housing Foundation to resolve landlord-tenant disputes and to handle fair housing discrimination claims this year. The number of people served under the Graffiti Removal Program in the City's low- and moderate-income census tract block groups was just under what was originally expected in terms of this year. However, the Low and Moderate Area (LMA) Residential Code Enforcement cases and Slum and Blight Area (SBA) Commercial Code Enforcement cases met or exceeded the City's expectation this year. Five (5) Home Improvement Program projects were completed during FY 2017-2018. Two (2) additional Home Improvement loans were made and are expected to be completed during FY 2018-2019. Two (2) Commercial Rehabilitation projects were completed from prior FY 2015-2016 and FY 2016-2017 and one (1) additional Commercial Rehabilitation Project is under-way and is also expected to be completed during FY 2018-2019.

Additionally, the City made progress in amending various zoning ordinances to Affirmatively Further Fair Housing Choice. One (1) of five (5) identified impediments from the 2012-2016 Analysis of Impediments to Fair Housing Choice, included amending the Zoning Ordinance to permit "second units" by right in all residential zones, subject to ministerial review and compliance with property standards. A new Accessory Dwelling Unit (ADU) ordinance was approved and adopted in October 2017. The remaining four (4) impediments, including Residential Care Facilities, Siting of Emergency Shelters, Siting of Transitional Housing, and Siting of Single Room Occupancy Housing (SRO) will be counted during FY 2018-2019.

Table 1 - Accomplishments – Strategic Plan and Program Year to Date										
Goal	Category	2017-2018 Amount	Indicator	Unit of Measure	5-Year Strategic Plan			2017-2018 Program Year 1		
					Expected	Actual	Percent Complete	Expected	Actual	Percent Complete
Fair Housing Services  (Includes Program Administration)	Affordable Housing	CDBG: \$16,000  CDBG: \$149,171  HOME: \$25,841	Ensure equal access to housing opportunities	People	1,000	133	13.30%	140	133	95%
Neighborhood Services, Facilities and Infrastructure	Non-Housing Community Development	CDBG: \$144,679	Improve neighborhoods, facilities & infrastructure	People	270,000	50,610	18.74%	54,000	50,610	93.72%
				Commercial Code Enforcement Inspected	1,000	140	14.00%	140	140	100%
AFH: ADA 504 Self-Evaluation and Transition Plan	Non-Housing Community Development	Other	Improve neighborhoods, facilities & infrastructure	Other: ADA/504 Self-Evaluation and Transition Plan	1	0	0%	1	0	0%

ADA: Americans with Disabilities Act  
 AFH: Assessment of Fair Housing  
 ASES: After School Education & Safety Program  
 CDBG: Community Development Block Grant Programs  
 CHDO: Community Housing Development Organization  
 HOME: HOME Investment Partnership Funds



Table 1 - Accomplishments – Strategic Plan and Program Year to Date										
Goal	Category	2017-2018 Amount	Indicator	Unit of Measure	5-Year Strategic Plan			2017-2018 Program Year 1		
					Expected	Actual	Percent Complete	Expected	Actual	Percent Complete
Economic Opportunity Programs	Non-Housing Community Development	CDBG: \$136,806	Promote Economic Opportunity / AFH Factor: Access to Opportunity	Businesses	5	2	40%	2	2	100%
				Other: Youth Commission, Paramount Education Partnership each year, ASES After School Program each year	11	3	27.27%	3	3	100%
Affordable Housing Preservation, Development and Access	Affordable Housing	HOME: \$195,859 HOME CHDO: \$36,719 CDBG: \$255,321	Preserve the supply of housing affordable to low- and moderate income residents AFH Factor: Land use and zoning laws	Households	25	5	20%	5	5	100%
				Housing Units Inspected	1,800	365	20.28%	360	365	101%
				Other: Zoning Ordinance Amendments to Affirmatively Further Fair Housing Choice	5	1	20%	5	1	20%
Public Services	Non-Housing Community Development	General Fund: \$70,000	Provide services to low-income residents, those with special needs and the homeless	People	30,000	6,000	20%	6,000	6,000	100%

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SEPTEMBER 18, 2018

ORAL REPORT

WEBSITE DEVELOPMENT UPDATE