

LOCATION:

El Monte City Hall – East
City Council Chambers
11333 Valley Boulevard
El Monte, CA 91731

**DATE AND TIME:**

Wednesday,
February 25, 2026
6:00 p.m.

REGULAR MEETING AGENDA

OF THE

CITY COUNCIL OF THE CITY OF EL MONTE

MEETING JOINTLY AND REGULARLY WITH THE EL MONTE HOUSING AUTHORITY; EL MONTE PUBLIC FINANCING AUTHORITY; EL MONTE WATER AUTHORITY; EL MONTE PARKING AUTHORITY; SUCCESSOR AGENCY TO THE FORMER EL MONTE COMMUNITY REDEVELOPMENT AGENCY; HOUSING SUCCESSOR AGENCY; AND, FROM TIME TO TIME, SUCH OTHER BODIES OF THE CITY WHOSE MEMBERSHIP IS COMPOSED EXCLUSIVELY OF THE MEMBERSHIP OF THE CITY COUNCIL

COUNCILMEMBERS/AUTHORITY MEMBERS:

Jessica Ancona, Mayor

- ♦ *Viviana Longoria, Mayor Pro Tem* ♦ *Marisol Cortez, Councilmember*
- ♦ *Sheila Crippen-Thomas, Councilmember* ♦ *Cindy Galvan, Councilmember*
- ♦ *Martin Herrera, Councilmember* ♦ *Dr. Julia Ruedas, Councilmember*

This meeting shall be conducted in compliance with the procedures of Government Code section 54953 as most recently amended by AB 2449 which took effect January 1, 2023. As amended by AB 2449, Government Code section 54953(f) allows less than a quorum of the City Council to participate remotely at any given meeting of the City Council where the remote participant(s) have a statutorily defined “just cause” reason or “emergency” reason for participating remotely. When a member of the City Council participates remotely pursuant to Government Code section 54953(f), the location from which the City Council member is participating remotely does not need to be identified on the agenda and does not need to be open to members of the public. Because Government Code Section 54953(f) allows City Council members to notify the City of their need to participate remotely as late as the start of the meeting, the City Council will prepare for all meetings with the assumption that some number of its members (less than a quorum) might need to participate remotely pursuant to Government Code Section 54953(f). All such meetings will be conducted in compliance with the requirements of Government Code Section 54953(f)(1). Per Government Code Section 54953(f)(2)(B), any City Council member who participates remotely per Government Code section 54953(f) “**shall publicly disclose at the meeting before any action is taken, whether any other individuals 18 years of age or older are present in the room at the remote location with the member, and the general nature of the member’s relationship with any such individuals**”.

Members of the public wishing to observe the meeting may do so in any of the following ways:

- (1) Turn your TV to Channel 3; or

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- (2) City's website at <http://www.elmonteca.gov/378/Council-Meeting-Videos>; or
- (3) In person.

Persons wishing to offer public comment for this meeting may do so:

- (1) By directly addressing the City Council in person at the time(s) allotted on the agenda for such comment. Persons wishing to address the City Council in person are asked to fill-out a blue speaker card providing their name and indicating whether they wish to address the Council on an item(s) of business appearing under (i) the Closed Session portion of the agenda; (ii) the Public Hearing portion of the agenda; (iii) any item of business appearing under any other portion of the agenda; and/or (iv) a non-agendized matter that is within the subject matter jurisdiction of the City Council. Speaker cards should be submitted to the City Clerk or the Sergeant at Arms (a uniformed El Monte Police Officer) before the City Council's approval of the agenda, if possible; or
- (2) By submitting comments in writing before the conclusion of the portion of the agenda set aside for General Public Comment or in the case of a matter set for Public Hearing before the conclusion of the public comment portion of the Public Hearing. If written comments should identify which agenda item(s) they pertain to a non-agendized matter that is within the subject matter jurisdiction of the City Council.

The City Council will not receive public comment via telephone, unless one or more members of the City Council is participating remotely pursuant to paragraphs (e) or (f) of Government Code Section 54953. When the call-in option is required by Government Code Sections 54953(e) and (f), members of the public may also offer comment by calling-in to the conference line at (888) 204-5987; Code 8167975 by or before any of the specific times allotted on the agenda for public comment. At each point of the agenda at which public comment is received, the City Council, through the presiding officer, will ask the City Clerk if there are any members of the public who have called in who wish to address the City Council on a particular matter or grouping of matters. When calling in, members of the public shall inform the attendant which item(s) of business they wish to speak on, and callers will be connected by telephone when the time for commenting on such items is commenced.

As described in greater detail below, members of the public may address the City Council (i) on agendized closed session items of business prior to the City Council going into closed session; (ii) on items of business listed under the heading Public Hearings when the public hearing on the item the speaker/caller wishes to speak on is opened; and (iii) on all other items of agendized and non-agendized business during the portion of the agenda entitled General Public Comment. **The City Council shall be under no obligation to entertain comments from persons who (i) submit a speaker card after the City Council closes the applicable commenting period; or (ii) call-in after the City Council closes the applicable commenting period.** With this in mind, speakers are strongly encouraged to submit cards or call in as early as possible to avoid missing the opportunity to speak. The City Council shall be under no obligation to respond to or deliberate upon any specific questions or comments posed by a speaker or take action on any issue raised by a speaker beyond such action as the City Council may be lawfully authorized to take on an agendized matter pursuant to the Brown Act (Govt. Code Section 54950 et seq.) ("Brown Act") Members of the City Council may provide brief clarifying responses to any comment made or questions posed. Persons who wish to address the City Council are asked to state their name and address for the record. *Speakers may not lend any portion of their speaking time to other persons or borrow additional time from other persons.* All comments or queries presented by a speaker/caller shall be addressed to the City Council as a body and not to any specific member thereof. No questions shall be posed to any member of the City Council except through the presiding official of the meeting, the Mayor and/or Chair. The City Council may not engage in any sort of prolonged discussion or deliberation with any speaker or group of speakers on matters



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that are not listed on this agenda, nor may the City Council take action on any non-agendized items of business, except as specifically authorized under the Brown Act.

Enforcement of Decorum: The Chief of Police, or such member, or members of the Police Department as the Chief of Police may designate, shall serve as the Sergeant-at-Arms of any City Council meeting. In accordance with Government Code Section 54957.95 as adopted under SB 1000, the Sergeant-at-Arms shall carry out all orders and instructions given by the presiding official for the purpose of maintaining order and decorum at the meeting. While members of the public are free to level criticism of City policies and the action(s) or proposed action(s) of the City Council or its members, members of the public may not engage in behavior that is disruptive to the orderly conduct of the proceedings, including, but not limited to, conduct that prevents other members of the public from being heard when it is their opportunity to speak or which prevents members of the audience from hearing or seeing the proceedings; speaking off topic or speaking beyond the speakers allotted time limit. Members of the public may not threaten any person with physical harm or act in a manner that may reasonably be interpreted as an imminent threat of physical harm. All persons participating in the meeting must adhere to the City's policy barring harassment based upon a person's race, religious creed, color, national origin, ancestry, physical handicap, medical condition, marital status, gender, sexual orientation, or age.

[Instruction regarding accommodation under the Americans with Disabilities Act can be found on the last page of this Agenda.](#)

1. CALL TO ORDER:

2. ROLL CALL FOR CITY COUNCIL AND AUTHORITY BODIES:

Jessica Ancona, Mayor/Chair
Viviana Longoria, Mayor Pro Tem/Authority Member
Marisol Cortez, Councilmember/Authority Member
Sheila Crippen-Thomas, Councilmember/Authority Member
Cindy Galvan, Councilmember/Authority Member
Martin Herrera, Councilmember/Authority Member
Dr. Julia Ruedas, Councilmember/Authority Member

3. APPROVAL OF AGENDA:

4. CLOSED SESSION:

The City Council and the various legislative bodies whose membership is composed exclusively of the membership of the City Council will attempt to address and complete all Closed Session business between 6:00 p.m. and 7:00 p.m. If the City Council completes all Closed Session business prior to 7:00 p.m., the City Council will take a short recess and commence all Open Session proceedings promptly at 7:00 p.m. In the event the City Council is unable to address or complete all agenda items by 7:00 p.m., the City Council will hear all such remaining items toward the end of the meeting, immediately following Council Communications. Should any member of the public wish to address the City Council on any *agendized* Closed Session matter, the City Council shall allow such person to address the City Council on such matter(s) prior to going into Closed



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Session, provided that all persons wishing to address the Council on an agenda item shall (i) call-in or submit a speaker card in the manner prescribed on page 1 of this agenda, above, prior to the City Council going into closed session; and (ii) be subject to a single speaker time allotment of three (3) continuous minutes total per speaker to address the City Council on any or all closed session items of business.

OPEN SESSION PROCEEDINGS

(Commencing at 7:00 p.m. or as soon thereafter as the City Council reconvene from Closed Session/Short Recess).

5. **INVOCATION:** Chaplain.

6. **FLAG SALUTE:** Angely Medina, 7th Grade Student from Columbia School.

7. **CITY MANAGER’S AGENDA:**
 - 7.1 **City Manager’s Report on the Elective Offices of City Clerk, City Treasurer and Mayor.**

8. **RECOGNITIONS, HONORS AND COMMUNITY INTEREST PRESENTATIONS:**
 - 8.1 **Presentation by the City Council to Angely Medina from Columbia School for Leading the Pledge of Allegiance.**

 - 8.2 **Presentation by the City Council to Alma D. Puente in Celebration of Her Recent Judicial Appointment and Contributions to the City of El Monte.**

 - 8.3 **Presentation by the City Council to Alfredo Rojelio Vasquez Jr. (“Freddy Bam Bam”) for His Valued Participation and Contributions to the City of El Monte.**

 - 8.4 **Presentation by the City Council to Francisco Panchito Cruz for His Valued Participation and Contributions to the City of El Monte.**

 - 8.5 **Presentation by the City Council to the El Monte/South El Monte Jets Cheer Teams for Their Participation in the 2025/2026 SGV Junior All-American Football and Cheer Conference.**



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- 8.6 **Presentation to the City Council by the El Monte/South El Monte Jets.**
- 8.7 **Presentation by the City Council to the El Monte Unified High School Varsity Cheer Team for Their Participation in the 2026 National Cheerleaders' Association High School National Championship During the January 23-24 Competition.**
- 8.8 **Presentation by the City Council to the City of El Monte's Treasury Division for Their Outstanding Work and Contributions to the City of El Monte.**

9. GENERAL PUBLIC COMMENT:

This time has been set aside for members of the public to directly address the City Council on agenda items of business (other than those agenda items as public hearing or closed session items) or on any other matter of interest to the speaker/caller that is within the subject matter jurisdiction of the City Council, the Housing Authority, the Financing Authority and/or the Water Authority (collectively, the "Council"). Each speaker/caller will be limited to a single allotment of three (3) continuous minutes total to address the Council on any or all matters covered by this section. As explained more specifically under the Public Hearing portion of this agenda, members of the public wishing to offer comment on items of business agenda items under the Public Hearing portion of the agenda shall have a separate allotment of three (3) continuous minutes per speaker per public hearing item. Except as otherwise provided under the Brown Act (Gov. Code Section 54950 et seq.), the Council may not deliberate or take action upon any matter not listed on this posted agenda but may order that any such matter be placed on the agenda for a subsequent meeting. The Council may also direct staff to investigate certain matters for consideration at a future meeting. Persons wishing to address the Council on matters covered under General Public Comment shall call in or submit a speaker card in the manner prescribed on page 1 of this agenda, above, by or before the General Public Comment portion of the agenda is closed. The City Council shall be under no obligation to entertain comments from speakers/callers who submit cards or call in to speak on matters covered by the section after the General Public Comment portion of the agenda is closed.

10. DEMAND RESOLUTION NO. D-745

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL MONTE, CALIFORNIA, ALLOWING CERTAIN CLAIMS AND DEMANDS AND SPECIFYING THE FUNDS OUT OF WHICH THE SAME ARE TO BE PAID.

THE CITY COUNCIL OF THE CITY OF EL MONTE, CALIFORNIA, DOES RESOLVE AS FOLLOWS: SECTION 1. That the attached list of claims and demands totaling \$10,059,867.99 have been examined by the City Treasurer and that warrant numbers 1136498 through 1137000, and the payroll period January 16, 2026 through January 31, 2026 inclusive are hereby allowed in the amounts and ordered paid out of the respective funds as set forth.

11. APPROVAL OF MINUTES: Regular Meeting Minutes of January 28, 2026.



12. CONSENT CALENDAR:

All matters listed under the Consent Calendar are considered to be routine in nature and may be enacted by one motion approving the recommendation listed on the Agenda. One or more items may be removed from the Consent Calendar so that they may be discussed, considered, and voted upon individually by the Council. A matter may be removed from the Consent Calendar and taken up separately by way of a seconded motion of any member of the Council with the approval of a majority of the Council quorum.

12.1 Waiver of Full Reading of Ordinance(s).

RECOMMENDATION OF BUSINESS ITEM UNDER CONSIDERATION:

It is recommended that the City Council:

1. Approval to waive full reading (except title) of all ordinances appearing on the City Council agenda as authorized under Government Code Section 36934, unless otherwise directed by the City Council.

Total Cost: N/A

Account No: N/A

Is the cost of this item budgeted? N/A

12.2 Consideration to Approve a Resolution Adopting the Garvey Avenue Complete Street Plan Feasibility Study.

RECOMMENDATION OF BUSINESS ITEM UNDER CONSIDERATION:

It is recommended that the City Council:

1. Consider and approve a Resolution adopting the Garvey Avenue Complete Street Plan Feasibility Study.

Total Cost: N/A

Account No: N/A

Is the cost of this item budgeted? N/A

Resolution No. 10665

12.3 Consideration and Approval of Appropriation of Funds Related to Proposition 1 Groundwater Grant Program and El Monte SS Properties for Groundwater Monitoring Operation Costs and Consulting Services.

RECOMMENDATION OF BUSINESS ITEM UNDER CONSIDERATION:

It is recommended that the City Council:

1. Consider and approve appropriation of funds related to Proposition 1 Groundwater Grant Program and El Monte SS Properties for groundwater monitoring operation costs and consulting services; and



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2. Authorize the City Manager, or her designee, to execute any contracts and service agreements in accordance with the grant agreement.

Total Cost: TBD

Account No: Fund 305

Is the cost of this item budgeted? Yes

12.4 Consideration and Approval of an Increase of the Purchase Order with Southeast Construction Products for Street Maintenance Materials from \$50,000 to a Not-to-Exceed Amount of \$97,900.

RECOMMENDATION OF BUSINESS ITEM UNDER CONSIDERATION:

It is recommended that the City Council:

1. Consider and approve a purchase order increase with Southeast Construction Products for street maintenance materials from \$50,000 to a not-to-exceed amount of \$97,900.

Total Cost: \$47,900

Account No: 212-67-681-4-0-62110-00000

600-69-696-4-0-62110-00000

650-69-693-4-0-62110-00000

Is the cost of this item budgeted? Yes

12.5 Consideration and Approval of a Fourth Amendment to a Professional Services Agreement with DNA Architecture Design Inc. for the Design of Homekey Program Phase II: Rehabilitation of the M Motel Project.

RECOMMENDATION OF BUSINESS ITEM UNDER CONSIDERATION:

It is recommended that the City Council:

1. Approve a Fourth Amendment to a Professional Services Agreement for Design Services with DNA Architecture Design, Inc. to amend the Agreement until the City Council's acceptance of a notice of completion for the Homekey Phase 2 Restoration Project;
2. Increase the Agreement amount from \$460,554 by an additional \$76,626 to undertake additional professional services throughout the duration of the construction of the Project for a new Agreement not-to-exceed amount of \$537,180; and
3. Authorize the City Manager, or her designee, to make all conforming modifications and edits and execute all implementing documents and approve change orders that may be necessary to cover unforeseen conditions in an amount not-to-exceed 15% of the additional increase of \$11,494.

Total Cost: \$76,626

Account No: 214-64-651-3-0-61110-00000

Is the cost of this item budgeted? Yes



13. PUBLIC HEARINGS:

Members of the public wishing to address the Council on any item of business agendized under this Public Hearing portion of the agenda are asked to submit a speaker card for each Public Hearing item of business they wish to address the Council on. Each speaker will be allotted three (3) continuous minutes per Public Hearing item. Members of the public are asked to submit speaker cards to the City Clerk or the Sergeant-of-Arms before the Council's approval of the agenda, if possible. The Council is under no obligation to recognize a speaker who submits a speaker card for a particular Public Hearing item of business after the public comment portion of the public hearing for that item has closed.

13.1 A Public Hearing for Consideration and Approval of a Resolution Calling a June 2, 2026 Special Election to be Consolidated With the Statewide Primary Election Administered by the Los Angeles County Registrar-Recorder/County Clerk so that El Monte Voters May Consider a Ballot Measure Making the Elective Offices of City Clerk and City Treasurer Appointive; and First Reading of an Ordinance Effectuating the Same if Subject to Voter Approval.

RECOMMENDATION OF BUSINESS ITEM UNDER CONSIDERATION:

It is recommended that the City Council:

1. Open the public hearing;
2. Receive presentation from staff;
3. Pose questions to staff;
4. Allow members of the public to offer comment;
5. Pose follow up questions to staff;
6. Close the public hearing;
7. Move to approve the Resolution calling a special election for voter consideration of a ballot measure making the offices of City Clerk and City Treasurer appointive; and approve for first reading ordinance that effectuates the same subject to voter approval; and
8. Alternatively, the City Council may approve to call the special election subject to splitting the matter into two (2) separate ballot questions and ordinances, one (1) for the City Clerk office and one (1) for the City Treasurer office.

Total Cost: N/A

Account No: N/A

Is the cost of this item budgeted? N/A

Resolution No. 10666

Ordinance No. 3059



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14. REGULAR AGENDA:

14.1 Consideration and Authorization to Receive a Presentation from ActiveSGV Regarding El Monte's Clean Mobility Nexus Initiative.

RECOMMENDATION OF BUSINESS ITEM UNDER CONSIDERATION:

It is recommended that the City Council:

1. Receive a brief presentation from ActiveSGV regarding El Monte's Clean Mobility Nexus Project and pose questions as needed.

Total Cost: N/A

Account No: N/A

Is the cost of this item budgeted? N/A

14.2 Consideration and Approval of a Professional Services Agreement with HDL Coren & Cone for Property Tax Consulting/Audit Services for an Amount Not-to-Exceed \$105,000.

RECOMMENDATION OF BUSINESS ITEM UNDER CONSIDERATION:

It is recommended that the City Council:

1. Approve the Professional Services Agreement with HdL Coren & Cone for Property Tax Consulting/Audit Services for a three and half (3.5) fiscal year term ending June 30, 2029, for an aggregate amount not-to-exceed \$105,000; and
2. Authorize the City Manager to make all conforming modifications and edits and execute all implementing documents pertaining to the Agreement HdLCC.

Total Cost: \$105,000

Account No: 100-31-311-1-0-61110-00000

Is the cost of this item budgeted? Yes

14.3 Consideration and Approval to Increase the Sergeant Complement Within the Police Department from 16 to 18 Sergeant Positions.

RECOMMENDATION OF BUSINESS ITEM UNDER CONSIDERATION:

It is recommended that the City Council:

1. Consider and approve an increase in the approved sergeant complement within the Police Department from 16 to 18 sergeant positions;
2. Instruct the Finance Department to encumber the necessary funds, complete any budget amendments or necessary action to complement the increase of sergeant positions, and any additional funding requirements and/or necessary purchases; and



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3. Authorize the City Manager, or Chief of Police, to sign and approve all documents, purchasing requirements, or adjustments.

Total Cost: \$133,014.58

Account No: 100-71-711-5-0-51110-00000

Is the cost of this item budgeted? No

14.4 Discussion and Action Regarding the Appointment of Planning Commissioners.

RECOMMENDATION OF BUSINESS ITEM UNDER CONSIDERATION:

It is recommended that the City Council:

1. Approve the appointment of one (1) new member to the Planning Commission from District 5.

Total Cost: N/A

Account No: N/A

Is the cost of this item budgeted? N/A

15. CITY ATTORNEY'S AGENDA:

15.1 Presentation by the City Attorney on Code of Conduct for Councilmembers.

15.2 Consider and Adopt of a Resolution Affirming the City's Code of Conduct.

16. WRITTEN COMMUNICATIONS:



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17. COUNCIL COMMUNICATIONS/REPORTS:

17A. Mayor Ancona

17B. Mayor Pro Tem Longoria

17C. Councilwoman Cortez

17D. Councilwoman Crippen-Thomas

17.1 Invitation to the Special Education Local Plan Area (SELPA) Students with Disabilities Resource Fair on Saturday, February 28, 2026.

17E. Councilwoman Galvan

17F. Councilman Herrera

17G. Councilwoman Dr. Ruedas



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18. ADJOURNMENT:

The next Regular Meeting of the City Council will be held on **March 11, 2026** at 6:00 p.m. This Agenda will be posted on the City's website, www.ci.el-monte.ca.us, and physically posted no less than 72 hours prior to the start of the subject regular meeting. Although it is the City's practice and desire to electronically post a copy of this Agenda along with supporting material as part of its website posting, the size or formatting of certain supporting materials may render their website posting infeasible. Nevertheless, all supporting materials related to any item on this Agenda, that is made available to the members of the council may be inspected by members of the public at the City Clerk's Office located at 11333 Valley Boulevard, El Monte, Monday through Thursday, 7:00 am – 5:30 pm. For more information, please call the City Clerk's Office at 626-580-2016.

All public meetings and events sponsored or conducted by the City of El Monte are held in sites accessible to persons with disabilities. Requests for accommodations may be made by calling the office of the City Clerk at (626) 580-2016 at least three (3) working days prior to the event, if possible. This Agenda and copies of documents distributed at the meeting are available in alternative formats upon request.

Posted: February 22, 2026 at 1:10 p.m.



AGENDA CALENDAR 2026

CITY OF EL MONTE

DINE EL MONTE RESTAURANT WEEK

Monday, February 9 - 15, 2026

Enjoy exclusive menus, bold flavors and the best of our local food scene. Participating restaurants will be offering exclusive Dine El Monte menus. For more information, please reach out to Cassandra Avina at cavina@elmonteca.gov

CITY OF EL MONTE

KARAOKE & CHILL

Every 3rd Tuesday of the Month

Beginning Tuesday, July 15, 2025

Jack Crippen Senior Center

3120 Tyler Avenue, El Monte

12:30 P.M.-1:30P.M

For more information, please call 626-580-2210.

Pre-registration Required, Limited Spaces.

CITY OF EL MONTE

SENIOR GARDEN CLUB

FREE for ages 50 and older, limited spaces available.

Pre-registration required; please see the front office to register.

Jack Crippen Senior Center - 3120 Tyler Avenue, El Monte, CA 91732

10:00 A.M. – 11:00 A.M.

For more information, please call 626-580-2210

CITY OF EL MONTE

EL MONTE CARES

Support services available:

Food Assistance-Legal Aid-Baby Products-Medical Services-Mental Health Resources-Senior Support 1-800-622-4302

For more information: El Monte Business Alliance, c/o El Monte Cares, PO Box 4481, El Monte, CA 91734 or visit: elmontebusinessalliance.com.

CITY OF EL MONTE

SENIOR PRESIDENT COUNCIL & EL MONTE HISTORICAL SOCIETY BINGO

Mondays: 2:00 p.m. – 5:00 p.m.

Thursdays: 6:00 p.m. – 9:00 p.m.

Ages 18 and older. One pack of 10 bingo cards is \$6.00, additional packs of 10 may be purchased for \$3.00 each.

Jack Crippen Senior Center

3120 Tyler Avenue, El Monte

For more information, please call 626-580-2210.



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CITY OF EL MONTE

Oak of Righteousness Ministry Food Distribution

Fridays, 12:00 P.M. – 3:30 P.M.

Arceo Park - 3124 Tyler Avenue, El Monte (on the west side of Nevada Street)

Oaks of Righteousness a nondenominational and interdenominational Christian ministry food distribution. For more information, please call 626-580-2200.

CITY OF EL MONTE

JOIN THE SOCIAL VIBES

Every Friday crafts, games and more for Seniors.

Fridays, 10:30 A.M. – 11:30 A.M.

Jack Crippen Senior Center

3120 Tyler Avenue, El Monte

For more information, please call 626-580-2210.

ASPCA

AMERICAN SOCIETY FOR THE PREVENTION OF CRUELTY TO ANIMALS

FREE Vet Care for Cats and Dogs in El Monte

By Appointment only!

Call between 9:00 A.M. – 1:00 P.M.

1-844-692-7722

-Basic medical care – Vaccinations – Spay/Neuter (limited availability) – Additional pet resources and more!

LOS ANGELES COUNTY DEPARTMENT OF MENTAL HEALTH

EL MONTE SENIOR CENTER

MENTAL WELLNESS SERIES FOR OLDER ADULTS

Every Tuesday - 10:00 A.M.

Jack Crippen Senior Center

3120 Tyler Avenue, El Monte

Presentations conducted by Isabel Ramirez, DMH Mental Health Promotor.

For more information please call 626 580-2210.

CITY OF EL MONTE

Notice of Construction

Garvey Avenue Storm and Street Improvement Project, CIP 884

Garvey Avenue between Durfee Avenue & Valley Boulevard

Starting Monday, June 17, 2024, Garvey Avenue between Durfee Avenue & Valley Boulevard will be closed for the next 10-12 months.

Project Information/Hotline: info@GarveyAveProject.com; 626-313-0990;

www.garveyaveproject.com



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CITY OF EL MONTE

Stormwater Urban Master Plan

A Master Plan is necessary to protect residents and infrastructure from local and regional flooding while meeting regulatory requirements to protect the environment.

To learn more about the Master Plan effort and its goals, visit our website at: **elmonte swmp.com**

CITY OF EL MONTE

Elderly Nutrition Program

Monday – Friday

11:30 A.M. – 12:30 P.M.

Jack Crippen Senior Center

3120 Tyler Avenue, El Monte

In-Person Dining. Meals are served on a first-come, first-served basis to participants 60 years and older. Suggested donation of \$2.00 per person. Transportation is available to residents 50 years and older. Reservations for transportation services are limited. Please call 626-580-2217 to make your reservation. For more information please call 626-580-2210.

CITY OF EL MONTE

Senior Produce Botique

Free produce shopping experience

2nd Tuesday of each month

12:30 P.M. – 1:30 P.M.

First 75 Senior Center Participants. Wristbands will be given on a first-come, first-served basis. Registration begins at 7:30 A.M. LIMITED SPACES AVAILABLE. FOR EL MONTE RESIDENTS. For more information please call 626-580-2210.

CITY OF EL MONTE

EL MONTE ALERTS

The launching of a new program (El Monte Alerts), your ultimate tool for staying informed and secure. This program enables residents to receive real-time updates on weather, traffic, and community events through text or email. To begin receiving important alerts and to participate in the gift card giveaway for joining, go to: <https://www.ci.el-monte.ca.us/702/Emergency-response>

METRO/DAY ONE

Adopt-A-Bike Program

Day One is partnering with the Metro Adopt-A-Bike Program to provide free used bicycles to residents in Pasadena, Pomona and El Monte. If you are interested in receiving a bicycle please complete the form at bit.ly/DOadoptabike. Bikes will be distributed on a first-come, first-served basis. Priority will be given to low-income individuals and families. For more information about the Metro Adopt-A-Bike Program, visit metro.net/about/adopt-a-bike For questions or assistance please call 626-657-8744 or <https://www.metro.net/about/adopt-a-bike/>



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CITY OF EL MONTE

BUSINESS RESOURCE CENTER

11333 Valley Boulevard, El Monte – City Hall West 2nd floor

Mondays and Wednesdays

7:00 A.M. – 3:00 P.M.

The business center can assist with permits, licenses, taxes and other services, 626-580-2015

CITY OF EL MONTE

COMMUNITY FOOD ASSISTANCE PROGRAM

Monday-Friday

2:00 P.M. – 5:30 P.M.

(Parks Locations)

Aquatic Center – 11001 Mildred Street, El Monte

Arceo Park - 3125 Tyler Avenue, El Monte

Gibson Mariposa Park - 4140 Gibson Road, El Monte

Jack Crippen Senior Center - 3120 Tyler Avenue, El Monte

Lambert Park - 11431 McGirk Avenue, El Monte

Mt. View Park - 12127 Elliott Avenue, El Monte

Monday – Thursday

8:00 A.M. – 5:00 P.M.

Aquatic Center - 11001 Mildred Street, El Monte

Jack Crippen Senior Center – 3120 Tyler Avenue, El Monte

For more information, please call 626-580-2200

CITY OF EL MONTE

SoCal REN & SGVCOG

Free home energy efficiency reviews.

eSGV provides San Gabriel Valley residents, renters or owners, FREE home energy efficiency reviews, helping reduce household energy usage and bills. SGVCOG staff will walk you through the whole-house approach to energy efficiency, giving you the tools necessary to become more efficient. Sign up today.

Visit: www.sgvcoq.org/esgv Email: sgv@sgvcoq.org

HOUSING RIGHTS CENTER

CITY OF EL MONTE HOUSING RIGHTS CLINIC

Wednesdays

El Monte City Hall West (2nd floor)

11333 Valley Boulevard, El Monte

2:30 P.M. – 5:00 P.M. (Free)

Contact the Housing Rights Center by phone or email: 1-800-477-5977

info@housingrightscenter.org

www.housingrightscenter.org



City Council Regular Meeting of February 25, 2026

**L.A. CARE & BLUE SHIELD PROMISE
EL MONTE COMMUNITY RESOURCE CENTER**

FREE FOOD PANTRY

Every other Wednesday

2:30 P.M. – 4:00 P.M.

COMMUNITY RESOURCE CENTER

3570 Santa Anita Avenue, El Monte

Walk-ins welcome – no appointment needed.

For more information please call 213-428-1495.

**COUNTY OF LOS ANGELES & NEIGHBORHOOD HOUSING SERVICES
THE CENTER FOR ECONOMIC RECOVERY**

Foreclosure Prevention & Mortgage Relief Program

Program eligible applicants can receive help to offset mortgage delinquencies.

For more information and to sign up for the upcoming workshops:

nhslacounty.org/mortgagereliefprogram

888-895-2647 / 213-381-2862

**CITY OF EL MONTE
SENIOR INFORMATION AND ASSISTANCE PROGRAM**

To register for the program or schedule an appointment please contact the

Jack Crippen Multipurpose Senior Center at 626-580-2210. This program provides information on

public benefits, legal referrals, and assistance for families residing in the City of El Monte. Eligibility

Requirements: El Monte Resident 62 years old or older or adult with physical disability. The Information

Assistance Program has been funded in part by the U.S. Department of Housing and Urban

Development through the Community Development Block Grant Program.

**CITY OF EL MONTE
CLUB HISPANO AMERICANO**

WEDNESDAYS – 1:00 P.M. to 3:00 P.M.

Jack Crippen Senior Center

3120 Tyler Avenue, El Monte

**CITY OF EL MONTE
CLUB DURAZO**

2ND & 4TH TUESDAY – 12:00 P.M. to 3:00 P.M.

Jack Crippen Senior Center

3120 Tyler Avenue, El Monte

**THU. – FEB. 19TH
2:00 P.M. – 6:00 P.M.**

MOUNTAIN VIEW SCHOOL DISTRICT WALK-UP FOOD PANTRY

Mountain View School District Family Center

2740 Mountain View Road, El Monte

Open to the public, while supplies last.

If you have any questions, please call 626-652-4000 or familyengagement@mtviewschools.net



City Council Regular Meeting of February 25, 2026

FRI. – FEB. 20TH
MT. VIEW SCHOOL DISTRICT AMERICANSIM PARADE
More information to follow.

WED. – FEB. 25TH
6:00 P.M. CLOSED SESSION
7:00 P.M. OPEN SESSION
REGULAR CITY COUNCIL MEETING
City of El Monte City Hall
City Council Chambers
11333 Valley Boulevard, El Monte, CA

THU. – FEB. 26TH
8:00 am 11:00 am
BREEZEWAY BREAKFAST BURRITOS
BAKER 2 VEGAS FUNDRAISER.
Location El Monte Police Station Breezeway
Chorizo (pork or soy) burritos w/egg, combo chips & drink \$8.00
Food donated by Dianas & La Carniceria
For any questions contact N. Lona (626) 580-2005

SAT. – FEB 28TH
9:00 A.M.
SPECIAL EDUCATION LOCAL PLAN AREA (SELPA) STUDENT WITH DISABILITIES
RESOURCE FAIR
El Monte School District
3540 Lexington Avenue, El Monte, CA

SAT. – FEB. 28TH
10:00 A.M.
CITY OF EL MONTE LUNAR NEW YEAR CELEBRATION
More information to follow.

SAT. – FEB 28TH
8:30 AM – 11:00 AM
EL MONTE FILLIES' GIRLS SOFTBALL LEAGUE PANCAKE/ MENUDO BREAKFAST
More information to follow.

WED. – MAR. 4TH
2:00 P.M. – 6:00 P.M.
MOUNTAIN VIEW SCHOOL DISTRICT WALK-UP FOOD PANTRY
Mountain View School District Family Center
2740 Mountain View Road, El Monte
Open to the public, while supplies last.
If you have any questions, please call 626-652-4000 or familyengagement@mtviewschools.net



City Council Regular Meeting of February 25, 2026

SAT.– MAR. 7TH thru SUN.- MAR. 8TH

8:00 A.M. – 5:00 P.M.

CITY OF EL MONTE GARAGE SALE WEEKEND

Permit is not required to conduct garage sales on designated weekend.

No signs can be placed in the public right-of-way; this includes telephone poles and City stop signs.

WED. – MAR. 11TH

6:00 P.M. CLOSED SESSION

7:00 P.M. OPEN SESSION

REGULAR CITY COUNCIL MEETING

City of El Monte City Hall

City Council Chambers

11333 Valley Boulevard, El Monte, CA

SAT. – MAR. 14TH

8:00 AM – 1:00 PM

COMMUNITY BARGAIN HUNT

Pentecostal City Church's Come shop, save, and support!

11129 Brockway St, El Monte

Toys / Clothes / Home Décor

All proceeds to our Chistian School & community outreach

THU. – MAR. 19TH

2:00 P.M. – 6:00 P.M.

MOUNTAIN VIEW SCHOOL DISTRICT WALK-UP FOOD PANTRY

Mountain View School District Family Center

2740 Mountain View Road, El Monte

Open to the public, whiles supplies last.

If you have any questions, please call 626-652-4077 or familyengagement@mtviewschools.net

WED. – MAR. 25TH

6:00 P.M. CLOSED SESSION

7:00 P.M. OPEN SESSION

REGULAR CITY COUNCIL MEETING

City of El Monte City Hall

City Council Chambers

11333 Valley Boulevard

El Monte, CA

TUE. – MAR. 31ST

CESAR CHAVEZ DAY HOLIDAY

CITY HALL CLOSED



Vendor #	Vendor	Invoice	Check	Description	Type	Invoice Net	Due Date	Invoice Date
Net Payroll 01/16/2026-01/31/2026						\$1,574,608.73		
41	PARTY PALS GENERAL PARTNERSHIP	25625R2	1136573	REMAIN BAL FOR ICE SKATING RENTAL ON MAIN ST	N	7,375.00	2/5/2026	12/20/2025
41	PARTY PALS GENERAL PARTNERSHIP	25816	1136573	LOST/DAMAGED EQUIPMENT CHARGE - GENERATOR	N	4,848.74	2/5/2026	12/19/2025
49	A CAL PEST CONTROL SERVICES, INC.	001-0138997	1136873	PEST CONTROL SVCS FOR SENIOR CTR - P/R	N	75.00	2/12/2026	1/23/2026
50	REBEL ATHLETIC HOLDINGS, LLC.	SO-41954417	1136580	CHEERLEADING UNIFORMS FOR SPARK TEAMS - MIRAMONTE	N	188.37	2/5/2026	1/8/2026
50	REBEL ATHLETIC HOLDINGS, LLC.	SO-41954418	1136580	CHEERLEADING UNIFORMS FOR SPARK TEAMS - TWIN LAKES	N	919.50	2/5/2026	1/8/2026
50	REBEL ATHLETIC HOLDINGS, LLC.	SO-41954419	1136580	CHEERLEADING UNIFORMS FOR SPARK TEAMS- MAXSON	N	367.80	2/5/2026	1/8/2026
50	REBEL ATHLETIC HOLDINGS, LLC.	SO-42426476	1136929	CHEERLEADING UNIFORMS FOR SPARK TEAMS - CORTADA	N	153.01	2/12/2026	1/27/2026
50	REBEL ATHLETIC HOLDINGS, LLC.	SO-42426564	1136929	CHEERLEADING UNIFORMS FOR SPARK TEAMS- CHERRYLEE	N	458.24	2/12/2026	1/27/2026
79	BM TOOLS, LLC.	01282672018	1136883	PW33 -TRUCK ANCHOR PIN BUSHING DRVR - PW	N	133.15	2/12/2026	1/28/2026
102	SUNRISE INVESTMENTS SRI NO. 6 LLC	02.09.26	1136939	RENTAL ASSIST FOR KEVIN GOMEZ 11106 BONWOOD RD #1	N	1,067.73	2/12/2026	2/9/2026
139	FRE LLC	02.09.26	1136897	RNTL ASSIST - ELIZABETH PADRON 11650 FERRIS RD #11	N	608.95	2/12/2026	2/9/2026
178	OPENVISION ENTERTAINMENT, LLC	01.27.26	1136568	REFUND OF DAMAGE DEPOSIT - AQUATIC CENTER 1.18.26	N	500.00	2/5/2026	1/27/2026
181	TRANSUNION RISK AND ALTERNATIVE DATA SOLUTIONS INC	6776333-202601-1	1136946	INVESTIGATION SERVICES 01.01-01.31.26 - PD	N	453.01	2/12/2026	2/1/2026
193	COUNTY OF LOS ANGELES	12.23.25	1136558	REFUND LAC PRE-CONSTR OF MACLAREN PRK PROJ -CMO	N	1,500,000.00	2/5/2026	12/23/2025
205	PATRICK ABALDE	0003	1136574	PROF SVCS RENDERED 01.22.26 - 01.28.26 - FINC DIV.	N	3,400.00	2/5/2026	1/29/2026
205	PATRICK ABALDE	0004	1136574	PROF SVCS RENDERED ACCOUNTING 01.29-02.04.26	N	3,145.00	2/5/2026	2/5/2026
217	JOSE MANUEL MARTINEZ	209671	1136549	EMPD H& R REPORT REFUND - PD	N	22.00	2/5/2026	1/19/2026
219	KENLY YU CONSTRUCTION INC.	INV-00002776	1136550	BOND RELEASE REFUND - CED	N	7,501.89	2/5/2026	1/12/2026
224	REGAN CAREER INSTITUTE, LLC	01.27.26	1136581	REFUND OF DAMAGE DEPOSIT FOR NURSING GRADUATION	N	600.00	2/5/2026	1/27/2026
225	SAN GABRIEL VALLEY POLICE CHIEF'S ASSOCIATION INC	01.27.26	1136589	MEMBERSHIP DUES FOR SGV POLICE CHIEFS ASSOCIATION	N	400.00	2/5/2026	1/27/2026
226	SOPHIA KOVAL	OCT 2025	1136595	P.O.S.T. SETTLEMENT FOR OCT 2025	N	272.00	2/5/2026	1/26/2026
227	ELIZABETH FERNANDEZ	OCT 2025	1136527	P.O.S.T. SETTLEMENT FOR OCT 2025	N	272.00	2/5/2026	1/26/2026
228	PLANES OF FAME AIR MUSEUM	1645	1136575	SENIOR EXCURSION ON 02.11.26 - P/R	N	360.00	2/5/2026	1/14/2026
230	ABDUL-BARR UTHMAAN	203914	1136499	EMPD REPORT REFUND - PD	N	22.00	2/5/2026	1/28/2026
231	DAVID TRINH	REC-007619-2025	1136522	REIMB. ENCROACHMENT BOND DEPOSIT - ENG DIV.	N	38,011.00	2/5/2026	12/15/2025
232	PACIFIC BATTLESHIP CENTER	PBC-20482	1136570	SENIOR EXCURSION ON 3.5.26- P/R	N	624.50	2/5/2026	1/24/2026
233	CARTOON INK	1416	1136517	CARICATURES FOR SENIOR CTR EVENT 02.11.26 -P/R	N	300.00	2/5/2026	1/26/2026
234	KRISTY LA	02.03.26	1136551	REFUND FOR POLICE REPORT - PD	N	22.00	2/5/2026	2/3/2026
235	OMAR NARANJO	02.05.26	1136925	REFUND FOR REPORT 25-051589	N	22.00	2/12/2026	2/5/2026
240	NAIYUN GONG	INV-00003126	1136922	BOND RELEASE REFUND - CED	N	4,000.00	2/12/2026	1/28/2026
241	VAN QUI LUONG	INV-00007898	1136951	BOND RELEASE REFUND - CED	N	1,000.00	2/12/2026	1/29/2026
242	ALOUSH LLC	INV-00005562	1136875	BOND RELEASE REFUND - CED	N	10,500.00	2/12/2026	2/2/2026
243	SYLVESTER LIANG & ZOPING LIANG	198265	1136941	BOND RELEASE REFUND - CED	N	4,333.43	2/12/2026	1/29/2026
244	JASON CHAVEZ	INV-00001263	1136906	BOND RELEASE REFUND - CED	N	2,000.00	2/12/2026	1/29/2026
245	ZHENHONG LIANG & JIANXIN LIANG	INV-00007091	1136954	BOND RELEASE REFUND - CED	N	1,000.00	2/12/2026	1/28/2026
246	JASON WEI & WEIGUO YU	INV-00003962	1136907	BOND RELEASE REFUND - CED	N	4,000.00	2/12/2026	1/28/2026
1394	AT & T	9391026243-01/26	1136879	BILL PAYER (BAN) 9391026243 INV#24663479-IT	N	2,449.84	2/12/2026	1/13/2026
1394	AT & T	9391036375-01/26	1136880	BILL PAYER (BAN) 9391036375 INV#24665200 (12/13-01	N	128.41	2/12/2026	1/13/2026
1394	AT & T	9391063195-01/26	1136878	BILL PAYER (BAN) 9391063195 INV#24753246(VOIP)	N	4,990.68	2/12/2026	2/1/2026
1395	AT & T	9391061462-02/26	1136502	BILL PAYER (BAN)9391061462 INV #24355896 -DISPATCH	N	713.36	2/5/2026	11/10/2025
1397	AT & T MOBILITY	510-12.14-01.13.26	1136504	INV#287314509510X01212026- PD ACCT#287314509510	N	6,281.23	2/5/2026	1/13/2026
1412	AUTOZONE PD/CUST ID 509160	2863543933	1136506	4PACK MASTER UTIL LOCK FOR PD	N	14.29	2/5/2026	3/6/2021
1485	BIOMETRICS4ALL INC	ELMON0108	1136512	JAN 2026 - CONTRACT ADJUSTMENTS- ELMO - HR	N	183.00	2/5/2026	2/1/2026
1496	BONNEAU	03.02-04.26	1136884	MILEAGE/LODGING FOR CALNENA 2026 CONF- LA	N	760.18	2/12/2026	2/9/2026
1565	CALIFORNIA AMERICAN WATER	999601-02/26	1136515	AC#1015-210018999601 (12/12/25-01/13/26) 3790 BALD	N	524.62	2/5/2026	1/21/2026
1763	DEPARTMENT OF ANIMAL CARE AND	DEC 2025	1136888	KENNEL SERVICES FOR DEC 2025 ANIMAL CONTROL	N	95,665.06	2/12/2026	1/25/2026
1847	DETROIT AUTO PARTS	S1-123687	1136523	WIPER BLADES FOR PD VEH.	N	16.58	2/5/2026	1/30/2026
1969	EL MONTE UNION HIGH SCHOOL	4298	1136526	TRIP 25690 FROM CITY OF EM-BOWLERO ARCADIA 112525	N	532.37	2/5/2026	1/16/2026
1969	EL MONTE UNION HIGH SCHOOL	4303	1136526	TRIP 25825/25691/25692 - CEM- BOWLERO/BULLWINKELS	N	1,597.11	2/5/2026	1/16/2026

2003	EWING IRRIGATION PRODUCTS	28904688	1136529	IRRIGATION SUPPLIES FOR PW	N	1,858.75	2/5/2026	1/21/2026
2003	EWING IRRIGATION PRODUCTS	28937034	1136529	PLUMBING AND IRRIGATION SUPPLIES - PW	N	1,231.70	2/5/2026	1/26/2026
2003	EWING IRRIGATION PRODUCTS	28940142	1136529	PLUMBING AND IRRIGATION SUPPLIES -FPW	N	119.24	2/5/2026	1/26/2026
2003	EWING IRRIGATION PRODUCTS	28997247	1136893	BATTERY CHARGING CELL FOR PW	N	251.23	2/12/2026	2/2/2026
2029	FEDEX	8-955-67027	1136894	COURIER SVCS FOR ENGINEERING DIV.	N	210.07	2/12/2026	8/15/2025
2029	FEDEX	8-998-58320	1136894	COURIER SVCS FOR ENGINEERING DIV.	N	79.79	2/12/2026	9/19/2025
2029	FEDEX	9-015-12881	1136894	COURIER SVCS FOR ENGINEERING DIV.	N	66.70	2/12/2026	10/3/2025
2029	FEDEX	9-050-60133	1136894	COURIER SVCS FOR ENGINEERING DIV.	N	40.88	2/12/2026	10/31/2025
2029	FEDEX	9-076-32944	1136894	COURIER SVCS FOR ENGINEERING DIV.	N	58.99	2/12/2026	11/21/2025
2029	FEDEX	9-705-78203	1136894	COURIER SVCS FOR ENGINEERING DIV.	N	5.84	2/12/2026	10/24/2025
2029	FEDEX	9-706-83709	1136894	COURIER SVCS FOR ENGINEERING DIV.	N	6.60	2/12/2026	11/7/2025
2029	FEDEX	9-708-69394	1136894	COURIER SVCS FOR ENGINEERING DIV.	N	4.05	2/12/2026	12/5/2025
2160	GOLDEN STATE WATER COMPANY	12.24-01.29.26	1136902	AC#59388300002 (12/24/25 - 01/29/26) - PW	N	268.43	2/12/2026	1/30/2026
2183	GRAINGER	9779755850	1136531	BIT SETS, RATCHET, FLASHLIGHT - PW	N	1,361.19	2/5/2026	1/21/2026
2186	GRANT'S TRUE VALUE HARDWARE	A327150	1136532	TOOL PICKS FOR P/R	N	172.25	2/5/2026	1/14/2026
2238	HARRIS & ASSOCIATES	70743	1136535	NOV 23 - DEC 23, 2025 SEWER SERVICE FEES ADMIN-PWU	N	540.00	2/5/2026	1/20/2026
2285	HOME DEPOT	3544577	1136537	EXT CORD, BLOWER FOR P/R	N	507.13	2/5/2026	1/23/2026
2285	HOME DEPOT	9545268	1136903	PANSY MIX BLOTCH 6PK FOR P/R	N	109.03	2/12/2026	1/27/2026
2285	HOME DEPOT	H6673-536481	1136903	UTIL BIN TRASH CAN FOR P/R	N	12.80	2/12/2026	1/30/2026
2285	HOME DEPOT	H6673-536493	1136903	NIFTY NABBER AND BATTERIES FOR P/R	N	88.16	2/12/2026	1/30/2026
2308	JOHN L HUNTER & ASSOC INC	EM1FOG12511	1136547	NOV 2025 - PROF FOG PROG MGMT SVCS - PW UTIL.	N	297.50	2/5/2026	12/31/2025
2386	JMD	001 (25-312)	1136909	DEC 2025 - ON CALL PLAN CK SVCS TRAFFIC CONTRL PLN	N	3,176.00	2/12/2026	1/15/2026
2503	LEAGUE OF CALIFORNIA CITIES	INV-45435-H7K7F4	1136552	2026 MEMBERS DUES - 2026 ADVOCACY PRIORITIES - CMO	N	32,844.00	2/5/2026	1/1/2026
2580	LOS ANGELES COUNTY SHERIFF'S	261581BL	1136912	DEC 2025 INMATE MEAL SERVICE - PD	N	1,384.33	2/12/2026	1/22/2026
2599	LUNA	01.21-23.2026	1136559	PER DIEM FOR LCW PUB SECTOR ANNUAL CONF- SAN FRANC	N	142.31	2/5/2026	1/26/2026
2731	MONTANEZ	02.02.2026	1136920	REIMB. FOR KEY AND GATE REMOTES FOR PW	N	128.73	2/12/2026	2/2/2026
2731	MONTANEZ	02.02.26	1136920	REIMB. FOR PARKING FEE FOR NAMM EXPO - ANAHEIM, CA	N	25.00	2/12/2026	2/2/2026
2817	NATIONWIDE ENVIRONMENTAL	35279	1136923	C-002839, TRANSIT STOP CLEANING JAN 2026	N	22,516.00	2/12/2026	1/31/2026
2817	NATIONWIDE ENVIRONMENTAL	35390	1136923	C-002712, JAN 2026 CATCH BASIN CLEANING	N	20,728.62	2/12/2026	1/31/2026
2987	PARS	59670	1136571	NOV 2025 AE-REP00A MTHLY ADMIN FEE/ANNUAL ASSET FE	N	10,162.71	2/5/2026	1/16/2026
3059	QUINN COMPANY	PC811066283	1136928	PW46, MACHINERY AND EQUIPMENT PARTS AS-NEEDED	N	2,693.86	2/12/2026	1/28/2026
3059	QUINN COMPANY	PC811066566	1136928	P-002906, MACHINERY AND EQUIPMENT PARTS AS-NEEDED	N	115.20	2/12/2026	1/30/2026
3103	RENEER	01.26.26	1136582	POST SETTLEMENT REIMBURSEMENT 10/25	N	238.20	2/5/2026	1/26/2026
3167	HUBBELL	1002101603 FEB 2026	1136540	INS PREMIUM	N	551.66	2/8/2026	2/8/2026
3218	PRIETO	7811876733 FEB 2026	1136578	INS PREMIUM	N	825.69	2/8/2026	2/8/2026
3225	BILLINGSLEY	5445246266 FEB 2026	1136511	INS PREMIUM	N	708.76	2/8/2026	2/8/2026
3238	JOHNSTON	6684236542 FEB 2026	1136548	INS PREMIUM	N	807.05	2/8/2026	2/8/2026
3242	HAYES	7889153072 FEB 2026	1136720	INS PREMIUM & RETIREE CONTRIBUTION	N	154.83	2/8/2026	2/8/2026
3256	WATERMAN	2574691753 FEB 2026	1136618	INS PREMIUM	N	1,169.00	2/8/2026	2/8/2026
3259	HUNT	1138617653 FEB 2026	1136542	INS PREMIUM	N	194.83	2/8/2026	2/8/2026
3284	ISHIGAKI	3841119235 FEB 2026	1136544	INS PREMIUM	N	73.85	2/8/2026	2/8/2026
3298	AUGUST JR	6905991927 FEB 2026	1136505	INS PREMIUM	N	127.98	2/8/2026	2/8/2026
3310	GUZMAN	5828098360 FEB 2026	1136533	INS PREMIUM & RETIREE CONTRIBUTION	N	668.76	2/8/2026	2/8/2026
3319	REYES	1835440421 FEB 2026	1136583	INS PREMIUM & RETIREE CONTRIBUTION	N	154.83	2/8/2026	2/8/2026
3352	SAFETY KLEEN	98966004	1136586	20G PARTS WASHER - PD	N	261.21	2/5/2026	1/14/2026
3362	SAM'S CLUB DIRECT	4792	1136587	VALENTINES DANCE RAFFLE PRIZES - P/R	N	54.86	2/5/2026	1/28/2026
3374	SAN BERNARDINO COUNTY	1800002012	1136588	USE OF SHERIFF'S FIRING RANGE - PER SHOOTER - PD	N	468.00	2/5/2026	12/19/2025
3376	SAN DIEGO POLICE EQUIPMENT CO	667364	1136931	P-002870, PD AMMUNITION ON AN AS-NEEDED BASIS	N	13,494.82	2/12/2026	12/21/2025
3406	SAN GABRIEL VALLEY WATER CO	100058-01/26	1136932	AC#10023454-100058 (12/29-1/28/26)	N	146.76	2/12/2026	1/29/2026
3406	SAN GABRIEL VALLEY WATER CO	117524-01/26	1136932	AC#10023455-117524 (12/29-1/28/26)	N	2,570.14	2/12/2026	1/29/2026
3406	SAN GABRIEL VALLEY WATER CO	169980-01/26	1136932	AC#10023454-169980 (12/29-1/28/26)	N	479.47	2/12/2026	1/29/2026
3484	SMART & FINAL	297499	1136593	SUPPLIES FOR SPARK SPORTS PROGRAM - P/R	N	88.32	2/5/2026	1/22/2026

3484	SMART & FINAL	896155	1136593	SUPPLIES FOR VALENTINES DAY CRAFTS - P/R	N	68.94	2/5/2026	1/14/2026
3487	SMART & FINAL	208811	1136594	ENP: COFFEE CUPS - P/R	N	108.97	2/5/2026	1/13/2026
3516	SOUTHEAST CONST PRODUCTS	2601-286879	1136934	P-002894, ST MAINTENANCE MATERIALS - RAKE, SHOVEL	N	840.09	2/12/2026	1/20/2026
3520	SOUTHERN CALIFORNIA EDISON	0145648-01/26	1136597	AC#700550145648 12/23-01/22/26	N	144.25	2/5/2026	1/23/2026
3520	SOUTHERN CALIFORNIA EDISON	0205593-01/26	1136935	AC#700510205593 01/01-01/31/26	N	880.56	2/12/2026	2/2/2026
3520	SOUTHERN CALIFORNIA EDISON	0234087-01/26	1136935	AC#700510234087 01/01-01/31/26	N	53,553.13	2/12/2026	2/2/2026
3520	SOUTHERN CALIFORNIA EDISON	0302492-01/26	1136935	AC#700510302492 01/01-01/31/26	N	5,979.35	2/12/2026	2/2/2026
3520	SOUTHERN CALIFORNIA EDISON	0310616-01/26	1136935	AC#700320310616 01/01-01/31/26	N	86.88	2/12/2026	2/2/2026
3520	SOUTHERN CALIFORNIA EDISON	0332707-01/26	1136935	AC#700510332707 01/01-01/31/26	N	818.70	2/12/2026	2/2/2026
3520	SOUTHERN CALIFORNIA EDISON	0353270-01/26	1136935	AC#700020353270 01/01-01/31/26	N	625.33	2/12/2026	2/2/2026
3520	SOUTHERN CALIFORNIA EDISON	0367223-01/26	1136597	AC#700010367223 12/24-01/25/26	N	8.09	2/5/2026	1/26/2026
3520	SOUTHERN CALIFORNIA EDISON	0443649-01/26	1136935	AC#700510443649 01/01-01/31/26	N	1,538.78	2/12/2026	2/2/2026
3520	SOUTHERN CALIFORNIA EDISON	0488514-02/26	1136935	AC#700370488514 01/06-02/03/26	N	103.68	2/12/2026	2/4/2026
3520	SOUTHERN CALIFORNIA EDISON	0781346-01/26	1136597	AC#700350781346 12/26-01/26/26	N	111.49	2/5/2026	1/27/2026
3520	SOUTHERN CALIFORNIA EDISON	1013338-01/26	1136597	AC#700351013338 12/24-01/25/26	N	5.18	2/5/2026	1/26/2026
3520	SOUTHERN CALIFORNIA EDISON	1107282-01/26	1136935	AC#700521107282 01/01-01/31/26	N	87.13	2/12/2026	2/2/2026
3520	SOUTHERN CALIFORNIA EDISON	1222706-01/26	1136935	AC#700201222706 12/31-01/29/26	N	8,135.36	2/12/2026	1/30/2026
3520	SOUTHERN CALIFORNIA EDISON	1513884-01/26	1136935	AC#700091513884 12/31-01/29/26	N	112.29	2/12/2026	1/30/2026
3520	SOUTHERN CALIFORNIA EDISON	1696768-01/26	1136935	AC#700371696768 12/31-01/29/26	N	91.00	2/12/2026	1/30/2026
3520	SOUTHERN CALIFORNIA EDISON	1805286-01/26	1136935	AC#700371805286 01/02-02/01/26	N	87.48	2/12/2026	2/2/2026
3520	SOUTHERN CALIFORNIA EDISON	1873193-01/26	1136597	AC#700361873193 12/24-01/25/26	N	95.42	2/5/2026	1/26/2026
3520	SOUTHERN CALIFORNIA EDISON	1924417-01/26	1136597	AC#700371924417 12/29-01/27/26	N	128.29	2/5/2026	1/28/2026
3520	SOUTHERN CALIFORNIA EDISON	2027982-01/26	1136597	AC#700372027982 12/29-01/27/26	N	4.36	2/5/2026	1/28/2026
3520	SOUTHERN CALIFORNIA EDISON	2335835-01/26	1136597	AC#700542335835 12/24-01/25/26	N	835.92	2/5/2026	1/26/2026
3520	SOUTHERN CALIFORNIA EDISON	2391519-01/26	1136935	AC#700252391519 01/01-01/31/26	N	64.19	2/12/2026	2/2/2026
3520	SOUTHERN CALIFORNIA EDISON	2494167-01/26	1136597	AC#700402494167 12/24-01/25/26	N	2.32	2/5/2026	1/26/2026
3520	SOUTHERN CALIFORNIA EDISON	2563097-01/26	1136935	AC#700512563097 01/01-01/31/26	N	970.82	2/12/2026	2/2/2026
3520	SOUTHERN CALIFORNIA EDISON	3056081-01/26	1136597	AC#700373056081 12/29-01/27/26	N	68.63	2/5/2026	1/28/2026
3520	SOUTHERN CALIFORNIA EDISON	3310501-01/26	1136597	AC#700243310501 12/26-01/26/26	N	93.23	2/5/2026	1/27/2026
3520	SOUTHERN CALIFORNIA EDISON	3387811-01/26	1136597	AC#700363387811 12/24-01/25/26	N	59.03	2/5/2026	1/26/2026
3520	SOUTHERN CALIFORNIA EDISON	3442566-01/26	1136597	AC#700373442566 12/24-01/25/26	N	77.64	2/5/2026	1/26/2026
3520	SOUTHERN CALIFORNIA EDISON	3524210-01/26	1136597	AC#700373524210 12/24-01/25/26	N	89.33	2/5/2026	1/26/2026
3520	SOUTHERN CALIFORNIA EDISON	3548876-02/26	1136935	AC#700353548876 01/07-02/04/26	N	89.59	2/12/2026	2/5/2026
3520	SOUTHERN CALIFORNIA EDISON	3675920-01/26	1136597	AC#700863675920 12/23-01/22/26	N	5.10	2/5/2026	1/26/2026
3520	SOUTHERN CALIFORNIA EDISON	3736294-01/26	1136597	AC#700233736294 12/30-01/28/26	N	94.35	2/5/2026	1/29/2026
3520	SOUTHERN CALIFORNIA EDISON	3885396-01/26	1136935	AC#700143885396 12/31-01/29/26	N	6.98	2/12/2026	1/30/2026
3520	SOUTHERN CALIFORNIA EDISON	3970936-02/26	1136935	AC#700343970936 01/07-02/04/26	N	1,167.59	2/12/2026	2/5/2026
3520	SOUTHERN CALIFORNIA EDISON	3980434-01/26	1136597	AC#700343980434 12/26-01/26/26	N	4,446.93	2/5/2026	1/27/2026
3520	SOUTHERN CALIFORNIA EDISON	4021355-01/26	1136597	AC#700344021355 12/29-01/27/26	N	2,630.04	2/5/2026	1/28/2026
3520	SOUTHERN CALIFORNIA EDISON	4668442-01/26	1136597	AC#700184668442 12/24-01/25/26	N	81.67	2/5/2026	1/26/2026
3520	SOUTHERN CALIFORNIA EDISON	4686671-01/26	1136935	AC#700264686671 01/01-01/31/26	N	386.91	2/12/2026	2/2/2026
3520	SOUTHERN CALIFORNIA EDISON	4782580-01/26	1136597	AC#700374782580 12/24-01/25/26	N	91.38	2/5/2026	1/26/2026
3520	SOUTHERN CALIFORNIA EDISON	4836223-01/26	1136597	AC#700114836223 12/24-01/25/26	N	6.24	2/5/2026	1/26/2026
3520	SOUTHERN CALIFORNIA EDISON	5056528-02/26	1136935	AC#700345056528 01/06-02/03/26	N	1,891.50	2/12/2026	2/4/2026
3520	SOUTHERN CALIFORNIA EDISON	5070066-01/26	1136597	AC#700345070066 12/23-01/22/26	N	1,993.62	2/5/2026	1/23/2026
3520	SOUTHERN CALIFORNIA EDISON	5084113-01/26	1136597	AC#700345084113 12/24-01/25/26	N	19.75	2/5/2026	1/26/2026
3520	SOUTHERN CALIFORNIA EDISON	5100883-01/26	1136597	AC#700345100883 12/22-01/21/26	N	17.76	2/5/2026	1/23/2026
3520	SOUTHERN CALIFORNIA EDISON	5126751-02/26	1136935	AC#700345126751 01/07-02/04/26	N	200.52	2/12/2026	2/5/2026
3520	SOUTHERN CALIFORNIA EDISON	5179897-01/26	1136597	AC#700345179897 12/30-01/28/26	N	1,070.06	2/5/2026	1/29/2026
3520	SOUTHERN CALIFORNIA EDISON	5192227-02/26	1136935	AC#700345192227 01/06-02/03/26	N	17.33	2/12/2026	2/4/2026
3520	SOUTHERN CALIFORNIA EDISON	5201523-01/26	1136597	AC#700345201523 12/24-01/25/26	N	81.47	2/5/2026	1/26/2026
3520	SOUTHERN CALIFORNIA EDISON	5212305-01/26	1136935	AC#700525212305 12/31-01/29/26	N	5.74	2/12/2026	1/30/2026

3520 SOUTHERN CALIFORNIA EDISON	5217889-02/26	1136935	AC#700345217889 01/06-02/03/26	N	68.66	2/12/2026	2/4/2026
3520 SOUTHERN CALIFORNIA EDISON	5260632-01/26	1136597	AC#700345260632 12/30-01/28/26	N	172.69	2/5/2026	1/29/2026
3520 SOUTHERN CALIFORNIA EDISON	5299634-01/26	1136597	AC#700345299634 12/24-01/25/26	N	2.04	2/5/2026	1/26/2026
3520 SOUTHERN CALIFORNIA EDISON	5316812-01/26	1136597	AC#700345316812 12/24-01/25/26	N	73.11	2/5/2026	1/26/2026
3520 SOUTHERN CALIFORNIA EDISON	5330386-01/26	1136935	AC#700155330386 12/31-01/29/26	N	7.66	2/12/2026	1/30/2026
3520 SOUTHERN CALIFORNIA EDISON	5334592-01/26	1136597	AC#700345334592 12/30-01/28/26	N	66.38	2/5/2026	1/29/2026
3520 SOUTHERN CALIFORNIA EDISON	5349952-01/26	1136597	AC#700345349952 12/24-01/25/26	N	30.79	2/5/2026	1/26/2026
3520 SOUTHERN CALIFORNIA EDISON	5365615-01/26	1136935	AC#700345365615 01/02-02/01/26	N	87.48	2/12/2026	2/2/2026
3520 SOUTHERN CALIFORNIA EDISON	5382486-01/26	1136597	AC#700345382486 12/29-01/27/26	N	12.64	2/5/2026	1/28/2026
3520 SOUTHERN CALIFORNIA EDISON	5396735-01/26	1136935	AC#700345396735 12/31-01/29/26	N	5.46	2/12/2026	1/30/2026
3520 SOUTHERN CALIFORNIA EDISON	5413408-01/26	1136597	AC#700345413408 12/23-01/22/26	N	38.60	2/5/2026	1/23/2026
3520 SOUTHERN CALIFORNIA EDISON	5433717-01/26	1136597	AC#700345433717 12/29-01/27/26	N	35.10	2/5/2026	1/28/2026
3520 SOUTHERN CALIFORNIA EDISON	5446346-01/26	1136597	AC#700345446346 12/24-01/25/26	N	2.04	2/5/2026	1/26/2026
3520 SOUTHERN CALIFORNIA EDISON	5455137-01/26	1136597	AC#700345455137 12/26-01/26/26	N	97.25	2/5/2026	1/27/2026
3520 SOUTHERN CALIFORNIA EDISON	5473123-01/26	1136597	AC#700345473123 12/30-01/28/26	N	94.86	2/5/2026	1/29/2026
3520 SOUTHERN CALIFORNIA EDISON	5485752-01/26	1136597	AC#700345485752 12/30-01/28/26	N	47.79	2/5/2026	1/29/2026
3520 SOUTHERN CALIFORNIA EDISON	5497364-02/26	1136935	AC#700355497364 01/07-02/04/26	N	75.98	2/12/2026	2/5/2026
3520 SOUTHERN CALIFORNIA EDISON	5519401-01/26	1136597	AC#700345519401 12/23-01/22/26	N	81.38	2/5/2026	1/23/2026
3520 SOUTHERN CALIFORNIA EDISON	5531828-01/26	1136597	AC#700345531828 12/26-01/26/26	N	42.97	2/5/2026	1/27/2026
3520 SOUTHERN CALIFORNIA EDISON	5594047-01/26	1136597	AC#700375594047 12/23-01/22/26	N	114.75	2/5/2026	1/23/2026
3520 SOUTHERN CALIFORNIA EDISON	5638002-01/26	1136935	AC#700375638002 01/01-01/31/26	N	28.72	2/12/2026	2/2/2026
3520 SOUTHERN CALIFORNIA EDISON	5652752-01/26	1136935	AC#700375652752 01/01-01/31/26	N	49.18	2/12/2026	2/2/2026
3520 SOUTHERN CALIFORNIA EDISON	5693872-02/26	1136935	AC#700795693872 01/05-02/02/26	N	67.07	2/12/2026	2/3/2026
3520 SOUTHERN CALIFORNIA EDISON	5789966-01/26	1136935	AC#700375789966 01/01-01/31/26	N	28.72	2/12/2026	2/2/2026
3520 SOUTHERN CALIFORNIA EDISON	5837658-01/26	1136597	AC#700375837658 12/24-01/25/26	N	25.25	2/5/2026	1/26/2026
3520 SOUTHERN CALIFORNIA EDISON	5849075-01/26	1136597	AC#700375849075 12/29-01/27/26	N	28.01	2/5/2026	1/28/2026
3520 SOUTHERN CALIFORNIA EDISON	6153377-01/26	1136935	AC#700286153377 01/01-01/31/26	N	57.67	2/12/2026	2/2/2026
3520 SOUTHERN CALIFORNIA EDISON	6166616-01/26	1136597	AC#700286166616 12/26-01/26/26	N	4,446.54	2/5/2026	1/27/2026
3520 SOUTHERN CALIFORNIA EDISON	6524887-01/26	1136597	AC#700036524887 12/24-01/25/26	N	7.55	2/5/2026	1/26/2026
3520 SOUTHERN CALIFORNIA EDISON	6545476-01/26	1136597	AC#700346545476 12/26-01/26/26	N	92.72	2/5/2026	1/27/2026
3520 SOUTHERN CALIFORNIA EDISON	6557907-01/26	1136597	AC#700346557907 12/26-01/26/26	N	166.54	2/5/2026	1/27/2026
3520 SOUTHERN CALIFORNIA EDISON	6569627-01/26	1136597	AC#700346569627 12/26-01/26/26	N	72.93	2/5/2026	1/27/2026
3520 SOUTHERN CALIFORNIA EDISON	6580438-01/26	1136935	AC#700346580438 12/31-01/29/26	N	410.33	2/12/2026	1/30/2026
3520 SOUTHERN CALIFORNIA EDISON	6591451-01/26	1136597	AC#700346591451 12/24-01/25/26	N	98.24	2/5/2026	1/26/2026
3520 SOUTHERN CALIFORNIA EDISON	6598121-01/26	1136597	AC#700346598121 12/24-01/25/26	N	110.12	2/5/2026	1/26/2026
3520 SOUTHERN CALIFORNIA EDISON	6630850-02/26	1136935	AC#700356630850 01/07-02/04/26	N	92.10	2/12/2026	2/5/2026
3520 SOUTHERN CALIFORNIA EDISON	6639749-01/26	1136597	AC#700346639749 12/24-01/25/26	N	101.79	2/5/2026	1/26/2026
3520 SOUTHERN CALIFORNIA EDISON	6653893-01/26	1136597	AC#700346653893 12/24-01/25/26	N	93.65	2/5/2026	1/26/2026
3520 SOUTHERN CALIFORNIA EDISON	6662078-01/26	1136597	AC#700346662078 12/24-01/25/26	N	160.04	2/5/2026	1/26/2026
3520 SOUTHERN CALIFORNIA EDISON	6676529-01/26	1136597	AC#700346676529 12/24-01/25/26	N	95.94	2/5/2026	1/26/2026
3520 SOUTHERN CALIFORNIA EDISON	6689764-02/26	1136935	AC#700346689764 01/05-02/02/26	N	104.94	2/12/2026	2/3/2026
3520 SOUTHERN CALIFORNIA EDISON	6701888-02/26	1136935	AC#700346701888 01/05-02/02/26	N	99.90	2/12/2026	2/3/2026
3520 SOUTHERN CALIFORNIA EDISON	6714117-02/26	1136935	AC#700346714117 01/05-02/02/26	N	98.90	2/12/2026	2/3/2026
3520 SOUTHERN CALIFORNIA EDISON	6724625-02/26	1136935	AC#700346724625 01/06-02/03/26	N	95.88	2/12/2026	2/4/2026
3520 SOUTHERN CALIFORNIA EDISON	6779892-01/26	1136597	AC#700346779892 12/29-01/27/26	N	127.26	2/5/2026	1/28/2026
3520 SOUTHERN CALIFORNIA EDISON	6793838-01/26	1136597	AC#700346793838 12/29-01/27/26	N	86.04	2/5/2026	1/28/2026
3520 SOUTHERN CALIFORNIA EDISON	6823342-01/26	1136597	AC#700346823342 12/30-01/28/26	N	107.73	2/5/2026	1/29/2026
3520 SOUTHERN CALIFORNIA EDISON	6837875-01/26	1136935	AC#700506837875 01/01-01/31/26	N	34.02	2/12/2026	2/2/2026
3520 SOUTHERN CALIFORNIA EDISON	6838092-01/26	1136597	AC#700346838092 12/30-01/28/26	N	34.21	2/5/2026	1/29/2026
3520 SOUTHERN CALIFORNIA EDISON	6849513-01/26	1136935	AC#700346849513 12/31-01/29/26	N	93.76	2/12/2026	1/30/2026
3520 SOUTHERN CALIFORNIA EDISON	6862445-01/26	1136935	AC#700346862445 12/31-01/29/26	N	87.96	2/12/2026	1/30/2026
3520 SOUTHERN CALIFORNIA EDISON	6906194-01/26	1136935	AC#700346906194 12/31-01/29/26	N	32.75	2/12/2026	1/30/2026

3520 SOUTHERN CALIFORNIA EDISON	6908610-01/26	1136597	AC#700086908610 12/24-01/25/26	N	2.04	2/5/2026	1/26/2026
3520 SOUTHERN CALIFORNIA EDISON	6918928-01/26	1136597	AC#700346918928 12/30-01/28/26	N	92.59	2/5/2026	1/29/2026
3520 SOUTHERN CALIFORNIA EDISON	7009763-01/26	1136935	AC#700347009763 01/01-01/31/26	N	190.09	2/12/2026	2/2/2026
3520 SOUTHERN CALIFORNIA EDISON	7067380-02/26	1136935	AC#700037067380 01/06-02/03/26	N	18.36	2/12/2026	2/4/2026
3520 SOUTHERN CALIFORNIA EDISON	7067927-01/26	1136597	AC#700537067927 12/24-01/25/26	N	5.96	2/5/2026	1/26/2026
3520 SOUTHERN CALIFORNIA EDISON	7102103-01/26	1136597	AC#700367102103 12/24-01/25/26	N	37.19	2/5/2026	1/26/2026
3520 SOUTHERN CALIFORNIA EDISON	7120282-01/26	1136597	AC#700097120282 12/24-01/25/26	N	1,954.13	2/5/2026	1/26/2026
3520 SOUTHERN CALIFORNIA EDISON	7135280-02/26	1136935	AC#700037135280 01/06-02/03/26	N	14.69	2/12/2026	2/4/2026
3520 SOUTHERN CALIFORNIA EDISON	7177013-01/26	1136935	AC#700037177013 01/02-02/01/26	N	8.59	2/12/2026	2/2/2026
3520 SOUTHERN CALIFORNIA EDISON	7251340-01/26	1136597	AC#700367251340 12/24-01/25/26	N	89.09	2/5/2026	1/26/2026
3520 SOUTHERN CALIFORNIA EDISON	7571282-01/26	1136597	AC#700027571282 12/30-01/28/26	N	92.72	2/5/2026	1/29/2026
3520 SOUTHERN CALIFORNIA EDISON	7593514-01/26	1136935	AC#700027593514 12/31-01/29/26	N	108.90	2/12/2026	1/30/2026
3520 SOUTHERN CALIFORNIA EDISON	7793253-01/26	1136597	AC#700607793253 12/24-01/25/26	N	54.24	2/5/2026	1/26/2026
3520 SOUTHERN CALIFORNIA EDISON	7902244-01/26	1136597	AC#700237902244 12/26-01/26/26	N	1,133.58	2/5/2026	1/27/2026
3520 SOUTHERN CALIFORNIA EDISON	8109705-01/26	1136597	AC#700348109705 12/23-01/22/26	N	345.05	2/5/2026	1/23/2026
3520 SOUTHERN CALIFORNIA EDISON	8126475-01/26	1136597	AC#700348126475 12/24-01/25/26	N	124.06	2/5/2026	1/26/2026
3520 SOUTHERN CALIFORNIA EDISON	8134862-01/26	1136597	AC#700348134862 12/24-01/25/26	N	186.51	2/5/2026	1/26/2026
3520 SOUTHERN CALIFORNIA EDISON	8188517-01/26	1136597	AC#700348188517 12/24-01/25/26	N	133.85	2/5/2026	1/26/2026
3520 SOUTHERN CALIFORNIA EDISON	8198607-01/26	1136597	AC#700368198607 12/24-01/25/26	N	240.79	2/5/2026	1/26/2026
3520 SOUTHERN CALIFORNIA EDISON	8203275-01/26	1136935	AC#700198203275 01/01-01/31/26	N	56.19	2/12/2026	2/2/2026
3520 SOUTHERN CALIFORNIA EDISON	8207109-01/26	1136597	AC#700348207109 12/24-01/25/26	N	390.51	2/5/2026	1/26/2026
3520 SOUTHERN CALIFORNIA EDISON	8227145-01/26	1136935	AC#700998227145 01/01-01/31/26	N	28.72	2/12/2026	2/2/2026
3520 SOUTHERN CALIFORNIA EDISON	8254090-01/26	1136597	AC#700348254090 12/24-01/25/26	N	201.07	2/5/2026	1/26/2026
3520 SOUTHERN CALIFORNIA EDISON	8336924-02/26	1136935	AC#700518336924 01/07-02/04/26	N	108.48	2/12/2026	2/5/2026
3520 SOUTHERN CALIFORNIA EDISON	8440919-01/26	1136597	AC#700348440919 12/24-01/25/26	N	45.00	2/5/2026	1/26/2026
3520 SOUTHERN CALIFORNIA EDISON	8528724-01/26	1136597	AC#700348528724 12/24-01/25/26	N	70.18	2/5/2026	1/26/2026
3520 SOUTHERN CALIFORNIA EDISON	8712404-01/26	1136597	AC#700368712404 12/24-01/25/26	N	159.77	2/5/2026	1/26/2026
3520 SOUTHERN CALIFORNIA EDISON	8719944-01/26	1136935	AC#700418719944 01/01-01/31/26	N	24.41	2/12/2026	2/2/2026
3520 SOUTHERN CALIFORNIA EDISON	8795588-01/26	1136597	AC#700188795588 12/30-01/28/26	N	47.50	2/5/2026	1/29/2026
3520 SOUTHERN CALIFORNIA EDISON	8996916-01/26	1136935	AC#700258996916 01/02-02/01/26	N	2.03	2/12/2026	2/2/2026
3520 SOUTHERN CALIFORNIA EDISON	9119888-01/26	1136597	AC#700249119888 12/26-01/26/26	N	120.48	2/5/2026	1/27/2026
3520 SOUTHERN CALIFORNIA EDISON	9260769-01/26	1136597	AC#700349260769 12/24-01/25/26	N	93.90	2/5/2026	1/26/2026
3520 SOUTHERN CALIFORNIA EDISON	9384142-01/26	1136597	AC#700349384142 12/26-01/26/26	N	311.29	2/5/2026	1/27/2026
3520 SOUTHERN CALIFORNIA EDISON	9511413-01/26	1136597	AC#700269511413 12/23-01/22/26	N	82.13	2/5/2026	1/23/2026
3520 SOUTHERN CALIFORNIA EDISON	9556151-01/26	1136597	AC#700299556151 12/26-01/26/26	N	17.21	2/5/2026	1/27/2026
3520 SOUTHERN CALIFORNIA EDISON	9730022-01/26	1136597	AC#700469730022 12/30-01/28/26	N	85.00	2/5/2026	1/29/2026
3520 SOUTHERN CALIFORNIA EDISON	9784548-01/26	1136597	AC#700379784548 12/23-01/22/26	N	44.32	2/5/2026	1/23/2026
3520 SOUTHERN CALIFORNIA EDISON	9802029-01/26	1136597	AC#700379802029 12/24-01/25/26	N	69.45	2/5/2026	1/26/2026
3520 SOUTHERN CALIFORNIA EDISON	9872757-01/26	1136597	AC#700379872757 12/24-01/25/26	N	90.06	2/5/2026	1/26/2026
3520 SOUTHERN CALIFORNIA EDISON	9895692-01/26	1136597	AC#700379895692 12/24-01/26/26	N	107.31	2/5/2026	1/26/2026
3520 SOUTHERN CALIFORNIA EDISON	9937223-01/26	1136597	AC#700379937223 12/23-01/22/26	N	17.40	2/5/2026	1/23/2026
3525 SOUTHERN CALIFORNIA GAS CO	138217-01/26	1136598	AC#138 217 4100 9 (12/22-1/22/26)	N	901.60	2/5/2026	1/26/2026
3525 SOUTHERN CALIFORNIA GAS CO	140317-01/26	1136598	AC#140 317 4100 3 (12/22-1/22/26)	N	167.84	2/5/2026	1/26/2026
3525 SOUTHERN CALIFORNIA GAS CO	144517-01/26	1136598	AC#144 517 4100 4 (12/22-1/22/26)	N	26.85	2/5/2026	1/26/2026
3525 SOUTHERN CALIFORNIA GAS CO	146517-01/26	1136598	AC#146 517 2134 3 (12/19-1/21/26)	N	44.06	2/5/2026	1/23/2026
3525 SOUTHERN CALIFORNIA GAS CO	154864-01/26	1136598	AC#154 864 1641 3 (12/19-1/21/26)	N	467.87	2/5/2026	1/23/2026
3525 SOUTHERN CALIFORNIA GAS CO	169617-01/26	1136598	AC#169 617 4100 2 (12/19-1/21/26)	N	4,079.99	2/5/2026	1/23/2026
3525 SOUTHERN CALIFORNIA GAS CO	173817-01/26	1136598	AC#173 817 4100 2 (12/19-1/21/26)	N	2,145.24	2/5/2026	1/23/2026
3525 SOUTHERN CALIFORNIA GAS CO	175917-01/26	1136598	AC#175 917 4102 4 (12/19-1/21/26)	N	713.03	2/5/2026	1/23/2026
3525 SOUTHERN CALIFORNIA GAS CO	179944-01/26	1136598	AC#179 944 9667 1 (12/18-1/20/26)	N	30.18	2/5/2026	1/22/2026
3525 SOUTHERN CALIFORNIA GAS CO	188644-01/26	1136598	AC#188 644 8039 9 (12/22-1/22/26)	N	5,265.42	2/5/2026	1/26/2026
3553 SPORT PINS INTERNATIONAL INC	139604	1136600	EMPD BLK PRINT ON SILVER FOIL ROLL LABEL - PD	N	1,508.50	2/5/2026	1/8/2026

3581	STATE OF CALIF DEPT OF	APR - JUN 2025	1136603	EQD FEES APR - JUN 2025	N	3,200.06	2/5/2026	2/3/2026
3581	STATE OF CALIF DEPT OF	OCT - DEC 2025	1136602	EQD FEES OCT - DEC 2025	N	2,149.86	2/5/2026	2/3/2026
3609	SUNBELT RENTALS INC	178602647-0001	1136938	EQUIPMENT RENTALS ON AN AS-NEEDED BASIS	N	3,286.28	2/12/2026	1/15/2026
3609	SUNBELT RENTALS INC	178606366-0001	1136605	EQUIPMENT RENTALS ON AN AS-NEEDED BASIS - MAN LIFT	N	6,355.40	2/5/2026	1/14/2026
3723	TYLER TECHNOLOGIES	045-551163	1136947	C-002793, EERP MIGRATION CONTRACT SERVICES	N	5,200.00	2/12/2026	1/21/2026
3723	TYLER TECHNOLOGIES	045-551733	1136947	C-002793, EERP MIGRATION CONTRACT SERVICES	N	8,800.00	2/12/2026	1/28/2026
3729	ULINE	203659909	1136948	COURTYARD TRASH CAN - MOUNTAIN VIEW PARK	N	10,273.51	2/12/2026	2/2/2026
3745	UNITED STATES POSTAL SERVICE	BOX #6008 - 12 MOS.	1136611	PO BOX #6008 FEE FOR 12 MTHS - CITY CLERK	N	505.00	2/5/2026	2/3/2026
3778	VALENZUELA	4487465862 FEB 2026	1136613	INS PREMIUM	N	1,776.10	2/8/2026	2/8/2026
3780	VALLEY BRAKE & WHEEL SERVICE	1087727	1136950	AUTO PARTS & MAINTENANCE SVCS ON AN AS-NEEDED TR2B	N	150.00	2/12/2026	1/23/2026
3897	WILLDAN ENGINEERING	00630693	1136620	C-002663, PROF SVCS THRU 08/01/25 3600 PECK	N	2,592.00	2/5/2026	8/20/2025
3897	WILLDAN ENGINEERING	00630863	1136620	C-002663, PROF SVCS THRU 08/29/25 3600 PECK	N	1,674.00	2/5/2026	9/10/2025
3897	WILLDAN ENGINEERING	00631582	1136953	C-002663, PROF SVCS THRU 01/02/26 11730 VALLEY GRA	N	550.00	2/12/2026	1/20/2026
3897	WILLDAN ENGINEERING	00631583	1136953	C-002663, PROF SVCS THRU 01/02/26 2647 DURFEE	N	123.50	2/12/2026	1/20/2026
3897	WILLDAN ENGINEERING	00631584	1136953	C-002663, PROF SVCS THRU 01/02/26 4024 DURFEE	N	395.00	2/12/2026	1/20/2026
3897	WILLDAN ENGINEERING	00631585	1136953	C-002633, PROF SVCS THRU 01/02/26 4225 ESTO AVE	N	694.00	2/12/2026	1/20/2026
3897	WILLDAN ENGINEERING	00631586	1136953	PROF SVCS THRU 08/01/25 11151 ORCHARD ST	N	323.50	2/12/2026	1/20/2026
3897	WILLDAN ENGINEERING	00631587	1136953	C-002663, PROF SVCS THRU 08/01/25 3600 PECK	N	1,179.00	2/12/2026	1/20/2026
3903	WILLS	1359487808 FEB 2026	1136621	INS PREMIUM & RETIREE CONTRIBUTION	N	154.83	2/8/2026	2/8/2026
4008	DUNN-EDWARDS CORP	2137A44895	1136525	SUPREMA INT BASE PAINT FOR PW	N	68.30	2/5/2026	1/5/2026
4008	DUNN-EDWARDS CORP	2137A45451	1136890	PAINT FOR PW	N	556.30	2/12/2026	1/17/2026
4404	BACKFLOW APPARATUS & VALVE	370982	1136881	SUPPLIES FOR WATER DEPT	N	498.24	2/12/2026	1/7/2026
4519	RODRIGUEZ	1.21.26-1.23.26	1136584	REIMB: AIRFARE, HOTEL & PER DIEM - LCW CONFERENCE	N	1,662.15	2/5/2026	1/28/2026
4612	PERS LONG TERM CARE PROGRAM	P/E: 01/31/26	1136926	LONG TERM CARE-MID MANAGEMENT: PAYMENT	N	189.71	2/12/2026	2/5/2026
4616	FRANCHISE TAX BOARD	P/E: 01/31/26	1136896	STATE OF CAL FRAN TAX BOARD: PAYMENT	N	250.00	2/12/2026	2/5/2026
4622	CITY OF EL MONTE	P/E: 01/31/26	1136887	GARNISHMENT FEE/LOAN: PAYMENT	N	80.00	2/12/2026	2/5/2026
4760	LOPEZ	3796339578 FEB 2026	1136557	INS PREMIUM	N	194.83	2/8/2026	2/8/2026
4945	CALIF. BUILDING STANDARDS	APR-JUNE 2025	1136514	GREEN BLDG STANDARDS PRG FEES APR - JUNE 2025	N	779.40	2/5/2026	2/3/2026
4945	CALIF. BUILDING STANDARDS	OCT - DEC 2025	1136513	GREEN BLDG STANDARDS PRG FEES OCT- DEC 2025	N	693.00	2/5/2026	2/3/2026
4950	TRANSTECH ENGINEERS INC	20255244	1136609	C-002631, 211214 ELM PW CONSTRUCTION INSPECTION SV	N	1,925.00	2/5/2026	9/22/2025
4950	TRANSTECH ENGINEERS INC	20256859	1136609	C-002631, 210111 ELM PW ENROACHMENT PERMIT REVIEW	N	4,910.50	2/5/2026	12/16/2025
5180	WELDON	1766384369 FEB 2026	1136619	INS PREMIUM	N	339.46	2/8/2026	2/8/2026
5307	NEUMEYER	3976508700 FEB 2026	1136565	INS PREMIUM & RETIREE CONTRIBUTION	N	154.83	2/8/2026	2/8/2026
5590	GALLS, LLC	033561667	1136899	BELT KEEPER 4 PK FOR PD	N	912.64	2/12/2026	12/22/2025
5710	UNION PACIFIC RAILROAD COMPANY	90150761	1136949	ALHAMBRA SUB GARVEY BLVD; PROPOSAL TO IMPRV DRAIN	N	2,185.69	2/12/2026	10/15/2025
5710	UNION PACIFIC RAILROAD COMPANY	90153555	1136949	ALHAMBRA SUB GARVEY BLVD; PROPOSAL TO IMPRV DRAIN	N	2,716.12	2/12/2026	12/8/2025
6360	VAIL	2788916309 FEB 2026	1136612	INS PREMIUM	N	825.69	2/8/2026	2/8/2026
6406	WALTERS WHOLESALE ELECTRIC CO.	S129585830.001	1136617	MIDGET FUSE 250V - PW	N	246.15	2/5/2026	1/14/2026
6438	DEL REAL	7903898945 FEB 2026	1136671	INS PREMIUM & RETIREE CONTRIBUTION	N	767.05	2/8/2026	2/8/2026
6479	HOME DEPOT	1811754	1136538	TOUGH TOTES FOR PW	N	215.41	2/5/2026	1/5/2026
6479	HOME DEPOT	3032712	1136538	STAKES, METAL SET - PW	N	103.11	2/5/2026	1/13/2026
6479	HOME DEPOT	3043372	1136538	STAKES FOR PW	N	175.77	2/5/2026	1/13/2026
6479	HOME DEPOT	3284565	1136538	TROLLEY STN PADLOCKS, FOLDING KNIFE, PLIERS FOR PW	N	120.11	2/5/2026	1/13/2026
6479	HOME DEPOT	41519	1136538	PEGBOARDS, BINS, SAFETY GLASSES - PW	N	1,450.17	2/5/2026	12/17/2025
6479	HOME DEPOT	4620310	1136538	STAKE FLAGS, CHALK REEL, MAON LINES - PW	N	315.89	2/5/2026	1/12/2026
6479	HOME DEPOT	4812204	1136538	BUS RT - IPAD CHRGR, CABLE TIES, PLIERS, PRIMER-PW	N	330.30	2/5/2026	1/12/2026
6479	HOME DEPOT	620078	1136538	MARINWELD ADHESIVE FOR PW	N	9.15	2/5/2026	12/17/2025
6479	HOME DEPOT	6801290	1136538	BUS RT - GLOVES GOGGLES - PW	N	67.21	2/5/2026	12/11/2025
6479	HOME DEPOT	7556155	1136538	ARTIFICIAL TURF, VELCRO, FASTENERS - PW	N	112.12	2/5/2026	12/10/2025
6479	HOME DEPOT	8284078	1136538	RATCHET STRAP, MOP, DUSTER, SUPER GLUE -PW	N	69.44	2/5/2026	1/8/2026
6479	HOME DEPOT	8522743	1136538	BATTERIES, L CUT GLOVE, HEX KEY SETS, MECH SET,	N	2,964.54	2/5/2026	1/8/2026
6479	HOME DEPOT	901280	1136538	MAKITA ROTARY HAMMER BT FOR PW	N	247.52	2/5/2026	12/17/2025

6479	HOME DEPOT	9523970	1136538	BUS RT- PAINT, BATTER, HAMMER, SCREWDRIVER, WRNCH	N	304.85	2/5/2026	12/8/2025
6954	SAENZ	01.30.26	1136585	REIMB: LODGING FOR POLICE BUDGET ACADEMY - PD	N	396.00	2/5/2026	1/30/2026
6954	SAENZ	1.29.26	1136585	REIMB: HOTEL FOR MANAGEMENT COURSE SESSION 1	N	943.82	2/5/2026	1/29/2026
6985	VERIZON WIRELESS	6133887905	1136614	ACCT#972054175-00001 12.19-1.18.26 - PD	N	2,215.44	2/5/2026	1/18/2026
7343	LIGHT BULB CITY / LBC LIGHTING	390506	1136555	STONCO WP100 LED WALL PACK - PW	N	727.80	2/5/2026	1/21/2026
7343	LIGHT BULB CITY / LBC LIGHTING	390744	1136555	LED UFO HIGHBAY WATT, HALO LED RETROFIT - PW	N	1,562.57	2/5/2026	1/29/2026
7371	SOSA	4092379827 FEB 2026	1136596	INS PREMIUM & RETIREE CONTRIBUTION	N	710.35	2/8/2026	2/8/2026
7418	Hajoca Corporation	S178497005.001	1136534	POL CHROME MAINLINE MTL LEVER LAV FCT - PW	N	100.71	2/5/2026	1/21/2026
7593	GARVEY EQUIPMENT COMPANY	172412	1136900	TRACK STUMP GRINDER - PW	N	36,498.26	2/12/2026	1/12/2026
8081	MAGNET FORENSICS USA INC.	SIN085711	1136914	GRAYKEY LIC. 09.24.25-09.23.26 - PD	N	12,410.00	2/12/2026	9/24/2025
8128	RICOH USA INC	9033511445	1136930	02.01-02.28.26 CITY WIDE COPIER LEASE (6 MO)	N	1,719.88	2/12/2026	2/2/2026
8162	LA COUNTY SHERIFF'S DEPT.	P/E:01/31/26	1136910	LOS ANGELES COUNTY SHERIFF DEP: PAYMENT	N	1,620.66	2/12/2026	2/5/2026
8334	AMERICAN RED CROSS	23075266	1136500	ADULT & PEDIATRIC FIRST AID/CPR/AED - P/R	N	617.40	2/5/2026	1/14/2026
8334	AMERICAN RED CROSS	23099120	1136876	LIFEGUARDING RECERTIFICATION - P/R	N	478.80	2/12/2026	1/28/2026
8350	BEACON MEDIA INC.	A85223	1136882	NOTICE RUN DATE 01/19/26 REF: PH TO CONSIDER CODE	N	96.00	2/12/2026	1/19/2026
8350	BEACON MEDIA INC.	A85232	1136509	NOTICE RUN DATE 01/22/26	N	124.00	2/5/2026	1/22/2026
8350	BEACON MEDIA INC.	A85239	1136882	NOTICE RUN DATE 01/26/26 REF: REV. 5 YR ALLOCATION	N	120.00	2/12/2026	1/26/2026
8350	BEACON MEDIA INC.	A85247	1136882	NOTICE RUN DATE 01.22,29.26 REF: OUTSTANDING CKS	N	244.00	2/12/2026	1/29/2026
8931	QUALITY AUTO SUPPLY	279785-1	1136579	P-002892, TOOLS, EQUIPMENT, AND SUPPLIES FOR PW32	N	50.39	2/5/2026	1/22/2026
8931	QUALITY AUTO SUPPLY	279786-1	1136579	P-002892, TOOLS, EQUIPMENT, AND SUPPLIES FOR PW14	N	266.91	2/5/2026	1/22/2026
8931	QUALITY AUTO SUPPLY	279877-1	1136927	P-002892, TOOLS, EQUIPMENT, AND SUPPLIES FOR PW182	N	60.91	2/12/2026	1/29/2026
8999	SSD SYSTEMS	J-201001887	1136937	C-002730, 23ED06062 SYSTEM INSTALLATION	N	10,020.53	2/12/2026	10/27/2025
8999	SSD SYSTEMS	J-201001892	1136937	C-002730, 23ED06062 SYSTEM INSTALLATION	N	14,726.44	2/12/2026	10/27/2025
8999	SSD SYSTEMS	J-201001915	1136937	C-002730, 23ED06062 SYSTEM INSTALLATION	N	955.19	2/12/2026	11/12/2025
8999	SSD SYSTEMS	J-201001916	1136937	C-002730, 23ED06062 SYSTEM INSTALLATION	N	483.54	2/12/2026	11/12/2025
8999	SSD SYSTEMS	R-00636931	1136937	C-002807, 23PD06064 BURGLAR ALARM SVCS	N	326.18	2/12/2026	2/1/2026
8999	SSD SYSTEMS	R-00637641	1136601	C-002727, 23PR06063 BURGLAR ALARM SVCS	N	406.29	2/5/2026	2/3/2026
9041	CWEA (CALIF WATER ENVIRONMENT	ID#433331-D. ABARCA	1136520	CWEA ASSOC MEMBERSHIP DUES FOR DANIEL ABARCA - P	N	251.00	2/5/2026	1/20/2026
9224	JCL TRAFFIC SERVICES	131320	1136908	STREET SIGNS & SUPPLIES FOR PW	N	37,247.34	2/12/2026	10/1/2025
9224	JCL TRAFFIC SERVICES	132696	1136545	CUSTOM STREET SIGNS & SUPPLIES FOR PW	N	118.79	2/5/2026	1/21/2026
9224	JCL TRAFFIC SERVICES	132697	1136545	RESERVE PKNG STREET SIGNS & SUPPLIES FOR PW	N	183.32	2/5/2026	1/21/2026
9224	JCL TRAFFIC SERVICES	132720	1136545	BARRICADE RNTL, PICK UP & DELIVERY FOR PW	N	1,400.00	2/5/2026	1/21/2026
9555	FULGENT THERAPEUTICS, LLC	BL#04928708	1136898	BUSINESS LICENSE REFUND - TREASURY DIV.	N	891.73	2/12/2026	2/4/2026
9621	A.C LOCK & KEY	16390	1136874	NEW KEY COPIES FOR PW38 - PW	N	60.77	2/12/2026	2/2/2026
9621	A.C LOCK & KEY	16407	1136498	KEY COPIES FOR PW TROLLEY STN - PW	N	167.96	2/5/2026	1/20/2026
9807	SAN GABRIEL VALLEY TRIBUNE	01.20.26	1136590	SUBSCRIPTION FOR ACCT#900048086 - 13 WEEKS - CMO	N	398.48	2/5/2026	1/20/2026
9884	THE COUNSELING TEAM INT'L	INV105073	1136943	CRISIS INTERVENTION FOR HR	N	1,030.00	2/12/2026	6/25/2025
9884	THE COUNSELING TEAM INT'L	INV105074	1136943	CRISIS INTERVENTION FOR HR	N	490.00	2/12/2026	6/25/2025
9884	THE COUNSELING TEAM INT'L	INV105075	1136943	CRISIS INTERVENTION FOR HR	N	800.00	2/12/2026	6/25/2025
10059	SC FUELS	1174670	1136933	PD FUEL (01/15/2026 - 01/31/2026)	N	15,878.89	2/12/2026	1/31/2026
10059	SC FUELS	1174778	1136591	PARKS AND REC FUEL (1/15/26-1/31/26)	N	27.10	2/5/2026	1/31/2026
10059	SC FUELS	1174904	1136933	PUB WKS FUEL (1/15/26-1/31/26)	N	7,022.30	2/12/2026	1/31/2026
10059	SC FUELS	1174905	1136933	NEIGHBORHOOD SVCS FUEL (1/15/26 - 1/31/26)-CED	N	392.29	2/12/2026	1/31/2026
10139	STATES	7629046195 FEB 2026	1136604	INS PREMIUM	N	1,813.38	2/8/2026	2/8/2026
10298	DPREP INC	OIS20260310-11	1136889	TUITION OFFCR INV SHOOTINGS FOR FIELD SPRVS- PD	N	498.00	2/12/2026	11/25/2025
10324	AT & T	287493117-01/26	1136503	AC#287493117 (12/21/25- 01/20/26) SCADA - WATER DI	N	202.59	2/5/2026	1/20/2026
10436	EL MONTE COLLISION CENTER CORP	110115	1136891	UNIT# 322 VEH REPAIRS TO PD VEH.	N	1,398.02	2/12/2026	2/3/2026
10543	TED JOHNSON PROPANE	601727	1136942	MONTHLY STORAGE TANK RENTAL FOR PW	N	20.00	2/12/2026	2/1/2026
10675	TORREZ	02.05.26	1136945	REIMB: WORK BOOTS (CITY UNIFORM)	N	225.00	2/12/2026	2/5/2026
10964	SOUTHSTAR ENGINEERING &	730	1136936	DEC 2025 EL MONTE AFTER HOURS PERMIT INSPEC - ENGI	N	1,352.00	2/12/2026	12/31/2025
11232	NAVARRO	02.12.26	1136564	MUSIC ENTERTAINMENT FOR VDAY SWEETHEART DANCE	N	300.00	2/5/2026	1/14/2026
11474	MPD LLC	02.09.26	1136921	RNTL ASSIST - CONNIE BALTIERRA 11023 EMERY ST #B	N	483.78	2/12/2026	2/9/2026

11483	LONA	SEPT 2025	1136556	P.O.S.T. SETTLEMENT FOR SEPT 2025	N	274.50	2/5/2026	1/22/2026
11569	EPOWER NETWORK, LA, LP	33829	1136528	EATON 9PX BATTERY PACK REPLCMT - PD	N	4,848.74	2/5/2026	1/5/2026
11570	VERIZON WIRELESS	6133035940	1136952	ACCT#842168232-00001 12.09-1.08.26 - PW/TRANSP	N	2,910.70	2/12/2026	1/8/2026
11824	MAMAN	INV-00010281	1136915	BOND RELEASE REFUND - CED	N	6,677.58	2/12/2026	1/29/2026
12089	NTH GENERATION COMPUTING, INC.	42876H29	1136566	S-000014, SECURED CLOUD BACK UP SOFTWARE SUBSCRIP	N	426.77	2/5/2026	1/30/2026
12089	NTH GENERATION COMPUTING, INC.	43173H31	1136566	S-000014, SECURED CLOUD BACK UP SOFTWARE SUBSCRIP	N	106.69	2/5/2026	1/30/2026
12311	SUPER UNIQUE AUTO REPAIR	26485	1136606	P-002876, VEHICLE MAINTENANCE, REPAIRS, TIRES #429	N	337.67	2/5/2026	1/23/2026
12311	SUPER UNIQUE AUTO REPAIR	26509	1136606	P-002876, VEHICLE MAINTENANCE, REPAIRS, TIRES #415	N	274.46	2/5/2026	1/21/2026
12311	SUPER UNIQUE AUTO REPAIR	26510	1136606	P-002876, VEHICLE MAINTENANCE, REPAIRS, TIRES #258	N	556.54	2/5/2026	1/23/2026
12311	SUPER UNIQUE AUTO REPAIR	26513	1136606	P-002876, VEHICLE MAINTENANCE, REPAIRS, TIRES #312	N	404.36	2/5/2026	1/22/2026
12311	SUPER UNIQUE AUTO REPAIR	26517	1136606	P-002876, VEHICLE MAINTENANCE, REPAIRS, TIRES #255	N	313.50	2/5/2026	1/22/2026
12311	SUPER UNIQUE AUTO REPAIR	26518	1136606	P-002876, VEHICLE MAINTENANCE, REPAIRS, TIRES #266	N	185.00	2/5/2026	1/22/2026
12311	SUPER UNIQUE AUTO REPAIR	26519	1136606	P-002876, VEHICLE MAINTENANCE, REPAIRS, TIRES #299	N	881.21	2/5/2026	1/24/2026
12311	SUPER UNIQUE AUTO REPAIR	26534	1136606	P-002876, VEHICLE MAINTENANCE, REPAIRS, TIRES #289	N	981.37	2/5/2026	1/27/2026
12311	SUPER UNIQUE AUTO REPAIR	26536	1136606	P-002876, VEHICLE MAINTENANCE, REPAIRS, TIRES #299	N	123.70	2/5/2026	1/26/2026
12311	SUPER UNIQUE AUTO REPAIR	26538	1136606	P-002876, VEHICLE MAINTENANCE, REPAIRS, TIRES #312	N	95.00	2/5/2026	1/27/2026
12311	SUPER UNIQUE AUTO REPAIR	26540	1136606	P-002876, VEHICLE MAINTENANCE, REPAIRS, TIRES #319	N	1,072.46	2/5/2026	1/27/2026
12311	SUPER UNIQUE AUTO REPAIR	26543	1136940	P-002876, VEHICLE MAINTENANCE, REPAIRS, TIRES #233	N	311.90	2/12/2026	1/30/2026
12311	SUPER UNIQUE AUTO REPAIR	26544	1136940	P-002876, VEHICLE MAINTENANCE, REPAIRS, TIRES #431	N	698.83	2/12/2026	1/29/2026
12311	SUPER UNIQUE AUTO REPAIR	26545	1136940	P-002876, VEHICLE MAINTENANCE, REPAIRS, TIRES #245	N	515.18	2/12/2026	1/29/2026
12311	SUPER UNIQUE AUTO REPAIR	26550	1136940	P-002876, VEHICLE MAINTENANCE, REPAIRS, TIRES #256	N	1,018.03	2/12/2026	1/31/2026
12311	SUPER UNIQUE AUTO REPAIR	26552	1136940	P-002876, VEHICLE MAINTENANCE, REPAIRS, TIRES #251	N	1,574.89	2/12/2026	2/1/2026
12377	NEMETH FAMILY INTERIORS	NEM-200193	1136924	P-002881, CARPET, FLOORING, & ROLL SHADES FOR BUIL	N	1,050.00	2/12/2026	1/28/2026
12386	AUTOZONE PW/CUST ID 763384	02863500586	1136507	PW70 - CABIN/AIR/OIL FILTERS FOR PW UTIL VEH.	N	83.43	2/5/2026	1/27/2026
12490	ARROYO BACKGROUND	3859	1136501	POST BACKGROUND INVESTIGATIONS - PD	N	3,850.00	2/5/2026	1/22/2026
12530	AVALOS JR.	SEPT 2025	1136508	P.O.S.T. SETTLEMENT FOR SEPT 2025	N	274.50	2/5/2026	1/22/2026
12539	THE TRUST FOR PUBLIC LAND	12157	1136608	C-002133 ZAMORA PARK RENO 07.01-09.30.25	N	1,631,736.44	2/5/2026	11/12/2025
12563	SHRED-IT	8013288048	1136592	ON-SITE SHREDDING SERVICES FOR HR	N	70.14	2/5/2026	1/25/2026
12563	SHRED-IT	8013288049	1136592	ON-SITE SHREDDING SERVICES	N	70.14	2/5/2026	1/25/2026
12682	ORTIZ	7769345943 FEB 2026	1136569	INS PREMIUM	N	798.03	2/8/2026	2/8/2026
12759	LEONARD CONSTRUCTION SERVICES	2026SL007	1136911	JAN 2026 CONSTRUCTION INSPECTION SVCS - ENG DIV.	N	15,347.50	2/12/2026	1/29/2026
12956	METROPOLITAN LIFE INSURANCE	JAN 2026	1136561	JAN 2026 GRP# 11353453, INV#87274285 WHOLE LIFE	N	28,080.48	2/5/2026	12/15/2025
13054	CHARTER COMMUNICATIONS	103883501-02/26	1136886	INV#103883501020126 FEB 2026 SRVC ICI RADIO CONN	N	720.72	2/12/2026	2/1/2026
13192	CANNON CORPORATION	94908	1136516	PROF SVCS THRU 12.31.25 - EL MONTE ELEVATED WTR TA	N	22,845.00	2/5/2026	1/23/2026
13451	THE BUS DOCTOR 1	8048	1136607	AUTO PARTS & MAINTENANCE SVCS ON AN AS-NEEDED TR8	N	582.43	2/5/2026	1/16/2026
13451	THE BUS DOCTOR 1	8049	1136607	AUTO PARTS & MAINTENANCE SVCS ON AN AS-NEEDED TR95	N	452.75	2/5/2026	1/16/2026
13451	THE BUS DOCTOR 1	8050	1136607	AUTO PARTS & MAINTENANCE SVCS ON AN AS-NEEDED TR90	N	303.58	2/5/2026	1/16/2026
13451	THE BUS DOCTOR 1	8051	1136607	AUTO PARTS & MAINTENANCE SVCS ON AN AS-NEEDED TR77	N	1,362.80	2/5/2026	1/16/2026
13451	THE BUS DOCTOR 1	8052	1136607	AUTO PARTS & MAINTENANCE SVCS ON AN AS-NEEDED TR79	N	835.68	2/5/2026	1/16/2026
13451	THE BUS DOCTOR 1	8053	1136607	AUTO PARTS & MAINTENANCE SVCS ON AN AS-NEEDED TR14	N	785.29	2/5/2026	1/16/2026
13451	THE BUS DOCTOR 1	8054	1136607	AUTO PARTS & MAINTENANCE SVCS ON AS-NEEDED TR15B	N	2,302.67	2/5/2026	1/16/2026
13451	THE BUS DOCTOR 1	8055	1136607	AUTO PARTS & MAINTENANCE SVCS ON AN AS-NEEDED TR2B	N	1,449.57	2/5/2026	1/16/2026
13451	THE BUS DOCTOR 1	8056	1136607	AUTO PARTS & MAINTENANCE SVCS ON AN AS-NEEDED TR14	N	1,499.71	2/5/2026	1/16/2026
13451	THE BUS DOCTOR 1	8104	1136607	AUTO PARTS & MAINTENANCE SVCS ON AN AS-NEEDED TR95	N	3,347.83	2/5/2026	1/28/2026
13451	THE BUS DOCTOR 1	8105	1136607	AUTO PARTS & MAINTENANCE SVCS ON AN AS-NEEDED TR2	N	1,704.67	2/5/2026	1/29/2026
13466	3 JAPT LLC	02.09.26	1136872	RNTL ASSIST- RAMONA DE LEON AVINA 2642 MAXSON RD#4	N	319.40	2/12/2026	2/9/2026
13565	GOLDEN DRAGON PROPERTIES LLC	02.09.26	1136901	RNTL ASSIST-MARIA ELENA CARDENAS TRILLO 4128 TYLER	N	1,507.72	2/12/2026	2/9/2026
13590	MOLLER PROPERTY MANAGEMENT	02.09.26	1136919	RNTL ASSIST- NORMA BACA BALMACEDA 4136 CEDAR AV #B	N	1,110.78	2/12/2026	2/9/2026
13640	MA	02.09.26	1136913	RENTAL ASSIST - BONNIE RENDON 4349 LA MADERA, EM	N	788.42	2/12/2026	2/9/2026
13685	MAX'S HARDWARE INC.	20197/1	1136560	KEY FOR SEWER DEPT.	N	26.43	2/5/2026	12/30/2025
13848	HUANG	INV-00002639	1136905	BOND RELEASE REFUND - CED	N	4,577.18	2/12/2026	1/29/2026
13854	HOME DEPOT	0285886	1136539	POWERWASHER FOR PW UTIL.	N	445.65	2/5/2026	1/26/2026

13854	HOME DEPOT	8521080	1136539	VAPOR TITE W/3LUMSEL & 3CCTSEL - PW UTIL.	N	208.78	2/5/2026	1/28/2026
13924	SOUTHERN TIRE MART LLC	7080034620	1136599	P-002895, TIRES ON AN AS NEEDED BASIS PW184	N	1,032.44	2/5/2026	1/27/2026
13924	SOUTHERN TIRE MART LLC	7080034623	1136599	VEHICLE MAINTENANCE, REPAIRS ON AN AS-NEEDED BASIS	N	544.87	2/5/2026	1/23/2026
13961	HURTADO JR	7918047198 FEB 2026	1136543	INS PREMIUM	N	807.05	2/8/2026	2/8/2026
13984	OCCUPATIONAL HEALTH CTRS OF CA	89611463	1136567	MEDICAL EXAM/TEST SERVICES FOR HR	N	248.00	2/5/2026	1/21/2026
13984	OCCUPATIONAL HEALTH CTRS OF CA	89688065	1136567	MEDICAL EXAM/TEST SERVICES FOR HR	N	122.00	2/5/2026	1/28/2026
13988	POMONA VALLEY PLUMBING,	16002RC	1136576	MAIN LINE BACK UP - PW	N	980.75	2/5/2026	1/28/2026
14071	GARCIA	7709737946 FEB 2026	1136530	INS PREMIUM	N	1,776.10	2/8/2026	2/8/2026
14166	TRIO COMMUNITY MEALS, LLC.	INV2230075123	1136610	C-002883, 25PR06050 MEALS FOR ELDERLY	N	10,233.60	2/5/2026	1/5/2026
14348	HR GREEN INC.	194956	1136904	PROF SVCS THRU 10/31/25 -GARVEY AVE GRADE SEPARATI	E	2,644.00	2/12/2026	11/7/2025
14348	HR GREEN INC.	195873	1136975	PROF SVCS THRU 11/30/25 -GARVEY AVE GRADE SEPARATI	E	5,754.00	2/12/2026	12/3/2025
14441	DOMINGUEZ	02.02.26	1136524	REIMB. FOR 2026 CSMFO CONF. REGISTRATION	N	625.00	2/5/2026	2/2/2026
14686	LEWIS ENGRAVING INC.	40631	1136553	LINE PLATE & DESK HOLDER - PD	N	59.67	2/5/2026	1/27/2026
14735	JL GROUP, LLC.	25032LD.1	1136546	EL MONTE POLICE DEPARTMENT INVESTIGATION SVCS-PD	N	9,245.90	2/5/2026	12/8/2025
14807	CRUZ	OCT 2025	1136519	P.O.S.T. SETTLEMENT FOR OCT 2025	N	274.50	2/5/2026	1/26/2026
14840	HUI	02-28-2026	1136541	LION DANCE / KUNG FU DEMO FOR LUNAR NEW YR EVENT	N	500.00	2/5/2026	1/9/2026
14880	ENSO LAW	6285	1136892	PROF SVCS FOR CITY ENFORCEMENT -CED	N	1,513.50	2/12/2026	1/20/2026
14880	ENSO LAW	6287	1136892	PROF SVCS FOR CITY ENFORCEMENT -CED	N	3,590.00	2/12/2026	1/20/2026
14981	FORTUNE AMERICA	02.09.26	1136895	RNTL ASSIST - LAURA OLMOS 10012 VALLEY BL #20	N	497.59	2/12/2026	2/9/2026
15013	MNS ENGINEERS, INC.	92433	1136562	DEC 2025 - DESIGN FOR ZONE 9 STREET IMPROV PROJ CI	N	17,159.00	2/5/2026	1/9/2026
15071	BERTSCH	OCT 2025	1136510	P.O.S.T. SETTLEMENT FOR OCT 2026	N	551.20	2/5/2026	1/26/2026
15090	VERIZON WIRELESS	6133633581	1136615	ACCT#772108629-00002 12.16.25-1.15.26 - P/R	N	194.24	2/5/2026	1/15/2026
15206	CHACON	03.02-04.26	1136885	MILEAGE/LODGING FOR CALNENA 2026 CONF- LA	N	760.18	2/12/2026	2/9/2026
15343	VERIZON WIRELESS	6133633582	1136616	ACCT# 772108629-00003 12.16.25-1.15.26 - P/R	N	359.92	2/5/2026	1/15/2026
15354	METASOURCE, LLC	INV106187	1136916	DEC 2025 - SCANNING, INDEXING, ONSITE PACKING, RE-	N	5,527.16	2/12/2026	12/31/2025
15354	METASOURCE, LLC	INV99415	1137000	REISSUED CK - MAY 2025 SCANNING, INDEXING, ONSITE	N	6,910.14	8/7/2025	5/31/2025
15407	THOMAS	FEB 2026	1136944	FEB 2026 SPOUSAL RETIREE MEDICARE REIMBURSEMENT	N	202.90	2/12/2026	2/5/2026
15533	CHARTER COMMUNICATIONS	187846801011426	1136518	ACCT#187846801 FOR 01.16-02.15.26 CITYWIDE CABLE T	N	1,928.81	2/5/2026	1/14/2026
15611	HERO INDUSTRIES, INC.	22889	1136536	1.75 IN CHALLENGE COIN CUSTOM DESIGNED - PD	N	4,895.20	2/5/2026	9/16/2025
15655	MILLENNIUM PAINTS	4014	1136918	15 OZ RUST OLEUM PAINT - PW	N	83.38	2/12/2026	12/11/2025
15680	DAKE LANDSCAPE	891 - REPRINT	1136521	REPRINT CK- REIM EXP NOT PRINTING, PRINCPL PROF SV	N	2,436.25	2/5/2026	8/1/2025
15680	DAKE LANDSCAPE	901 REPRINT	1136521	REPRINT CK - REIM EXP NOT PRINTING, PRINCPL PROF S	N	408.75	2/5/2026	9/2/2025
15680	DAKE LANDSCAPE	906 REPRINT	1136521	REPRINT CK - REIM EXP NOT PRINTING- P/R	N	2,753.75	2/5/2026	11/5/2025
15761	ARIAS	02.09.26	1136877	RNTL ASSIST - HERMELINDA GARCIA 12446 DENHOLM DR	N	1,218.30	2/12/2026	2/9/2026
15807	PREMIUM PARTY DISTRIBUTION	47833	1136577	P-002866, EVENT SUPPLIES ON AN AS NEEDED BASIS	N	134.67	2/5/2026	1/14/2026
15905	MICHAEL PHUONG	02.09.26	1136917	RENTAL ASSIST- SANDRA VELASQUEZ, 3704 MAXSON RD	N	2,213.17	2/12/2026	2/9/2026
15934	LIBERTY TREE TRAINING & DEV.	2601	1136554	TACTICAL FIRST AID / CPR TRAINING - PD	N	11,000.00	2/5/2026	1/13/2026
15999	MV CHENG & ASSOCIATES INC.	1/31/2026	1136563	PAYROLL TECH LEVEL CONSULTING SVCS - JAN 2026	N	340.00	2/5/2026	1/31/2026
15999	MV CHENG & ASSOCIATES INC.	12/31/2025	1136563	PAYROLL TECHNICIAN CONSULTING SERVICES - DEC 2025	N	260.00	2/5/2026	1/2/2026
16000	PARTS AUTHORITY LLC.	062-106336	1136572	DODGE DURANGO BRAKE ROTORS - PD	N	244.48	2/5/2026	1/21/2026
16000	PARTS AUTHORITY LLC.	102-327120	1136572	DODGE DURANGO BRAKE ROTORS - PD	N	248.68	2/5/2026	1/21/2026
16000	PARTS AUTHORITY LLC.	117-626273	1136572	DODGE DURANGO BRAKE ROTORS - PD	N	248.68	2/5/2026	1/21/2026
75	KO	148	1136979	CONT#25PW07088 JAN 2026 - LAND DEV - ENG DIV.	E	23,100.00	2/12/2026	1/24/2026
75	KO	149	1136979	CONT# 25PW07072 JAN 2026 - PROJ MGMT - ENG DIV.	E	26,647.50	2/12/2026	1/25/2026
76	AGUILAR	1208905607 FEB 2026	1136627	INS PREMIUM	E	807.05	2/8/2026	2/8/2026
101	HOTT HOMES, INC.	02.09.2026	1136974	RNTL ASSIST - IRENE NATIVIDAD 11167 BONWOOD RD #9	E	976.92	2/12/2026	2/9/2026
101	HOTT HOMES, INC.	02.09.26	1136974	RNTL ASSIST - ALFREDO COSTILLA 11167 BONWOOD RD #4	E	287.40	2/12/2026	2/9/2026
103	ZHI GUO LI	02.09.26	1136999	RENTAL ASSIST - MELISSA RAMIREZ 11523 MEDINA CRT	E	2,177.40	2/12/2026	2/9/2026
138	ASPIRE SOLUTIONS, APC	02.09.26	1136959	RNTL ASSIST - MARIA D. CAMACHO 11142 LAMBERT AVE	E	883.10	2/12/2026	2/9/2026
208	MILES LUBRICANTS LLC	58259	1136984	9-55 GAL BARREL DRUMS SUMMIT NGL-555 - TRANSP DIV	E	22,468.03	2/12/2026	1/29/2026
236	GOLDEN OPPORTUNITY NO 28 LP	02.09.26	1136972	RNTL ASSIST - ROSA P CASTANEDA 2631 GAGE AVE EM	E	1,398.00	2/12/2026	2/9/2026
1228	A & R SAFE & LOCK CORP.	69034	1136623	KEYS FOR PARKS - PW	E	255.26	2/5/2026	1/8/2026

1228 A & R SAFE & LOCK CORP.	69075	1136623	PADLOCKS AND KEYS FOR PARKS - PW	E	324.87	2/5/2026	1/8/2026
1228 A & R SAFE & LOCK CORP.	69076	1136623	PADLOCKS AND KEYS FOR PARKS - PW	E	216.58	2/5/2026	1/8/2026
1228 A & R SAFE & LOCK CORP.	69077	1136623	BRASS KEYS FOR PARKS - PW	E	146.97	2/5/2026	1/8/2026
1228 A & R SAFE & LOCK CORP.	69078	1136623	BRASS KEYS FOR CITY PARKS - PW	E	247.52	2/5/2026	1/8/2026
1228 A & R SAFE & LOCK CORP.	69079	1136623	BRASS KEYS FOR CYPRESS YARD - PW	E	139.23	2/5/2026	1/8/2026
1259 ADLERHORST INTERNATIONAL LLC	124022	1136957	SUPPLIES FOR FALCO K9 - PD	E	1,254.00	2/12/2026	11/5/2025
1259 ADLERHORST INTERNATIONAL LLC	124160	1136957	BOWL FOR ARCO K9- PD	E	38.50	2/12/2026	12/3/2025
1638 CANO	2556333424 FEB 2026	1136650	INS PREMIUM	E	1,673.82	2/8/2026	2/8/2026
1654 CARTER	2106620134 FEB 2026	1136653	INS PREMIUM	E	194.83	2/8/2026	2/8/2026
1813 DARROW	3887196859 FEB 2026	1136669	INS PREMIUM	E	194.83	2/8/2026	2/8/2026
1918 EDWARDS	3819297769 FEB 2026	1136679	INS PREMIUM	E	1,813.38	2/8/2026	2/8/2026
2005 EXPERIAN	6000189780	1136685	CIS ONLINE - DEC 2025	E	105.84	2/5/2026	12/28/2025
2048 FISCHER	7865560841 FEB 2026	1136689	INS PREMIUM	E	194.83	2/8/2026	2/8/2026
2137 GERONIMO	6618061575 FEB 2026	1136704	INS PREMIUM & RETIREE CONTRIBUTION	E	154.83	2/8/2026	2/8/2026
2174 GONZALEZ	1143774623 FEB 2026	1136711	INS PREMIUM	E	708.76	2/8/2026	2/8/2026
2202 GUADARRAMA	6516312339 FEB 2026	1136714	INS PREMIUM	E	807.05	2/8/2026	2/8/2026
2263 HERNANDEZ	1715169529 FEB 2026	1136722	INS PREMIUM	E	1,776.10	2/8/2026	2/8/2026
2290 HOPKINS	6874956995 FEB 2026	1136726	INS PREMIUM	E	1,813.38	2/8/2026	2/8/2026
2399 JIMENEZ	3820626815 FEB 2026	1136738	INS PREMIUM	E	194.83	2/8/2026	2/8/2026
2436 KEYSTONE UNIFORM DEPOT DBA	071144 SLS TX ADJ	1136741	SLS TX ADJ AMOUNT -PD	E	1.37	2/5/2026	5/6/2025
2436 KEYSTONE UNIFORM DEPOT DBA	071678*	1136741	ADDED- FLASHLIGHT STRION SDHL TO INVOICE -PD	E	270.67	2/5/2026	11/12/2025
2488 LARSEN	6340932384 FEB 2026	1136750	INS PREMIUM	E	194.83	2/8/2026	2/8/2026
2625 MAINTEX INC	1166188-00	1136763	EZ REACHER 32" FOR PW	E	224.90	2/5/2026	1/14/2026
2625 MAINTEX INC	1166189-00	1136763	TRUCK PLATFORM TRPLE TROLLEY RCP, BATTERIES, LINER	E	921.03	2/5/2026	1/14/2026
2625 MAINTEX INC	1168054-00	1136763	M FOLD TOWELS 1PLY FOR PW	E	621.02	2/5/2026	1/28/2026
2742 MORAZA	5508293002 FEB 2026	1136781	INS PREMIUM	E	742.32	2/8/2026	2/8/2026
3004 PITTS	7248284774 FEB 2026	1136794	INS PREMIUM	E	2,224.57	2/8/2026	2/8/2026
3018 BURL	02.09.25	1136962	REIMB. FOR LUNAR NEW YEAR EVENT DECORATIONS	E	1,821.85	2/12/2026	2/9/2026
3051 PUENTE HILLS FORD LLC	340774	1136801	VEHICLE MAINTENANCE, REPAIRS, #321	E	370.00	2/5/2026	11/7/2025
3051 PUENTE HILLS FORD LLC	341605	1136801	VEHICLE MAINTENANCE, REPAIRS, ON AN AS-NEEDED BASI	E	6,920.45	2/5/2026	1/16/2026
3051 PUENTE HILLS FORD LLC	343137	1136801	VEHICLE MAINTENANCE, REPAIRS, #432	E	938.82	2/5/2026	1/7/2026
3051 PUENTE HILLS FORD LLC	344458	1136990	VEHICLE MAINTENANCE, REPAIRS, ON AN AS-NEEDED #275	E	955.87	2/12/2026	1/30/2026
3051 PUENTE HILLS FORD LLC	661036	1136801	VEHICLE MAINTENANCE, REPAIRS, ON AN AS-NEEDED BASI	E	347.61	2/5/2026	1/21/2026
3051 PUENTE HILLS FORD LLC	661216	1136801	VEHICLE MAINTENANCE, REPAIRS, ON AN AS-NEEDED BASI	E	238.47	2/5/2026	1/23/2026
3051 PUENTE HILLS FORD LLC	661325	1136801	VEHICLE MAINTENANCE, REPAIRS, ON AN AS-NEEDED BASI	E	238.47	2/5/2026	1/28/2026
3051 PUENTE HILLS FORD LLC	661426	1136801	VEHICLE MAINTENANCE, REPAIRS, ON AN AS-NEEDED BASI	E	335.80	2/5/2026	1/28/2026
3051 PUENTE HILLS FORD LLC	661600	1136990	VEHICLE MAINTENANCE, REPAIRS, ON AN AS-NEEDED #256	E	475.24	2/12/2026	1/29/2026
3051 PUENTE HILLS FORD LLC	661606	1136990	VEHICLE MAINTENANCE, REPAIRS, ON AN AS-NEEDED BASI	E	529.38	2/12/2026	1/29/2026
3051 PUENTE HILLS FORD LLC	661831	1136990	VEHICLE MAINTENANCE, REPAIRS, ON AN AS-NEEDED BASI	E	41.48	2/12/2026	2/3/2026
3082 RASIC	5902463207 FEB 2026	1136804	INS PREMIUM	E	1,813.38	2/8/2026	2/8/2026
3131 RITTER	3683399217 FEB 2026	1136811	INS PREMIUM & RETIREE CONTRIBUTION	E	715.91	2/8/2026	2/8/2026
3158 RSG, INC. (ROSENOW SPEVACEK	14803	1136820	C-002900, FY25-26 SUCCESSOR AGENCY SERVICES	E	2,655.00	2/5/2026	12/31/2025
3175 SANCHEZ	5963174638 FEB 2026	1136824	INS PREMIUM & RETIREE CONTRIBUTION	E	154.83	2/8/2026	2/8/2026
3189 VALENTI-COHEN	7231607568 FEB 2026	1136858	INS PREMIUM & RETIREE CONTRIBUTION	E	154.83	2/8/2026	2/8/2026
3191 MIRELES JR.	7346753874 FEB 2026	1136776	INS PREMIUM	E	194.83	2/8/2026	2/8/2026
3192 OGDEN	2468822305 FEB 2026	1136788	INS PREMIUM	E	194.83	2/8/2026	2/8/2026
3195 DOYLE	6541613705 FEB 2026	1136676	INS PREMIUM & RETIREE CONTRIBUTION	E	135.90	2/8/2026	2/8/2026
3200 BUSTILLOS	5391228594 FEB 2026	1136649	INS PREMIUM & RETIREE CONTRIBUTION	E	154.83	2/8/2026	2/8/2026
3202 CASTRUITA	1438107150 FEB 2026	1136655	INS PREMIUM	E	194.83	2/8/2026	2/8/2026
3206 KENNY	5698674610 FEB 2026	1136740	INS PREMIUM & RETIREE CONTRIBUTION	E	154.83	2/8/2026	2/8/2026
3212 GEORGE	6138450098 FEB 2026	1136702	INS PREMIUM	E	194.83	2/8/2026	2/8/2026
3217 RODARTE	6932732966 FEB 2026	1136813	INS PREMIUM & RETIREE CONTRIBUTION	E	154.83	2/8/2026	2/8/2026

3221	ECKLER	2523476914 FEB 2026	1136678	INS PREMIUM	E	943.46	2/8/2026	2/8/2026
3222	SCATCHARD	3483936478 FEB 2026	1136826	INS PREMIUM	E	194.83	2/8/2026	2/8/2026
3223	EVERETT	1467215911 FEB 2026	1136684	INS PREMIUM	E	551.66	2/8/2026	2/8/2026
3226	MACINTOSH	5269074290 FEB 2026	1136761	INS PREMIUM	E	379.83	2/8/2026	2/8/2026
3230	REYBURN	5303120575 FEB 2026	1136808	INS PREMIUM	E	194.83	2/8/2026	2/8/2026
3232	LANGAN	4709318078 FEB 2026	1136748	INS PREMIUM	E	2,194.45	2/8/2026	2/8/2026
3233	BURKHART	6021258765 FEB 2026	1136647	INS PREMIUM	E	844.03	2/8/2026	2/8/2026
3234	COLEMAN	6703130116 FEB 2026	1136663	INS PREMIUM	E	807.05	2/8/2026	2/8/2026
3235	COLLARI	6972128812 FEB 2026	1136664	INS PREMIUM & RETIREE CONTRIBUTION	E	1,108.88	2/8/2026	2/8/2026
3236	ANCHETA	7525050576 FEB 2026	1136632	INS PREMIUM & RETIREE CONTRIBUTION	E	154.83	2/8/2026	2/8/2026
3239	ANKENY	6745022841 FEB 2026	1136634	INS PREMIUM	E	2,286.00	2/8/2026	2/8/2026
3241	RAMIREZ	6056526349 FEB 2026	1136803	INS PREMIUM & RETIREE CONTRIBUTION	E	154.83	2/8/2026	2/8/2026
3245	FENTRESS	1469075541 FEB 2026	1136687	INS PREMIUM	E	1,776.10	2/8/2026	2/8/2026
3247	FISK	6251846758 FEB 2026	1136691	INS PREMIUM & RETIREE CONTRIBUTION	E	154.83	2/8/2026	2/8/2026
3248	DAHL	6964843294 FEB 2026	1136667	INS PREMIUM	E	194.83	2/8/2026	2/8/2026
3250	FULLINGTON	1490463158 FEB 2026	1136697	INS PREMIUM	E	825.47	2/8/2026	2/8/2026
3254	JOHANSON	5742411923 FEB 2026	1136739	INS PREMIUM	E	2,658.58	2/8/2026	2/8/2026
3255	MIRELES	3051704188 FEB 2026	1136775	INS PREMIUM	E	1,935.31	2/8/2026	2/8/2026
3257	STACY	5248382484 FEB 2026	1136838	INS PREMIUM	E	1,776.10	2/8/2026	2/8/2026
3258	WELCH	3812276716 FEB 2026	1136861	INS PREMIUM	E	503.50	2/8/2026	2/8/2026
3260	ANDREOLI	7372258448 FEB 2026	1136633	INS PREMIUM	E	1,182.52	2/8/2026	2/8/2026
3264	SCHUSTER	5220186141 FEB 2026	1136827	INS PREMIUM	E	825.69	2/8/2026	2/8/2026
3266	MAGANA	1692073798 FEB 2026	1136762	INS PREMIUM	E	194.83	2/8/2026	2/8/2026
3267	COBIAN	5380214000 FEB 2026	1136661	INS PREMIUM & RETIREE CONTRIBUTION	E	154.83	2/8/2026	2/8/2026
3268	HAWKINSON	2760626179 FEB 2026	1136719	INS PREMIUM	E	194.83	2/8/2026	2/8/2026
3271	ALVAREZ	7273915424 FEB 2026	1136630	INS PREMIUM & RETIREE CONTRIBUTION	E	154.83	2/8/2026	2/8/2026
3274	MITCHELL	6523846655 FEB 2026	1136777	INS PREMIUM & RETIREE CONTRIBUTION	E	154.83	2/8/2026	2/8/2026
3277	ALESSANDRO-MATTHEWS	6599687030 FEB 2026	1136628	INS PREMIUM	E	397.73	2/8/2026	2/8/2026
3278	POPPERWELL	6624907737 FEB 2026	1136796	INS PREMIUM & RETIREE CONTRIBUTION	E	154.83	2/8/2026	2/8/2026
3279	GARNER	2343097567 FEB 2026	1136700	INS PREMIUM	E	405.80	2/8/2026	2/8/2026
3280	GIBBONEY	7960569913 FEB 2026	1136705	INS PREMIUM	E	1,119.86	2/8/2026	2/8/2026
3281	MORALES	6585164318 FEB 2026	1136780	INS PREMIUM & RETIREE CONTRIBUTION	E	154.83	2/8/2026	2/8/2026
3285	KLEMS	1851027728 FEB 2026	1136744	INS PREMIUM	E	124.38	2/8/2026	2/8/2026
3286	ARELLANO	4045155720 FEB 2026	1136636	INS PREMIUM	E	705.51	2/8/2026	2/8/2026
3287	GEE	3698062123 FEB 2026	1136701	INS PREMIUM	E	754.56	2/8/2026	2/8/2026
3289	JESKE	1243213853 FEB 2026	1136737	INS PREMIUM	E	551.66	2/8/2026	2/8/2026
3291	SNOOK	3776690637 FEB 2026	1136833	INS PREMIUM	E	1,850.06	2/8/2026	2/8/2026
3292	POTIKOM	1451849324 FEB 2026	1136797	INS PREMIUM & RETIREE CONTRIBUTION	E	154.83	2/8/2026	2/8/2026
3294	KRIGBAUM	7319247690 FEB 2026	1136745	INS PREMIUM	E	1,813.38	2/8/2026	2/8/2026
3295	SULLIVAN	4868686276 FEB 2026	1136842	INS PREMIUM	E	551.66	2/8/2026	2/8/2026
3297	TURNER	6634748894 FEB 2026	1136855	INS PREMIUM	E	1,673.82	2/8/2026	2/8/2026
3299	PAWASARAT	4777520006 FEB 2026	1136791	INS PREMIUM	E	786.73	2/8/2026	2/8/2026
3300	HAIDET	1147317976 FEB 2026	1136718	INS PREMIUM	E	2,029.41	2/8/2026	2/8/2026
3301	ZINK	7473184933 FEB 2026	1136870	INS PREMIUM & RETIREE CONTRIBUTION	E	154.83	2/8/2026	2/8/2026
3303	LEONARD	6351787213 FEB 2026	1136755	INS PREMIUM	E	551.66	2/8/2026	2/8/2026
3304	ELLIS	4569104064 FEB 2026	1136681	INS PREMIUM & RETIREE CONTRIBUTION	E	41.20	2/8/2026	2/8/2026
3305	ROMAN	1340056478 FEB 2026	1136817	INS PREMIUM	E	844.03	2/8/2026	2/8/2026
3306	FISHER	3432781182 FEB 2026	1136690	INS PREMIUM	E	957.46	2/8/2026	2/8/2026
3307	SPERRY	4584764649 FEB 2026	1136837	INS PREMIUM	E	786.76	2/8/2026	2/8/2026
3309	WONG	5874826382 FEB 2026	1136867	INS PREMIUM	E	503.50	2/8/2026	2/8/2026
3312	WHARY II	4046782953 FEB 2026	1136864	INS PREMIUM	E	939.46	2/8/2026	2/8/2026
3313	MCCLUNG JR	FEB 2026	1136981	FEB 2026 MEDICARE REIMBURSEMENT	E	1,938.00	2/12/2026	2/9/2026

3314	MILLER	2643391513 FEB 2026	1136774	INS PREMIUM	E	807.05	2/8/2026	2/8/2026
3315	LOWRY	AUG 31.25- JAN 09,26	1136757	08.31.25 - 01.09.26 MEDICARE REIMBURSEMENT	E	1,031.22	2/5/2026	2/2/2026
3316	HAGER	1397990427 FEB 2026	1136717	INS PREMIUM	E	2,357.53	2/8/2026	2/8/2026
3317	BULLINGTON	7491073862 FEB 2026	1136645	INS PREMIUM	E	1,776.10	2/8/2026	2/8/2026
3318	LEGERE	5100782257 FEB 2026	1136754	INS PREMIUM	E	807.05	2/8/2026	2/8/2026
3321	ELKIN JR	3599190664 FEB 2026	1136680	INS PREMIUM	E	1,119.86	2/8/2026	2/8/2026
3322	BUNNELL	2315765970 FEB 2026	1136646	INS PREMIUM	E	1,366.78	2/8/2026	2/8/2026
3347	S&S WORLDWIDE INC	IN101714110	1136822	P-002867, SCHOOL SUPPLIES FOR PARKS & MVSD PROGRAM	E	941.84	2/5/2026	1/14/2026
3347	S&S WORLDWIDE INC	IN101714982	1136822	P-002867, SCHOOL SUPPLIES FOR PARKS & MVSD PROGRAM	E	169.91	2/5/2026	1/16/2026
3347	S&S WORLDWIDE INC	IN101715533	1136822	P-002867, SCHOOL SUPPLIES FOR PARKS & MVSD PROGRAM	E	62.20	2/5/2026	1/20/2026
3347	S&S WORLDWIDE INC	IN101719231	1136822	P-002867, SCHOOL SUPPLIES FOR PARKS & MVSD PROGRAM	E	105.38	2/5/2026	1/30/2026
3456	SHERWOOD	4245401169 FEB 2026	1136829	INS PREMIUM	E	1,776.10	2/8/2026	2/8/2026
3508	SOLORZANO	6122948939 FEB 2026	1136834	INS PREMIUM	E	798.03	2/8/2026	2/8/2026
3538	SOUTHLAND TRANSIT INC	ELMDR-12-2025	1136835	C-002595, NOV 2025 DIAL-A-RIDE SERVICE CONTRACT	E	28,603.85	2/5/2026	1/1/2026
3538	SOUTHLAND TRANSIT INC	ELMTR-12-2025	1136835	C-002595, DEC 2025 TROLLEY SERVICES/ FIXED ROUTE	E	134,378.60	2/5/2026	1/1/2026
3725	USA BLUE BOOK	INV00938064	1136996	HB ADAPTER KIT - PW UTIL	E	51.12	2/12/2026	1/19/2026
3758	URIAS	6361500063 FEB 2026	1136857	INS PREMIUM	E	2,357.53	2/8/2026	2/8/2026
3784	VALLEY VISTA SERVICES INC	3328119	1136997	VV-5662 6 BONDWOOD/KLINGERMAN MULTI FAMILY TRASH S	E	34,900.10	2/12/2026	1/1/2026
3914	THE WORKSHOP	75276	1136848	B-000145, DAILY VEHICLE INSPECTION FORMS - TRANSP	E	1,574.63	2/5/2026	1/5/2026
3914	THE WORKSHOP	75328	1136848	B-000145, CITYWIDE PRINTING AP ENVELOPE - FIN	E	522.67	2/5/2026	1/15/2026
3914	THE WORKSHOP	75353	1136994	B-000145, V. NAVA BUS CARDS - PW	E	49.73	2/12/2026	1/20/2026
3914	THE WORKSHOP	75364	1136994	B-000145, J. FISHER BUS CARDS - PD	E	71.83	2/12/2026	1/22/2026
3914	THE WORKSHOP	75389	1136848	B-000145, CITYWIDE PRINTING RUBBER STAMP - PD	E	35.36	2/5/2026	1/28/2026
3914	THE WORKSHOP	75413	1136994	B-000145, 6X9 EVIDENCE ENVELOPES - PD	E	959.14	2/12/2026	2/2/2026
3953	YOUNGQUIST	6731036194 FEB 2026	1136869	INS PREMIUM	E	807.05	2/8/2026	2/8/2026
3962	ZUNIGA	7840952856 FEB 2026	1136871	INS PREMIUM	E	708.76	2/8/2026	2/8/2026
4386	ESPINOSA	3365373751 FEB 2026	1136682	INS PREMIUM	E	194.83	2/8/2026	2/8/2026
4387	LEBLANC	6204503892 FEB 2026	1136752	INS PREMIUM & RETIREE CONTRIBUTION	E	98.13	2/8/2026	2/8/2026
4389	MARRUJO	7735896741 FEB 2026	1136766	INS PREMIUM & RETIREE CONTRIBUTION	E	154.83	2/8/2026	2/8/2026
4390	MALONE	5234411772 FEB 2026	1136764	INS PREMIUM & RETIREE CONTRIBUTION	E	154.83	2/8/2026	2/8/2026
4392	DE LA FUENTE	7608441610 FEB 2026	1136670	INS PREMIUM & RETIREE CONTRIBUTION	E	154.83	2/8/2026	2/8/2026
4475	HUERTAS	5902022491 FEB 2026	1136727	INS PREMIUM	E	194.83	2/8/2026	2/8/2026
4476	ROMERO	4176837456 FEB 2026	1136818	INS PREMIUM & RETIREE CONTRIBUTION	E	154.83	2/8/2026	2/8/2026
4478	GUZMAN	5756026277 FEB 2026	1136716	INS PREMIUM & RETIREE CONTRIBUTION	E	154.83	2/8/2026	2/8/2026
4516	NUNEZ	4983109477 FEB 2026	1136787	INS PREMIUM	E	194.83	2/8/2026	2/8/2026
4541	HERNANDEZ	1509741714 FEB 2026	1136723	INS PREMIUM	E	807.05	2/8/2026	2/8/2026
4630	EL MONTE POLICE ASSOCIATION	P/E:01/31/26	1136966	LONG TERM DISABILITY - POLICE: PAYMENT	E	1,448.74	2/12/2026	2/5/2026
4631	EL MONTE POLICE ASSOCIATION	P/E:01/31/26	1136967	ADMINISTRATOR PD DUES: PAYMENT	E	10,334.26	2/12/2026	2/5/2026
4838	KULM	6938742381 FEB 2026	1136746	INS PREMIUM & RETIREE CONTRIBUTION	E	154.83	2/8/2026	2/8/2026
5121	CARLSON	7370483554 FEB 2026	1136652	INS PREMIUM	E	1,466.62	2/8/2026	2/8/2026
5123	FETNER	1333440459 FEB 2026	1136688	INS PREMIUM	E	807.05	2/8/2026	2/8/2026
5251	TULA	6058951579 FEB 2026	1136854	INS PREMIUM	E	194.83	2/8/2026	2/8/2026
5255	FLORES	7146018024 FEB 2026	1136692	INS PREMIUM & RETIREE CONTRIBUTION	E	154.83	2/8/2026	2/8/2026
5256	MACHLIS	3270020912 FEB 2026	1136760	INS PREMIUM	E	194.83	2/8/2026	2/8/2026
5306	PENNEY	2398851589 FEB 2026	1136792	INS PREMIUM	E	1,850.06	2/8/2026	2/8/2026
5387	JAUREGUI	1568289114 FEB 2026	1136734	INS PREMIUM & RETIREE CONTRIBUTION	E	1,534.10	2/8/2026	2/8/2026
5550	MUSSENDEN	1751422911 FEB 2026	1136785	INS PREMIUM	E	1,200.86	2/8/2026	2/8/2026
5577	ALVAREZ	3664646644 FEB 2026	1136631	INS PREMIUM	E	1,374.42	2/8/2026	2/8/2026
5578	GLASS	2412519660 FEB 2026	1136707	INS PREMIUM	E	2,174.86	2/8/2026	2/8/2026
5579	RENEER	1684880270 FEB 2026	1136807	INS PREMIUM	E	551.66	2/8/2026	2/8/2026
5580	ANTONITIS	2547628262 FEB 2026	1136635	INS PREMIUM	E	2,405.99	2/8/2026	2/8/2026
5640	WEINTRAUB	7592710873 FEB 2026	1136860	INS PREMIUM	E	1,363.26	2/8/2026	2/8/2026

5672	ADVANCED CHEMICAL TECH., INC.	0511320-IN	1136626	JAN 2026 WATER TREATMENT SERVICES FOR PW MAINT.	E	360.00	2/5/2026	1/20/2026
5787	JENKINS	7246834357 FEB 2026	1136735	INS PREMIUM & RETIREE CONTRIBUTION	E	154.83	2/8/2026	2/8/2026
5788	2010 OFFICE FURNITURE	22766	1136622	CHAIR REPLACEMENTS FOR PW	E	4,902.85	2/5/2026	9/9/2025
5845	TCHARKHOUTIAN	2220428704 FEB 2026	1136847	INS PREMIUM	E	194.83	2/8/2026	2/8/2026
5991	LAST	1842600633 FEB 2026	1136751	INS PREMIUM	E	194.83	2/8/2026	2/8/2026
6361	FONSECA	5786924289 FEB 2026	1136693	INS PREMIUM & RETIREE CONTRIBUTION	E	154.83	2/8/2026	2/8/2026
6362	DURAN	5660707558 FEB 2026	1136677	INS PREMIUM & RETIREE CONTRIBUTION	E	154.83	2/8/2026	2/8/2026
6471	DOMINGUEZ	6746748554 FEB 2026	1136675	INS PREMIUM	E	2,357.53	2/8/2026	2/8/2026
6652	SAN LUIS AUTO GLASS	2491	1136823	WINDSHIELD REPAIR - PW46	E	400.00	2/5/2026	1/22/2026
6673	PROVIDENTE	5470261761 FEB 2026	1136799	INS PREMIUM	E	684.40	2/8/2026	2/8/2026
6701	THOMAS	1535433469 FEB 2026	1136849	INS PREMIUM	E	1,200.86	2/8/2026	2/8/2026
6955	PAMA MANAGEMENT #0070	02.09.26	1136988	RENTAL ASSIST - ANGELICA ESTRELLA 2839 MAXSON RD#B	E	1,447.65	2/12/2026	2/9/2026
6955	PAMA MANAGEMENT #0070	02.09.2026	1136988	RNTL ASSIST - SHARON ESLITER 12032 FERRIS RD #L	E	1,018.28	2/12/2026	2/9/2026
6955	PAMA MANAGEMENT #0070	02.09.26	1136988	RENTL ASSIST FOR SANDRA ZACARIAS 11129 MILDRED #14	E	1,293.20	2/12/2026	2/9/2026
6997	PITNEY BOWES INC	1028742255	1136793	EZ SEALS BOTTLES, RED FL INL CARTRIDGE	E	576.85	2/5/2026	1/5/2026
6997	PITNEY BOWES INC	3107593006	1136793	CONT#0041550942 OCT 30 - JAN 29,2026 STAND SVC AGR	E	980.30	2/5/2026	12/30/2025
7045	ARMSTRONG	3757094492 FEB 2026	1136637	INS PREMIUM	E	2,104.18	2/8/2026	2/8/2026
7048	HUTSELL	5332118256 FEB 2026	1136728	INS PREMIUM & RETIREE CONTRIBUTION	E	154.83	2/8/2026	2/8/2026
7049	MOY	5021031865 FEB 2026	1136782	INS PREMIUM	E	194.83	2/8/2026	2/8/2026
7050	OLIVA	2244878948 FEB 2026	1136789	INS PREMIUM & RETIREE CONTRIBUTION	E	154.83	2/8/2026	2/8/2026
7051	PREST	3814099769 FEB 2026	1136798	INS PREMIUM & RETIREE CONTRIBUTION	E	121.19	2/8/2026	2/8/2026
7053	RENDON	1274375155 FEB 2026	1136805	INS PREMIUM & RETIREE CONTRIBUTION	E	154.83	2/8/2026	2/8/2026
7054	RENDON	5063286723 FEB 2026	1136806	INS PREMIUM & RETIREE CONTRIBUTION	E	154.83	2/8/2026	2/8/2026
7055	TALAMANTEZ	3217950447 FEB 2026	1136845	INS PREMIUM & RETIREE CONTRIBUTION	E	154.83	2/8/2026	2/8/2026
7056	WILLIAMS JR.	6246188826 FEB 2026	1136866	INS PREMIUM	E	194.83	2/8/2026	2/8/2026
7060	HELLEIN	4697255487 FEB 2026	1136721	INS PREMIUM	E	194.83	2/8/2026	2/8/2026
7256	FORENSIC NURSE RESPONSE	010126	1136970	SART MEDICAL EXAMS FOR PD	E	5,828.76	2/12/2026	2/1/2026
7256	FORENSIC NURSE RESPONSE	12-08-25	1136970	SART MEDICAL EXAMS FOR PD	E	3,885.84	2/12/2026	1/1/2026
7278	TATE	4858437168 FEB 2026	1136846	INS PREMIUM	E	1,776.10	2/8/2026	2/8/2026
7444	ROACH	1027191303 FEB 2026	1136812	INS PREMIUM	E	1,776.10	2/8/2026	2/8/2026
7715	ARMSTRONG	1340781230 FEB 2026	1136638	INS PREMIUM & RETIREE CONTRIBUTION	E	767.05	2/8/2026	2/8/2026
7903	MENDOZA	3876165247 FEB 2026	1136771	INS PREMIUM & RETIREE CONTRIBUTION	E	154.83	2/8/2026	2/8/2026
8000	ALVA	2101262537 FEB 2026	1136629	INS PREMIUM	E	1,163.88	2/8/2026	2/8/2026
8001	MENDOZA	1236574605 FEB 2026	1136772	INS PREMIUM	E	2,029.41	2/8/2026	2/8/2026
8004	U.S. BANK INSTITUTIONAL TRUST	AE-EXS00B 01.22.26	1136856	PUB. AGY RET. SVCS EXCESS BENEFIT PLAN 03/01/26	E	5,660.00	2/5/2026	1/22/2026
8251	SPARKS	1455335873 FEB 2026	1136836	INS PREMIUM & RETIREE CONTRIBUTION	E	154.83	2/8/2026	2/8/2026
8260	TROMP	2841730961 FEB 2026	1136853	INS PREMIUM	E	1,366.78	2/8/2026	2/8/2026
8277	GLUSKOTER	5848649013 FEB 2026	1136709	INS PREMIUM & RETIREE CONTRIBUTION	E	154.83	2/8/2026	2/8/2026
8331	HIGA	3636608789 FEB 2026	1136725	INS PREMIUM	E	1,182.52	2/8/2026	2/8/2026
8689	GONDEK	2299520602 FEB 2026	1136710	INS PREMIUM	E	551.66	2/8/2026	2/8/2026
8690	BALLINGER	4826563390 FEB 2026	1136641	INS PREMIUM	E	194.83	2/8/2026	2/8/2026
8691	FAMA	5964205489 FEB 2026	1136686	INS PREMIUM	E	130.10	2/8/2026	2/8/2026
8881	BURLINGHAM	4776247626 FEB 2026	1136648	INS PREMIUM	E	1,745.31	2/8/2026	2/8/2026
8882	CANO	7192812893 FEB 2026	1136651	INS PREMIUM	E	1,813.38	2/8/2026	2/8/2026
9283	TIMKEN II	2228070064 FEB 2026	1136850	INS PREMIUM	E	825.69	2/8/2026	2/8/2026
9296	DEMERJIAN	6322160940 FEB 2026	1136673	INS PREMIUM	E	1,163.88	2/8/2026	2/8/2026
9312	MARIN	3441287217 FEB 2026	1136765	INS PREMIUM	E	2,357.53	2/8/2026	2/8/2026
9313	SANTANA	4261435008 FEB 2026	1136825	INS PREMIUM	E	2,091.75	2/8/2026	2/8/2026
9373	MUSE	5449402211 FEB 2026	1136784	INS PREMIUM	E	807.05	2/8/2026	2/8/2026
9921	TOWNSEND PUBLIC AFFAIRS INC	23607	1136995	CONSULTING SERVICES JULY 2025	E	8,500.00	2/12/2026	7/1/2025
9921	TOWNSEND PUBLIC AFFAIRS INC	23764	1136995	CONSULTING SERVICES AUGUST 2025	E	8,500.00	2/12/2026	8/1/2025
9921	TOWNSEND PUBLIC AFFAIRS INC	23917	1136995	CONSULTING SERVICES SEPT 2025	E	8,500.00	2/12/2026	9/1/2025

9921	TOWNSEND PUBLIC AFFAIRS INC	24077	1136995	CONSULTING SERVICES OCT 2025	E	8,500.00	2/12/2026	10/1/2025
9921	TOWNSEND PUBLIC AFFAIRS INC	24229	1136995	CONSULTING SERVICES NOV 2025	E	8,500.00	2/12/2026	11/1/2025
9921	TOWNSEND PUBLIC AFFAIRS INC	24391	1136995	CONSULTING SERVICES DEC 2025	E	8,500.00	2/12/2026	12/1/2025
9921	TOWNSEND PUBLIC AFFAIRS INC	24658	1136995	CONSULTING SERVICES JAN 2026	E	8,500.00	2/12/2026	1/1/2026
9966	EUGENIO	2583523804 FEB 2026	1136683	INS PREMIUM	E	397.73	2/8/2026	2/8/2026
9967	HERNANDEZ	4399397639 FEB 2026	1136724	INS PREMIUM	E	1,776.10	2/8/2026	2/8/2026
10109	LEGASPE	1101884375 FEB 2026	1136753	INS PREMIUM & RETIREE CONTRIBUTION	E	767.05	2/8/2026	2/8/2026
10113	SIEDENTOPP	7046421423 FEB 2026	1136831	INS PREMIUM	E	807.05	2/8/2026	2/8/2026
10149	SCHUSTER	7498611508 FEB 2026	1136828	INS PREMIUM	E	871.80	2/8/2026	2/8/2026
10166	BUEHLER	3084432853 FEB 2026	1136644	INS PREMIUM	E	1,813.38	2/8/2026	2/8/2026
10197	COBIAN	3144889321 FEB 2026	1136662	INS PREMIUM	E	2,357.53	2/8/2026	2/8/2026
10198	LUONGO	6497081116 FEB 2026	1136758	INS PREMIUM & RETIREE CONTRIBUTION	E	650.56	2/8/2026	2/8/2026
10296	INDUSTRIAL CLEANING SYSTEMS	41822	1136729	RUPTURE DISK, SHOP MATERIALS, LABOR, TRAVEL	E	395.06	2/5/2026	1/29/2026
10311	RIOS	3554730990 FEB 2026	1136810	INS PREMIUM	E	1,673.82	2/8/2026	2/8/2026
10334	MENART	3400029757 FEB 2026	1136769	INS PREMIUM	E	755.91	2/8/2026	2/8/2026
10361	CIVICPLUS	351523	1136660	SOFTWARE SUBSCN 12.01.25-11.30.26 - CITY CLK	E	1,181.25	2/5/2026	12/1/2025
10361	CIVICPLUS	352007	1136660	SOFTWARE SUBSCN 12.06.25-12.05.26 - CITY CLK	E	4,225.88	2/5/2026	12/6/2025
10577	GALINDO	1285950599 FEB 2026	1136698	INS PREMIUM & RETIREE CONTRIBUTION	E	154.83	2/8/2026	2/8/2026
10578	GOODWIN	4843361386 FEB 2026	1136713	INS PREMIUM	E	2,101.98	2/8/2026	2/8/2026
10611	CALIF. TRANSIT INDEMNITY POOL	99-2026-January	1136963	JAN 2026 - DEDUCTIBLE DUE - HR	E	45.71	2/12/2026	2/5/2026
10726	FRY	3659821352 FEB 2026	1136696	INS PREMIUM	E	1,673.82	2/8/2026	2/8/2026
10756	ONWARD ENGINEERING	8521	1136987	CONTRACT NO. 24PW08115 CIP ARDEN DRIVE	E	135.00	2/12/2026	12/5/2025
10756	ONWARD ENGINEERING	8560	1136790	CONTRACT 24PW08115 CIP ARDEN DR SIDEWALK ENHANCE	E	4,755.00	2/5/2026	1/13/2026
10974	GEORGE	4569635610 FEB 2026	1136703	INS PREMIUM	E	1,743.56	2/8/2026	2/8/2026
10976	WELDON	2906984393 FEB 2026	1136862	INS PREMIUM	E	194.83	2/8/2026	2/8/2026
11053	CASSETTA	3716151490 FEB 2026	1136654	INS PREMIUM	E	1,813.38	2/8/2026	2/8/2026
11054	JENKINS	2975351276 FEB 2026	1136736	INS PREMIUM	E	194.83	2/8/2026	2/8/2026
11055	LARRIVA	2774782174 FEB 2026	1136749	INS PREMIUM	E	194.83	2/8/2026	2/8/2026
11056	POLANCO JR	2313090195 FEB 2026	1136795	INS PREMIUM	E	2,224.57	2/8/2026	2/8/2026
11057	JARAMILLO	5574188154 FEB 2026	1136733	INS PREMIUM & RETIREE CONTRIBUTION	E	767.05	2/8/2026	2/8/2026
11105	GUYETT GEOMATICS, INC. (GGI)	3064	1136715	TRACT NO. 84589 1ST, 2ND, MYLAR REVIEWS - ENG DIV.	E	2,400.00	2/5/2026	9/10/2025
11105	GUYETT GEOMATICS, INC. (GGI)	3082	1136715	2ND, MYLAR REVIEW TRACT NO. 84589 - ENG DIV.	E	1,200.00	2/5/2026	10/2/2025
11105	GUYETT GEOMATICS, INC. (GGI)	3127	1136715	MYLAR REVIEW TRACT NO. 84589 - PW	E	600.00	2/5/2026	12/18/2025
11139	AVANT GARDE INC	12416	1136640	OCT 2025 - CIP PROJECTS - ENG DIV.	E	1,513.75	2/5/2026	11/24/2025
11139	AVANT GARDE INC	12542	1136640	NOV 2025 - CIP PROJECTS - ENG DIV.	E	2,160.00	2/5/2026	12/12/2025
11139	AVANT GARDE INC	12623	1136640	DEC 2025 - CIP PROJECTS - ENG DIV.	E	6,630.00	2/5/2026	1/16/2026
11185	RODRIGUEZ	6082954310 FEB 2026	1136814	INS PREMIUM	E	807.05	2/8/2026	2/8/2026
11532	KIM TURNER, LLC	Invoice-7918	1136742	REG: BRYAN ZAVALA - DISP. ACTIVE SHOOTER SIT 03.24	E	299.00	2/5/2026	2/2/2026
11532	KIM TURNER, LLC	Invoice-7919	1136743	REG: BRYAN ZAVALA - DISP. ROLE IN CRIT INC 03.25.26	E	299.00	2/5/2026	2/2/2026
11624	RADIO ENGINEERING INDUSTRIES	FIN CHG - DEC 2025	1136991	FINANCE CHARGE FOR REI PAST DUE HARDDRIVE	E	22.59	2/12/2026	12/31/2025
11632	TELECOM LAW FIRM, P.C.	20094	1136992	3842 PEN MAR AVE - (ZAMORA PARK) AT&T-DISH EXPANS	E	433.20	2/12/2026	1/28/2026
11670	CHAN	3867120753 FEB 2026	1136657	INS PREMIUM & RETIREE CONTRIBUTION	E	626.60	2/8/2026	2/8/2026
11671	ARMSTRONG	5644069121 FEB 2026	1136639	INS PREMIUM	E	825.69	2/8/2026	2/8/2026
11697	METoyer	4914612166 FEB 2026	1136773	INS PREMIUM	E	194.83	2/8/2026	2/8/2026
11700	INX BUILDING MAINTENANCE	999356	1136732	FEB 2026 - JANITORIAL SVCS FOR PD	E	8,955.33	2/5/2026	2/1/2026
11700	INX BUILDING MAINTENANCE	999357	1136732	FEB 2026 - JANITORIAL SVCS FOR PW	E	2,603.31	2/5/2026	2/1/2026
11700	INX BUILDING MAINTENANCE	999358	1136732	FEB 2026 - JANITORIAL SVCS FOR CHE/CHW - PW	E	4,689.43	2/5/2026	2/1/2026
11700	INX BUILDING MAINTENANCE	999359	1136732	FEB 2026 - JANITORIAL SVCS FOR SENIOR CTR - PW	E	2,865.36	2/5/2026	2/1/2026
11700	INX BUILDING MAINTENANCE	999360	1136732	FEB 2026 - JANITORIAL SVCS FOR COMM CTR - PW	E	1,833.54	2/5/2026	2/1/2026
11700	INX BUILDING MAINTENANCE	999361	1136732	FEB 2026 - JANITORIAL SVCS FOR AQUATIC CTR - PW	E	1,759.16	2/5/2026	2/1/2026
11700	INX BUILDING MAINTENANCE	999741	1136978	CARPET CLEANING FOR PD AMDIN KITCHEN-HALLWAY	E	250.00	2/12/2026	1/31/2026
11802	QUINTANA	5344754696 FEB 2026	1136802	INS PREMIUM	E	807.05	2/8/2026	2/8/2026

11931	CHAVEZ	3521039743 FEB 2026	1136659	INS PREMIUM & RETIREE CONTRIBUTION	E	767.05	2/8/2026	2/8/2026
11932	FRASER	2256494557 FEB 2026	1136695	INS PREMIUM	E	755.91	2/8/2026	2/8/2026
11933	LOPEZ	6268633872 FEB 2026	1136756	INS PREMIUM	E	807.05	2/8/2026	2/8/2026
12000	FOURR	7673687791 FEB 2026	1136694	INS PREMIUM & RETIREE CONTRIBUTION	E	154.83	2/8/2026	2/8/2026
12001	MENDEZ	7305406751 FEB 2026	1136770	INS PREMIUM	E	807.05	2/8/2026	2/8/2026
12057	MEDICO PROFESSIONAL LINEN	21377361	1136768	LINEN SERVICE FOR PD	E	212.53	2/5/2026	1/23/2026
12057	MEDICO PROFESSIONAL LINEN	21381695	1136983	LINEN SERVICE FOR PD	E	212.53	2/12/2026	1/30/2026
12166	STEVENS	7616447655 FEB 2026	1136840	INS PREMIUM	E	825.69	2/8/2026	2/8/2026
12233	WENRICK	7845997890 FEB 2026	1136863	INS PREMIUM & RETIREE CONTRIBUTION	E	785.69	2/8/2026	2/8/2026
12275	BRIDGESTONE HOSEPOWER, LLC.	691099828-00	1136643	HYD HOSE ASSEMBLY - PW	E	160.42	2/5/2026	1/5/2026
12275	BRIDGESTONE HOSEPOWER, LLC.	691100051-00	1136643	DJ HOSE ALUM FNST X FCL 25' - PW UTIL.	E	656.06	2/5/2026	1/14/2026
12592	STANLEY	7684087703 FEB 2026	1136839	INS PREMIUM	E	1,673.82	2/8/2026	2/8/2026
12907	FAST PATH DATA ELECTRIC INC.	2678	1136969	ADD 6 DATA CABLES TO OBSERV RM - PD	E	1,850.00	2/12/2026	2/3/2026
12935	NV5, INC.	495642	1136986	C-002632, PROF SVCS 12.01-12.31.25 GARVEY AVE CIP	E	960.00	2/12/2026	1/19/2026
12954	CEBALLOS	1570626371 FEB 2026	1136656	INS PREMIUM & RETIREE CONTRIBUTION	E	785.69	2/8/2026	2/8/2026
13075	RODRIGUEZ	1933159581 FEB 2026	1136815	INS PREMIUM	E	2,357.53	2/8/2026	2/8/2026
13119	DNA OVERHEAD DOORS INC.	Jan2126	1136674	REPAIRS TO PD DOOR JAIL ENTRANCE - PW	E	1,120.00	2/5/2026	1/21/2026
13119	DNA OVERHEAD DOORS INC.	Jan2826	1136674	WINDOW TINT FOR SENIOR CTR /MT VIEW PK - PW	E	700.00	2/5/2026	1/28/2026
13181	INSIGHT PUBLIC SECTOR INC	1101343990	1136977	LOGITECH MK370 KEYBOARD/MOUSE - IT	E	773.50	2/12/2026	12/17/2025
13181	INSIGHT PUBLIC SECTOR INC	1101352772	1136977	FORTINET COTERM RNWL 03.16.26-12.29.26 - IT	E	342.81	2/12/2026	1/16/2026
13181	INSIGHT PUBLIC SECTOR INC	1101353588	1136731	HP COLOR LASERJET PRO 420 PRINTER - PD	E	529.54	2/5/2026	1/21/2026
13211	STRATIS	7132929163 FEB 2026	1136841	INS PREMIUM	E	1,813.38	2/8/2026	2/8/2026
13212	VAUTRIN	3339952834 FEB 2026	1136859	INS PREMIUM	E	1,813.38	2/8/2026	2/8/2026
13229	NORTH STAR LAND CARE	1601-1221	1136985	C-002487, JAN 2026 TREE REMOVAL SVCS	E	8,219.40	2/12/2026	1/31/2026
13325	COLANTUONO, HIGHSMITH &	69437	1136965	SVCS THRU 01/31/26 RE: LABOR & EMPLOYMENT - HR	E	9,403.40	2/12/2026	2/9/2026
13325	COLANTUONO, HIGHSMITH &	69438	1136965	SVCS THRU 01/31/26 RD: RARDIN PERSONNEL INVESTIGAT	E	8,190.00	2/12/2026	2/9/2026
13325	COLANTUONO, HIGHSMITH &	69439	1136965	SVCS THRU 01/31/26 RE: C. JAIMES APPEAL - HR	E	1,132.50	2/12/2026	2/9/2026
13325	COLANTUONO, HIGHSMITH &	69440	1136965	SVCS THRU 01/31/26 RE: BULLOCK COMPLAINT/INVESTIGA	E	832.00	2/12/2026	2/9/2026
13325	COLANTUONO, HIGHSMITH &	69441	1136965	SVCS THRU 01/31/26 RE: M BERUMEN APPEAL - HR	E	570.50	2/12/2026	2/9/2026
13325	COLANTUONO, HIGHSMITH &	69442	1136965	SVCS THRU 01/31/26 RE: MARTINEZ COMPLAINT/INVESTIG	E	1,569.00	2/12/2026	2/9/2026
13392	TREASURER AND TAX COLLECTOR /	C0013951	1136852	MAR 2026 FIRE PROTECTION SERVICE	E	1,624,326.40	2/5/2026	1/30/2026
13456	SHIMAZU	5775127510 FEB 2026	1136830	INS PREMIUM	E	807.05	2/8/2026	2/8/2026
13457	RUDNICK	2112309497 FEB 2026	1136821	INS PREMIUM	E	807.05	2/8/2026	2/8/2026
13503	GIRGLE	6878866632 FEB 2026	1136706	INS PREMIUM	E	807.05	2/8/2026	2/8/2026
13639	GARLICK	5831729265 FEB 2026	1136699	INS PREMIUM	E	1,776.10	2/8/2026	2/8/2026
13682	CHEN	02.09.26	1136964	RNTL ASSIST - CAROLINA GUTIERREZ 11408 1/2 DODSON	E	290.37	2/12/2026	2/9/2026
13687	WONG	3404913843 FEB 2026	1136868	INS PREMIUM & RETIREE CONTRIBUTION	E	154.83	2/8/2026	2/8/2026
13688	TAFOYA	3352562583 FEB 2026	1136844	INS PREMIUM & RETIREE CONTRIBUTION	E	767.05	2/8/2026	2/8/2026
13689	CRAMER	4023745566 FEB 2026	1136666	INS PREMIUM	E	1,182.52	2/8/2026	2/8/2026
13737	LAKIN	5501453273 FEB 2026	1136747	INS PREMIUM	E	1,813.38	2/8/2026	2/8/2026
13800	ROSARIO	2413525253 FEB 2026	1136819	INS PREMIUM & RETIREE CONTRIBUTION	E	785.69	2/8/2026	2/8/2026
13861	MONTIERTH	3352992167 FEB 2026	1136779	INS PREMIUM	E	1,813.38	2/8/2026	2/8/2026
13869	TRACE3, LLC.	INV1811666	1136851	S-000012,JAN26 MS OFFICE 365 SUBSCRIPTION LICENSES	E	10,886.64	2/5/2026	1/28/2026
14013	WILLIAMS	2328119973 FEB 2026	1136865	INS PREMIUM	E	2,405.99	2/8/2026	2/8/2026
14048	CRAFTWATER ENGINEERING, INC.	23-049-17	1136665	PROF SVCS THRU 12.31.25 - MERCED AVE LINEAR PARK A	E	34,695.68	2/5/2026	1/14/2026
14072	GLICK	4574579022 FEB 2026	1136708	INS PREMIUM	E	2,405.99	2/8/2026	2/8/2026
14119	NAFARRATE	2168977860 FEB 2026	1136786	INS PREMIUM	E	1,776.10	2/8/2026	2/8/2026
14159	REYNOSO	6941168716 FEB 2026	1136809	INS PREMIUM	E	1,776.10	2/8/2026	2/8/2026
14160	MOY	4798376209 FEB 2026	1136783	INS PREMIUM	E	2,405.99	2/8/2026	2/8/2026
14189	GONZALEZ	2812833766 FEB 2026	1136712	INS PREMIUM	E	2,357.53	2/8/2026	2/8/2026
14318	CHAO	6584724917 FEB 2026	1136658	INS PREMIUM	E	1,776.10	2/8/2026	2/8/2026
14395	GROUP X ROSEMEAD PROPERTIES,LP	02.09.2026	1136973	RENTAL ASSIST - CANDY SANTANA 3500 MAXSON RD #14	E	1,557.52	2/12/2026	2/9/2026

14395	GROUP X ROSEMEAD PROPERTIES,LP	02.09.26	1136973	RENTAL ASSIST - ANDRES HERRERA 9805 RIO HONDO PKWY	E	1,710.00	2/12/2026	2/9/2026
14440	DEL REAL	7930519969 FEB 2026	1136672	INS PREMIUM	E	807.05	2/8/2026	2/8/2026
14599	RODRIGUEZ	5597065400 FEB 2026	1136816	INS PREMIUM	E	755.91	2/8/2026	2/8/2026
14680	BUMPER EXPRESS	509783	1136961	ALIGN LFT DOOR WITH FENDER - PD VEH #315	E	220.00	2/12/2026	1/29/2026
14756	MARTINEZ	7815933494 FEB 2026	1136767	INS PREMIUM	E	2,334.08	2/8/2026	2/8/2026
14928	SMITH	1869519196 FEB 2026	1136832	INS PREMIUM	E	1,813.38	2/8/2026	2/8/2026
15016	FRANKCO FINE UPHOLSTERY	2254	1136971	REPLACE DOOR PANEL/ARMREST FOR PD VEH	E	335.25	2/12/2026	1/28/2026
15104	PRUDENTIAL OVERALL SUPPLY	52901074	1136989	C-002726, UNIFORM SERVICES FOR PUBLIC WORKS/TRANSP	E	61.66	2/12/2026	7/10/2025
15104	PRUDENTIAL OVERALL SUPPLY	52907881	1136989	C-002726, UNIFORM SERVICES FOR PUBLIC WORKS/TRANSP	E	58.69	2/12/2026	8/7/2025
15104	PRUDENTIAL OVERALL SUPPLY	52919902	1136989	C-002726, UNIFORM SERVICES FOR PUBLIC WORKS/TRANSP	E	55.66	2/12/2026	9/25/2025
15104	PRUDENTIAL OVERALL SUPPLY	52925028	1136989	C-002726, UNIFORM SERVICES FOR PUBLIC WORKS/TRANSP	E	67.46	2/12/2026	10/16/2025
15104	PRUDENTIAL OVERALL SUPPLY	52936961	1136989	C-002726, UNIFORM SERVICES FOR PUBLIC WORKS/TRANSP	E	71.72	2/12/2026	12/4/2025
15104	PRUDENTIAL OVERALL SUPPLY	52942041	1136989	C-002726, UNIFORM SERVICES FOR PUBLIC WORKS/TRANSP	E	61.66	2/12/2026	12/25/2025
15104	PRUDENTIAL OVERALL SUPPLY	52943725	1136800	C-002726, UNIFORM SERVICES FOR PUBLIC WORKS/TRANSP	E	61.66	2/5/2026	1/1/2026
15104	PRUDENTIAL OVERALL SUPPLY	52945415	1136800	C-002726, UNIFORM SERVICES FOR PUBLIC WORKS/TRANSP	E	61.66	2/5/2026	1/8/2026
15104	PRUDENTIAL OVERALL SUPPLY	52947106	1136989	C-002726, UNIFORM SERVICES FOR PUBLIC WORKS/TRANSP	E	61.66	2/12/2026	1/15/2026
15104	PRUDENTIAL OVERALL SUPPLY	52947108	1136800	C-002726, UNIFORM SERVICES FOR PUBLIC WORKS/TRANSP	E	43.41	2/5/2026	1/15/2026
15104	PRUDENTIAL OVERALL SUPPLY	52947112	1136800	C-002726, UNIFORM SERVICES FOR PUBLIC WORKS/TRANSP	E	135.22	2/5/2026	1/15/2026
15104	PRUDENTIAL OVERALL SUPPLY	52948794	1136989	C-002726, UNIFORM SERVICES FOR PUBLIC WORKS/TRANSP	E	61.66	2/12/2026	1/22/2026
15104	PRUDENTIAL OVERALL SUPPLY	52948796	1136800	C-002726, UNIFORM SERVICES FOR PUBLIC WORKS/TRANSP	E	43.41	2/5/2026	1/22/2026
15104	PRUDENTIAL OVERALL SUPPLY	52948800	1136800	C-002726, UNIFORM SERVICES FOR PUBLIC WORKS/TRANSP	E	135.22	2/5/2026	1/22/2026
15104	PRUDENTIAL OVERALL SUPPLY	52950480	1136989	C-002726, UNIFORM SERVICES FOR PUBLIC WORKS/TRANSP	E	61.66	2/12/2026	1/29/2026
15104	PRUDENTIAL OVERALL SUPPLY	52950481	1136989	C-002726, UNIFORM SERVICES FOR PUBLIC WORKS/TRANSP	E	299.88	2/12/2026	1/29/2026
15104	PRUDENTIAL OVERALL SUPPLY	52950482	1136989	C-002726, UNIFORM SERVICES FOR PUBLIC WORKS/TRANSP	E	27.12	2/12/2026	1/29/2026
15104	PRUDENTIAL OVERALL SUPPLY	52950483	1136989	C-002726, UNIFORM SERVICES FOR PUBLIC WORKS/TRANSP	E	37.10	2/12/2026	1/29/2026
15104	PRUDENTIAL OVERALL SUPPLY	52950484	1136989	C-002726, UNIFORM SERVICES FOR PUBLIC WORKS/TRANSP	E	43.06	2/12/2026	1/29/2026
15104	PRUDENTIAL OVERALL SUPPLY	52950485	1136989	C-002726, UNIFORM SERVICES FOR PUBLIC WORKS/TRANSP	E	21.09	2/12/2026	1/29/2026
15104	PRUDENTIAL OVERALL SUPPLY	52950486	1136989	C-002726, UNIFORM SERVICES FOR PUBLIC WORKS/TRANSP	E	135.22	2/12/2026	1/29/2026
15162	BRINC DRONES INC.	37443	1136960	LIVEOPS UNLIMITED SUPPORT PROG -PD	E	22,068.90	2/12/2026	8/29/2025
15171	LUONGO	2894643291 FEB 2026	1136759	INS PREMIUM & RETIREE CONTRIBUTION	E	154.83	2/8/2026	2/8/2026
15176	INLAND ROUND BALL OFFICIALS INC	1202026	1136730	UMPIRE SVCS FOR SPARK BSKTBLL GAMES 01.20-21.26	E	240.00	2/5/2026	1/20/2026
15176	INLAND ROUND BALL OFFICIALS INC	1282026	1136730	UMPIRE SVCS FOR SPARKS BSKTBLL GAMES 01.27-28.26	E	240.00	2/5/2026	1/21/2026
15176	INLAND ROUND BALL OFFICIALS INC	2042026	1136730	UMPIRE SVCS FOR SPARK BSKTBLL GAMES 02.03-04.26	E	240.00	2/5/2026	1/28/2026
15176	INLAND ROUND BALL OFFICIALS INC	2112026	1136976	UMPIRE SVCS FOR SPARKS BSKTBLL GAMES 02/10-11/26	E	240.00	2/12/2026	2/3/2026
15179	AIR LUBRICANTS	977227	1136958	Air Compressor Oil for CNG Station	E	9,171.50	2/12/2026	11/6/2025
15235	MODERN IMAGING SOLUTIONS. INC.	002340521	1136778	NITRILE POWDER FEE GLOVES FOR PD	E	1,307.44	2/5/2026	12/4/2025
15397	DAPELLO	6733641654 FEB 2026	1136668	INS PREMIUM & RETIREE CONTRIBUTION	E	767.05	2/8/2026	2/8/2026
15671	MCGRIF, A MARSH & MCLENNAN	P/E:01/31/26	1136982	SEC. 125 DEPENDENT CARE: PAYMENT	E	6,405.96	2/12/2026	2/5/2026
15676	ACCENTURE LLP	1101131699	1136624	FEB 2026 - MANAGED SQL DBA SVCS - REMOTE DC-R-789	E	2,499.98	2/5/2026	1/31/2026
15769	ELA GROUP	02.09.26	1136968	RNTL ASSIST - RUBY SANCHEZ 3841 PECK RD #20, EM	E	845.80	2/12/2026	2/9/2026
15820	144 S. AVE 55 APTS., LP	02.09.26	1136955	RNTL ASSIST - MIGUEL SIMENTAL 4122 TYLER #7	E	377.50	2/12/2026	2/9/2026
15877	ACTIVE COLLISION INC.	2222699	1136956	PD VEH REPAIRS	E	3,500.00	2/12/2026	2/9/2026
15877	ACTIVE COLLISION INC.	RO: 2222692	1136625	PD VEH REPAIRS 2017 FORD EXPLORER - PD	E	3,500.00	2/5/2026	1/7/2026
15877	ACTIVE COLLISION INC.	RO: 2222697	1136625	PD VEH REPAIRS #297 - PD	E	3,500.00	2/5/2026	1/29/2026
15917	SZETO	4439355975 FEB 2026	1136843	INS PREMIUM & RETIREE CONTRIBUTION	E	767.05	2/8/2026	2/8/2026
15982	KUANG	02.09.26	1136980	RENTAL ASSIST - ALICIA MOLINA 11132 CONCERT ST EM	E	575.20	2/12/2026	2/9/2026
15983	THE GARCIA FAMILY TRUST	02.09.26	1136993	RENTAL ASSIST FOR YURI GOANA 11202 ELLIOT AVE	E	761.90	2/12/2026	2/9/2026
15989	WONG	02.09.26	1136998	RNTL ASSIST FOR ENRIQUE RAMOS LORENZO 11426 MCGIRK	E	1,811.00	2/12/2026	2/9/2026
16009	BLAKELEY	7681499487 FEB 2026	1136642	INS PREMIUM	E	798.03	2/8/2026	2/8/2026
3047	PUBLIC EMPLOYEES' RETIREMENT	P/E: 01/15/26	100314787	PENSION PLAN (PERS):EMP CONT: CLASSIC 113/114/PEPR	W	383,549.55	2/5/2026	1/15/2026
3047	PUBLIC EMPLOYEES' RETIREMENT	P/E:10/31/2025	2092601	EMP CONT CLASSIC 114/113, PEPR, LATE PYRL CORRECT	W	1,604.76	2/12/2026	2/9/2026
3047	PUBLIC EMPLOYEES' RETIREMENT	P/E:10/31/25	100320116	PENSION PLAN (PERS):EMP CONT- CLASSIC 113/114/PEPR	W	178,744.62	2/5/2026	1/30/2026

3048	CA PUBLIC EMPLOYEES RETIREMENT	FEB 2026	2042601	FEB 2026 MED. FOR RET/ACTIVE MEMBERS	W	474,640.25	2/5/2026	1/14/2026
3734	PARS SUPPLEMENTAL RETIREMENT	P/E:01/31/26	2092606	PARS SUPPLEMENTAL RETIREMENT: PAYMENT	W	13,410.44	2/12/2026	2/9/2026
4610	CATALYST CORPORATE FEDERAL CU	P/E:01/31/26	2092607	EL MONTE CREDIT UNION: PAYMENT	W	39,063.01	2/12/2026	2/9/2026
4613	EL MONTE CITY EMPLOYEES CR UN	P/E:01/31/26	2092608	POLICE CREDIT UNION: PAYMENT	W	180.00	2/12/2026	2/9/2026
4628	SEIU LOCAL #721	P/E:01/31/26	2092502	SEIU DUES, FEES, COPE: PAYMENT	W	8,363.76	2/12/2026	2/9/2026
4633	NATIONAL DEFERRED	P/E:01/31/26	2092605	PART TIME DEF. COMPENSATION: PAYMENT	W	13,735.45	2/12/2026	2/9/2026
4635	NATIONWIDE RETIREMENT SOLUTION	P/E:01/31/26	2092604	457 DEFERRED COMP BENEFIT: PAYMENT	W	65,342.19	2/12/2026	2/9/2026
4723	CALIF STATE DISBURSEMENT/UNIT	P/E:01/31/26	2092613	CHILD SUPPORT: PAYMENT	W	7,420.50	2/12/2026	2/9/2026
4730	EMPLOYMENT DEVELOPMENT	P/E:01/31/26	2092612	STATE WITHOLDING TAX: PAYMENT	W	119,623.44	2/12/2026	2/9/2026
4731	DEPARTMENT OF TREASURY	P/E:01/31/26	2092610	FEDERAL TAX: PAYMENT	W	290,963.57	2/12/2026	2/9/2026
4732	DEPARTMENT OF TREASURY	P/E:01/31/26	2092611	MEDICARE TAX: PAYMENT	W	65,990.31	2/12/2026	2/9/2026
6796	EL MONTE CITY EMPLOYEES CR UN	P/E:01/31/26	2092609	CREDIT UNION YARD ACCOUNT: PAYMENT	W	388.00	2/12/2026	2/9/2026
11991	NATIONWIDE RETIREMENT SOLUTION	P/E:01/31/26	2092603	401 (A) EXECUTIVE PLAN: PAYMENT	W	6,677.24	2/12/2026	2/9/2026
12410	BANK OF NEW YORK MELLON	02.09.26	2112601	EL MONTE WATER AUTHORITY REVENUE BOND SERIES 2018A	W	358,221.30	2/12/2026	2/9/2026
Total						\$10,066,778.13		
Voided Checks								
15354	METASOURCE, LLC.	INV99415	1134981	MAY 2025 - SCANNING, INDEXING, ONSITE	E	(6,910.14)		
Grand Total						\$10,059,867.99		

APPROVAL OF MINUTES
EL MONTE CITY COUNCIL REGULAR MEETING
OF JANUARY 28, 2026

MEETING JOINTLY AND REGULARLY WITH THE EL MONTE HOUSING AUTHORITY; EL MONTE PUBLIC FINANCING AUTHORITY; EL MONTE WATER AUTHORITY; EL MONTE PARKING AUTHORITY; SUCCESSOR AGENCY TO THE FORMER EL MONTE COMMUNITY REDEVELOPMENT AGENCY; HOUSING SUCCESSOR AGENCY; AND, FROM TIME TO TIME, SUCH OTHER BODIES OF THE CITY WHOSE MEMBERSHIP IS COMPOSED EXCLUSIVELY OF THE MEMBERSHIP OF THE CITY COUNCIL

1. CALL TO ORDER: **6:00 p.m.**

2. ROLL CALL FOR CITY COUNCIL AND AUTHORITY BODIES:

Jessica Ancona, Mayor/Chair – **present**
Viviana Longoria, Mayor Pro Tem/Authority Member – **present**
Marisol Cortez, Councilmember/Authority Member – **present**
Sheila Crippen-Thomas, Councilmember/Authority Member – **present**
Cindy Galvan, Councilmember/Authority Member – **absent**
Martin Herrera, Councilmember/Authority Member – **absent**
Dr. Julia Ruedas, Councilmember/Authority Member – **present**

3. APPROVAL OF AGENDA:

m) Councilmember Crippen-Thomas
s) Mayor Pro Tem Longoria **5-0 (Councilmembers Galvan and Herrera absent)**

4. CLOSED SESSION:

The City Council and the various legislative bodies whose membership is composed exclusively of the membership of the City Council will attempt to address and complete all Closed Session business between 6:00 p.m. and 7:00 p.m. If the City Council completes all Closed Session business prior to 7:00 p.m., the City Council will take a short recess and commence all Open Session proceedings promptly at 7:00 p.m. In the event the City Council is unable to address or complete all agendized Closed Session items by 7:00 p.m., the City Council will hear all such remaining items toward the end of the meeting, immediately following Council Communications. Should any member of the public wish to address the City Council on any *agendized* Closed Session matter, the City Council shall allow such person to address the City Council on such matter(s) prior to going into Closed Session, provided that all persons wishing to address the Council on an agendized Closed Session matter shall (i) call-in or submit a speaker card in the manner prescribed on page 1 of this agenda, above, prior to the City Council going into closed session; and (ii) be subject to a single speaker time allotment of three (3) continuous minutes total per speaker to address the City Council on any or all closed session items of business.

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Mayor Ancona invited members of the public to address the City Council on Closed Session Item 4.1.

Mayor Ancona and the City Council recessed into Closed Session at approximately 6:02 p.m. Mayor Ancona and the City Council reconvened from Closed Session at approximately 7:00 p.m.

- 4.1 Closed Session Pursuant to Government Code Section 54956.9(d)(1) – Conference with Legal Counsel – Existing Litigation – Jesus Sanchez vs. City of El Monte, et al., LASC Case No. 24PSCV02932.

The City Council approved a settlement agreement in the amount of \$105,000. Councilmembers Galvan and Herrera did not participate in closed session.

OPEN SESSION PROCEEDINGS

(Commencing at 7:00 p.m. or as soon thereafter as the City Council reconvene from Closed Session/Short Recess).

- 5. INVOCATION: Chaplain. **Chaplain Manny Coronilla.**

- 6. FLAG SALUTE: Allyson Ciranda, 4th Grade Student from New Lexington School. **Mayor Ancona**

- 7. RECOGNITIONS, HONORS AND COMMUNITY INTEREST PRESENTATIONS:
 - 7.1 Presentation by the City Council to Allyson Ciranda from New Lexington School for Leading the Pledge of Allegiance. **Absent**

 - 7.2 Presentation by the City Council to Gamblers Mark for Their Valued Participation and Contributions to the City of El Monte. **Present**

- 8. GENERAL PUBLIC COMMENT:

This time has been set aside for members of the public to directly address the City Council on agenda items of business (other than those agenda items as public hearing or closed session items) or on any other matter of interest to the speaker/caller that is within the subject matter jurisdiction of the City Council, the Housing Authority, the Financing Authority and/or the Water Authority (collectively, the "Council"). Each speaker/caller will be limited to a single allotment of three (3) continuous minutes total to address the Council

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on any or all matters covered by this section. As explained more specifically under the Public Hearing portion of this agenda, members of the public wishing to offer comment on items of business agendized under the Public Hearing portion of the agenda shall have a separate allotment of three (3) continuous minutes per speaker per public hearing item. Except as otherwise provided under the Brown Act (Gov. Code Section 54950 et seq.), the Council may not deliberate or take action upon any matter not listed on this posted agenda but may order that any such matter be placed on the agenda for a subsequent meeting. The Council may also direct staff to investigate certain matters for consideration at a future meeting. Persons wishing to address the Council on matters covered under General Public Comment shall call in or submit a speaker card in the manner prescribed on page 1 of this agenda, above, by or before the General Public Comment portion of the agenda is closed. The City Council shall be under no obligation to entertain comments from speakers/callers who submit cards or call in to speak on matters covered by the section after the General Public Comment portion of the agenda is closed.

Officer Raul Vega – Spoke about Item 14.3.

Am Bowes – Provided updates for the El Monte Library.

Robert Arnett – Spoke about various items.

Cosme Jimenez – Spoke about various items.

Rosa Piña – Spoke about the renaming of Pioneer Park.

Cynthia Swindall – Spoke about the renaming of Pioneer Park.

Irma Zamorano – Spoke about various items.

Kathleen Vera – Spoke about various items.

Nadine Salas – Spoke about the renaming of Pioneer Park.

Sophia Rina – Spoke about the renaming of Pioneer Park.

Gabriel Ramirez – Spoke about various items.

9. CITY TREASURER’S REPORT: **None**

10. DEMAND RESOLUTION NO. D-743

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL MONTE, CALIFORNIA, ALLOWING CERTAIN CLAIMS AND DEMANDS AND SPECIFYING THE FUNDS OUT OF WHICH THE SAME ARE TO BE PAID.

THE CITY COUNCIL OF THE CITY OF EL MONTE, CALIFORNIA, DOES RESOLVE AS FOLLOWS: SECTION 1. That the attached list of claims and demands totaling

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\$12,065,879.10 have been examined by the City Treasurer and that warrant numbers 1135890 through 1136291, and the payroll period December 16, 2025 through December 31, 2025 inclusive are hereby allowed in the amounts and ordered paid out of the respective funds as set forth.

m) Mayor Pro Tem Longoria
s) Councilmember Galvan

7-0

11. APPROVAL OF MINUTES: **None**

12. CONSENT CALENDAR:

All matters listed under the Consent Calendar are considered to be routine in nature and may be enacted by one motion approving the recommendation listed on the Agenda. One or more items may be removed from the Consent Calendar so that they may be discussed, considered, and voted upon individually by the Council. A matter may be removed from the Consent Calendar and taken up separately by way of a seconded motion of any member of the Council with the approval of a majority of the Council quorum.

12.1 Waiver of Full Reading of Ordinance(s).

RECOMMENDATION OF BUSINESS ITEM UNDER CONSIDERATION:

It is recommended that the City Council:

1. Approval to waive full reading (except title) of all ordinances appearing on the City Council agenda as authorized under Government Code Section 36934, unless otherwise directed by the City Council.

Total Cost: N/A

Account No: N/A

Is the cost of this item budgeted? N/A

m) Mayor Ancona
s) Councilmember Herrera

7-0

12.2 Consideration to Accept the Nevada Avenue and Bodger Street Sewer Replacement Project – CIP No. 005 and Pavement Improvement Project – CIP No. 038 as Complete, File the Notice of Completion with the Los Angeles County Recorder's Office, and Approve Amendment No. 1 to Professional Services Agreement with Michael Baker International.

RECOMMENDATION OF BUSINESS ITEM UNDER CONSIDERATION:

It is recommended that the City Council:

1. Accept the Nevada Avenue and Bodger Street Sewer Replacement Project – CIP No. 005 and Pavement Improvement Project – CIP No. 038 as completed;
2. File the Notice of Completion with the Los Angeles County Recorder's Office;

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3. Approve Amendment No. 1 to the Professional Services Agreement with Michael Baker International in the amount of \$35,288 for a new not-to-exceed amount of \$1,450,580; and
4. Authorize the City Manager, or her designee, to execute Amendment No. 1 to the Professional Services Agreement with Michael Baker International.

Total Cost: \$35,288

Account No: 650-69-671-4-0-82210-P0005

Is the cost of this item budgeted? Yes

m) Mayor Ancona

s) Councilmember Herrera

7-0

- 12.3 Consideration and Approval of a Contract Services Agreement with Atlas Backflow, Inc. for On-Call Backflow Testing and Repair Services for a Three (3) Year Term for a Not-to-Exceed Amount of \$90,000.

RECOMMENDATION OF BUSINESS ITEM UNDER CONSIDERATION:

It is recommended that the City Council:

1. Consider and approve a Contract Services Agreement with Atlas Backflow, Inc. for on-call services for backflow testing and repairs, for a three (3) year term for a not-to-exceed amount of \$90,000;
2. Authorize the City Manager, or her designee, to execute a Contract Services Agreement with Atlas Backflow, Inc.

Total Cost: \$90,000

Account No: 600-69-695-4-0-61110

Is the cost of this item budgeted? Yes

Water Fund

m) Mayor Ancona

s) Councilmember Herrera

7-0

- 12.4 Consent Agenda Approval of a Resolution Confirming and Affirming the Direction of the City Council at Its Regular Meeting of January 14, 2026, Under Agenda Item 15.1 as Reflected in Official Video Recording of the Proceedings and the Minutes.

RECOMMENDATION OF BUSINESS ITEM UNDER CONSIDERATION:

It is recommended that the City Council:

1. Approve the attached confirming Resolution.

Total Cost: N/A

Account No: N/A

Is the cost of this item budgeted? N/A

Resolution No. 10662

m) Mayor Pro Tem Longoria

s) Councilmember Galvan

6-1 (Mayor Ancona No)

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13. PUBLIC HEARINGS:

Members of the public wishing to address the Council on any item of business agendized under this Public Hearing portion of the agenda are asked to submit a speaker card for each Public Hearing item of business they wish to address the Council on. Each speaker will be allotted three (3) continuous minutes per Public Hearing item. Members of the public are asked to submit speaker cards to the City Clerk or the Sergeant-of-Arms before the Council's approval of the agenda, if possible. The Council is under no obligation to recognize a speaker who submits a speaker card for a particular Public Hearing item of business after the public comment portion of the public hearing for that item has closed.

- 13.1 Consideration of an Urgency Ordinance of the City Council of the City of El Monte Amending Chapters 15.01 Through 15.05 and 15.38 of the El Monte Municipal Code to Adopt the 2026 Los Angeles County Title 26, 27, 28, 29, 30, 31 and 33, Which Amend the 2025 Edition of the California Building Standards Code, Specifically the Building, Electrical, Plumbing, Mechanical, Residential, Green Building Standards, and Existing Building Codes.

RECOMMENDATION OF BUSINESS ITEM UNDER CONSIDERATION:

It is recommended that the City Council:

1. Open the public hearing;
2. Receive presentation from staff;
3. Pose questions to staff;
4. Allow members of the public to offer comment;
5. Pose follow up questions to staff;
6. Close the public hearing; and
7. Approve the Urgency Ordinance, by no less than six-sevenths (6/7) vote.

Total Cost: N/A

Account No: N/A

Is the cost of this item budgeted? N/A

Urgency Ordinance No. 3058

m) Mayor Ancona

s) Councilmember Galvan

7-0

Open P.H.

m) Mayor Ancona

s) Councilmember Crippen-Thomas

7-0

Close P.H.

m) Mayor Ancona

s) Councilmember Herrera

7-0

14. REGULAR AGENDA:

- 14.1 Consideration and Approval of a Community Project Funding Grant Agreement Between the City of El Monte and the County of Los Angeles for the Pre-

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Construction and Design Phase of the MacLaren Community Park Project in the Amount of \$1,500,000.

RECOMMENDATION OF BUSINESS ITEM UNDER CONSIDERATION:

It is recommended that the City Council:

1. Approve a Funding Agreement between the City of El Monte and the County of Los Angeles for the pre-construction and design phase of the MacLaren Community Park Project;
2. Authorize the City Manager, or her designee, to make all conforming modifications and edits and execute all implementing documents; and
3. Authorize the appropriation of \$1,500,000 of CPF funds as part of the FY 2025-2026 Budget.

Total Cost: \$1,500,000

Account No: 249-65-000-0-0-42310-00000

Is the cost of this item budgeted? Yes

m) Councilmember Crippen-Thomas

s) Councilmember Galvan

7-0

- 14.2 Consideration and Approval of an Amendment to the Bear Electrical Solutions, Inc. Contract Services Agreement to Extend the Agreement for Six (6) Months in Fiscal Year 2025-2026 and Increase the Original Sum of \$140,000 to a New Contract Sum of \$262,000.

RECOMMENDATION OF BUSINESS ITEM UNDER CONSIDERATION:

It is recommended that the City Council:

1. Consider and approve an amendment to the Bear Electrical Solutions, Inc. Contract to extend it for six (6) months in Fiscal Year 2025-2026 and increase the original sum of \$140,000 to a new not-to-exceed amount of \$262,000.

Total Cost: \$122,000

Account No: 212-67-685-4-0-61110-00000

Is the cost of this item budgeted? Yes

m) Councilmember Galvan

s) Councilmember Dr. Ruedas

7-0

- 14.3 Consideration and Approval to Accept the 2025 FY 25 Office of Community Oriented Policing Services Grant Hiring Program and Increase the Police Department Staffing from 132 to 137 Sworn Police Officers Positions in Accordance with the Program.

RECOMMENDATION OF BUSINESS ITEM UNDER CONSIDERATION:

It is recommended that the City Council:

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1. Consider and approve the appropriation of the 2025 FY25 Office of Community Oriented Policing Services Hiring Program and all requirements and conditions,
2. Consider and approve an increase in Police Department staffing from 132 to 137 sworn police officers in accordance with the City's acceptance of the Program;
3. Consider the appropriation of funds in the amount of \$625,000.00 from the FY25 COPS Hire Program Account No. 299-71-711-5-0-51110;
4. Consider the appropriation of funds in the amount of \$405,000.00 from General Funds Account No. 100-71-711-5-0-51110;
5. Instruct the Finance Department to encumber the necessary funds and complete any budget amendments necessary to adopt the Program, and any additional funding requirements and/or necessary purchases; and
6. Authorize the City Manager, or Chief of Police, to sign and approve all documents, purchase, contractual, or grant modifications or adjustments.

Total Cost: \$1,030,000

Account No: 299-71-711-5-0-51110

Is the cost of this item budgeted? Yes

100-71-711-5-0-51110

m) Councilmember Crippen-Thomas

s) Mayor Pro Tem Longoria

7-0

- 14.4 Consideration and Approval to Use Supplemental Law Enforcement Services Funds and General Funds for the Purchase and Outfit of Six (6) New Patrol Vehicles for the Police Department.

RECOMMENDATION OF BUSINESS ITEM UNDER CONSIDERATION:

It is recommended that the City Council:

1. Consider and approve the appropriation of Supplemental Law Enforcement Services Funds to purchase six (6) new vehicles from designated sole source dealership identified as the National Auto Fleet Group for Police Department patrol use in an amount not-to-exceed \$750,000;
2. Consider and approve the purchase of five (5) Panasonic Toughbook FZ, Mobile Data Computers from CDCE Incorporated, the designated sole source distributor for the Panasonic Toughbook;
3. Consider and approve the purchase of five (5) Motorola Astro APX 6500 mobile radios from Motorola Solutions, the sole source distributor of Astro APX radio equipment;
4. Consider and approve the purchase of ballistic glass from Dana Safety Supply, Inc., which is the designated sole source regional distributor for ISBI Armor Inc.;
5. Consider and approve Dana Safety Supply as the designated vendor for installation and outfitting of the Chevrolet Tahoe, which will be equipped for Police canine use;
6. Consider and approve 10-8 Retrofit as the designated vendor for installation and outfitting of the five (5) Ford Explorers;

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7. Instruct the Finance Department to encumber the necessary funds to complete this purchase; and
8. Authorize the City Manager, or Chief of Police, to sign and approve all documents, purchase, or contractual modifications or adjustments.

Total Cost: \$750,000

Account No: 204-71-711-5-0-81320-00000

Is the cost of this item budgeted? No

100-71-711-5-0-81320-00000

m) Mayor Ancona

s) Councilmember Crippen-Thomas 7-0

Break at 8:10 p.m.

Return at 8:20 p.m.

Mayor Ancona left the meeting.

15. CITY ATTORNEY'S AGENDA:

15.1 Presentation by the City Attorney on Code of Conduct for Councilmembers.

m) Councilmember Galvan

s) Councilmember Herrera

6-0 (Mayor Ancona absent)

Table to the next meeting and

Place at the top of the agenda

15.2 Consider and Adopt of Resolution Affirming the City's Code of Conduct.

m) Councilmember Galvan

s) Councilmember Herrera

6-0 (Mayor Ancona absent)

Table to the next meeting and

Place at the top of the agenda

16. CITY MANAGER'S AGENDA: None

17. WRITTEN COMMUNICATIONS: None

18. COUNCIL COMMUNICATIONS/REPORTS:

18A. Mayor Ancona

18B. Mayor Pro Tem Longoria

18B.1 Invitation to City of El Monte Lunar New Year Event on Main Street (Between Monterey and Lexington) That Will Be Held on Saturday, February 28, 2026 from 10:00 am to 1:00 pm.

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Invited everyone to the El Monte Lunar New Year event. There will be performers and vendors.

Encouraged businesses to sign up for the Dine El Monte.

Councilmember Crippen-Thomas asked Chief Fisher to say a few words about Lieutenant Richard Cassetta who passed away.

18C. Councilwoman Cortez

Thanked City Manager and Public Works regarding their work with the fire taking place. Thanked Councilmember Herrera for going to Twin Lakes to make sure the students were okay. Appreciated the communication between the City Manager and the Superintendent.

Mentioned the Fishing Event, thanked the Police Department. Thanked staff for the Tri-Deck-Athon event. Check out social media for all of the events taking place.

Mentioned the bulky item event on Saturday, February 7th from 8:00 am to 12:00 pm. Announced the Dine El Monte event.

18D. Councilwoman Crippen-Thomas

18D.1 Invitation to the City Council Districts 1 & 2 Community Meeting Public Safety Update and Q&A on February 12, 2026 from 5:30 pm to 8:30 pm at Lambert Park Auditorium.

Invited the community to the Community Meeting for Districts 1 and 2. The community members will meet their reporting officers.

Councilmembers Crippen-Thomas and Councilmember Herrera made a presentation regarding the Norwood School (North Field) Softball Infield Reconstruction.

Councilmember Cortez – Excited that any organization wishing to use the field for other events will be able to use this. Thanked staff for all their work.

Councilmember Galvan – Also thanked Councilmembers Crippen-Thomas and Herera for this.

Mayor Pro Tem Longoria – Also thanked Councilmembers Crippen-Thomas and Herera and Mr. Richard Thomas.

18E. Councilwoman Galvan

Spoke about the fire, thanked staff for mobilizing and assisting the community.

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18E.1 Thank City Staff, Community Partners, and Volunteers Who Supported the 2026 Homeless Count Held on Wednesday, January 21, 2026.

Thanked City staff, community partners and volunteers who assisted with the 2026 Homeless Count.

18E.2 Thank the El Monte Police Department for Hosting the Reel 'Em Fish Event This Past Weekend Held on Saturday, January 17, 2026.

Thanked the Police Department for the Reel 'Em Fish Event.

City Manager provided an update from Area D Emergency Services, there will be an evaluation to see if there is a need for the shelter in place order or if it will be lifted.

18F. Councilman Herrera

Spoke about his vote on Item 15.1 from the City Council meeting of January 14, 2026. Did not support the item before because he felt there was more need for public outreach. He did support it this time because the question was different this time.

Thanked staff for quickly mobilizing today regarding the large commercial fire.

City Manager thanked the City Council for responding. The City has N95 masks and hand sanitizers available at the Police Department front desk. Schools will not be closed but outside activities will be cancelled.

18G. Councilwoman Dr. Ruedas

Had the opportunity to visit the Jeff Seymour Family Center, for their District English Learner Advisory Committee. Thanked the Superintendent, also thanked City Manager for the resources made available to the community at the DELAC meeting.

Attended the League of California Cities for professional development. Shared some key informational and educational platforms with the City Council.

Met with Day One and spoke about children and the youth and providing opportunities to the youth.

City Council Meeting Minutes of January 28, 2026

19. ADJOURNMENT: Meeting was adjourned at approximately 8:45 p.m. in memory of Former Lieutenant Richard Cassetta

The next Regular Meeting of the City Council will be held on **February 11, 2026** at 6:00 p.m. This Agenda will be posted on the City's website, www.ci.el-monte.ca.us, and physically posted no less than 72 hours prior to the start of the subject regular meeting. Although it is the City's practice and desire to electronically post a copy of this Agenda along with supporting material as part of its website posting, the size or formatting of certain supporting materials may render their website posting infeasible. Nevertheless, all supporting materials related to any item on this Agenda, that is made available to the members of the council may be inspected by members of the public at the City Clerk's Office located at 11333 Valley Boulevard, El Monte, Monday through Thursday, 7:00 am – 5:30 pm. For more information, please call the City Clerk's Office at 626-580-2016.

All public meetings and events sponsored or conducted by the City of El Monte are held in sites accessible to persons with disabilities. Requests for accommodations may be made by calling the office of the City Clerk at (626) 580-2016 at least three (3) working days prior to the event, if possible. This Agenda and copies of documents distributed at the meeting are available in alternative formats upon request.

Gabriel Ramirez, City Clerk
City of El Monte

APPROVED:

Jessica Ancona, Mayor
City of El Monte



CITY OF EL MONTE

PUBLIC WORKS DEPARTMENT
CITY COUNCIL AGENDA REPORT

CITY COUNCIL MEETING OF FEBRUARY 25, 2026

January 15, 2026

The Honorable Mayor and City Council
City of El Monte
11333 Valley Boulevard
El Monte, CA 91731

Dear Mayor and City Council:

CONSIDERATION AND APPROVAL OF A RESOLUTION ADOPTING THE GARVEY AVENUE COMPLETE STREET PLAN FEASIBILITY STUDY

IT IS RECOMMENDED THAT THE CITY COUNCIL:

1. Consider and approve a Resolution adopting the Garvey Avenue Complete Street Plan Feasibility Study.

BACKGROUND

The City of El Monte (the "City") commissioned this Feasibility Study (the "Project") to evaluate opportunities and constraints surrounding the integration of mobility improvements that will transform Garvey Avenue into a Complete Street corridor. The Project provides a comprehensive overview of the process the City undertook in developing this Complete Street Plan (the "Plan"). The Plan can be found on the City's Engineering webpage: <https://elmonteca.gov/292/Engineering>. A major component of the process was a detailed community engagement strategy that provided opportunities for the community to provide their input either virtually, through the Project website, or in person through pop-up events, workshops, and focused Community Advisory Committee ("CAC") meetings. As such, this Plan reflects the concerns and priorities expressed by the business owners and members of the community and will create a true transformation that aims to improve the walking, bicycling, transit, and traveling experience along Garvey Avenue.

GOALS AND OBJECTIVES OF THE FEASIBILITY STUDY

The goals and objectives of this Project are to:

- Provide multi-modal accommodations;
- Improve safety and access for all users;

12.2

- Ensure the corridor is fully accessible for users of all ages and abilities;
- Enhance transit services along the corridor;
- Identify ways to incorporate Low Impact Development (“LID”) through drainage improvements; and
- Improve corridor aesthetics through landscape and streetscape enhancements.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

The key objectives for Garvey Avenue were developing concepts that incorporate bicycle facilities, safety concerns, improve pedestrian accessibility, improve the efficiency of transit operation, and beautify the streetscape. When considering all modes along the corridor, the lack of bicycle lanes is the key issue that needed to be addressed when developing the various alternatives.

Options explored included a Class II bicycle facility, a Class II bicycle facility (with and without parking), a two-way cycle track, and introducing a narrow-raised median at certain segments along Garvey Avenue. The lane reduction option and narrowed-raised median options were dismissed because there were concerns from stakeholders that this would have a significant impact on the capacity and circulation of the roadway network. Other options were dismissed because there were concerns about accommodating the high vehicular volumes on Valley Boulevard and cyclists traveling adjacent to parked cars or moving vehicles without a physical buffer.

ELEMENTS OF THE GARVEY AVENUE COMPLETE STREET PLAN

The selected alternative will add Class IV bikeways with a raised buffer along Garvey Avenue, which will dedicate a protected space for bicyclists in order to improve perceived comfort and safety and reduce the risk and fear of collisions with overtaking vehicles. Some segments of the corridor will have the Class IV bicycle facility on one side and a Class II facility on the other to provide for on-street parking. With the selected bicycle facility type, the details of each other mode were refined.

Improving pedestrian access and walkability along Garvey Avenue is a critical component of the Complete Street Plan. All pedestrian crossings along the corridor will be upgraded to high-visibility crosswalks, and all intersections will be equipped with Americans with Disabilities Act (“ADA”)-compliant features. At the uncontrolled marked crosswalks and refuge islands, High-Intensity Activated Crosswalk (“HAWK”) signals, Rectangular Rapid Flashing Beacon (“RRFB”), and ADA-compliant features will be added where suitable. Additionally, at the signalized intersections, the crosswalks are realigned where possible to reduce exposure time through the intersection. Leading Pedestrian Intervals (“LPIs”) are added to allow pedestrians a head start to establish themselves in the intersection and bus stops are relocated to the far side to improve visibility of pedestrians in the crosswalks.

Raised medians and a reduction in lane widths are proposed to promote slower speeds along the corridor to slow traffic and improve safety. The Plan improves the transit

experience along Garvey Avenue by improving the efficiency of the buses at bus stops, connecting transit riders to the Metro Bus Station, and improving the comfort and accommodations at the bus stops. Bus islands, far-side bus stops, queuing bus operations, and upgraded stop accommodations are proposed as part of the Project plans.

Other considerations of the Plan include sidewalk and pavement rehabilitation to meet ADA requirements and improve the riding surface, incorporating LID/stormwater quality improvements, and improving the streetscape.

FISCAL IMPACT/FINANCING

There is no fiscal impact by approving this Resolution.

STRATEGIC PLAN 2023 IMPLEMENTATION

The recommended action will further the City's Strategic Goals 4: Improve Infrastructure/City Fleet and City-Wide Sustainability; 5: Enhance Public Safety; and 6: Enhance Parks, Recreation and Community Services.


CONCLUSION

It is recommended that the City Council consider and approve the Resolution adopting the Garvey Avenue Feasibility Study.

Respectfully submitted,



ALMA K. MARTINEZ
City Manager



JERRY M. MORENO
Public Works and Utilities Director

Attachment:

1. Garvey Avenue Complete Street Feasibility Study Resolution
2. Garvey Avenue Complete Street Plan Feasibility Study Report

DATE: FEBRUARY 25, 2026
PRESENTED TO EL MONTE CITY COUNCIL
<input type="checkbox"/> APPROVED
<input type="checkbox"/> DENIED
<input type="checkbox"/> PULLED
<input type="checkbox"/> RECEIVE AND FILE
<input type="checkbox"/> CONTINUED
<input type="checkbox"/> REFERRED TO
CHIEF DEPUTY CITY CLERK



CITY OF EL MONTE
PUBLIC WORKS DEPARTMENT
CITY COUNCIL AGENDA REPORT

ATTACHMENT 1

GARVEY AVENUE COMPLETE STREET FEASIBILITY STUDY RESOLUTION

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF EL MONTE, CALIFORNIA, APPROVING THE
GARVEY AVENUE COMPLETE STREETS
FEASIBILITY STUDY**

WHEREAS, the El Monte City Council (“City Council”) acknowledges the benefits and value to the public health and welfare of reducing vehicle miles travelled and increasing transportation by encouraging walking, bicycling, and the use of public transportation; and

WHEREAS, the City Council also recognizes that the planning and coordinated development of complete streets infrastructure provides benefits for local governments in the areas of infrastructure cost savings, public health, and environmental sustainability; and

WHEREAS, the California Global Warming Solutions Act of 2006 (AB 32) sets a mandate for the reduction of greenhouse gas emissions in California, which the implementation of a complete streets policy may foster; and

WHEREAS, numerous local agencies in California have adopted complete streets policies, programs, and plans to further the health, safety, welfare, economic vitality, and environmental well-being of their communities; and

WHEREAS, the City’s complete streets initiative provides a long-term vision for bicycle and pedestrian facilities in the City of El Monte (“City”), including recommended improvements, concept drawings, an implementation schedule, and other information to guide future City actions to develop a comprehensive bicycling and walking network and to provide access to transit, schools, and commercial areas; and

WHEREAS, the City has prepared that certain complete streets study entitled “Garvey Avenue Complete Streets Feasibility Study Report” and dated January, 2026 (the “Study”). A true and correct copy of the Study is attached hereto as Exhibit “A” and may also be found on the City’s internet homepage at <https://elmonteca.gov/292/Engineering>; and

WHEREAS, the City has reviewed the findings of the Study and seeks to formally approve it as a guiding document for future planning and project development; and

WHEREAS, the adoption of the Study is exempt from review under the California Environmental Quality Act (“CEQA”) pursuant to CEQA Guidelines Sections 15262 (Feasibility and Planning Studies), 15301(c) (Existing Facilities), 15304(e) (Minor Alterations to Land), 15306 (Information Collection), and 15322 (Educational or Training Programs), in that is primarily an informational and planning document; programs implemented through the CSMP will require future review and action by the City; implementation involves minor alterations to land and/or alterations to existing

City facilities; implementation is intended to reduce vehicle miles travelled, traffic congestion, and production of greenhouse gas emissions; and none of the circumstances in CEQA Guidelines Section 15300.2 applies.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF EL MONTE AS FOLLOWS:

SECTION 1. The City Council of the City of El Monte hereby finds that the foregoing recitals are true and correct.

SECTION 2. The City Council of the City of El Monte hereby adopts the Study attached hereto as Exhibit "A" and made a part of this Resolution, and that said Exhibit is hereby approved and adopted.

SECTION 3. This Resolution shall take effect contingent upon and at the same time as the effectiveness of an Ordinance, amending EMMC Chapter 10.16.

PASSED AND ADOPTED by the City Council of the City of El Monte at its regular meeting on this _____ day of _____ 2026.

Jessica Ancona,
Mayor City of El Monte

ATTEST:

Gabriel Ramirez
City Clerk City of El Monte

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) SS:
CITY OF EL MONTE)

I, Gabriel Ramirez, City Clerk of the City of El Monte, do hereby certify that the above and foregoing Resolution No. _____ was passed, approved, and adopted by the City Council of the City of El Monte, signed by the Mayor and attested by the City Clerk at a meeting of said City held on this _____ day of _____, 2026, and that said Resolution was adopted by the following votes to wit:

AYES:

NOES:

ABSTAIN:

ABSENT:

Gabriel Ramirez, City Clerk City of El Monte



CITY OF EL MONTE
PUBLIC WORKS DEPARTMENT
CITY COUNCIL AGENDA REPORT

ATTACHMENT 2

GARVEY AVENUE COMPLETE STREET FEASIBILITY STUDY REPORT



GARVEY AVE

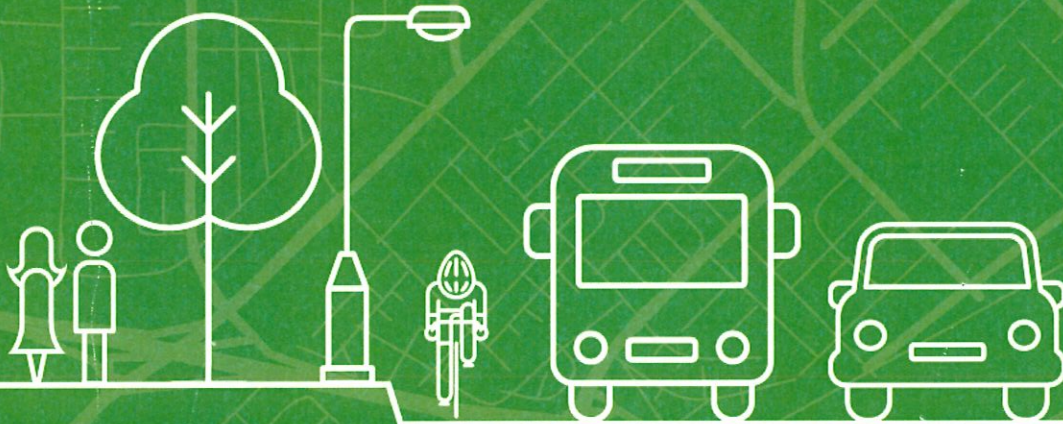
COMPLETE STREETS

Feasibility Study Report

January 2026

Prepared By:

Michael Baker
INTERNATIONAL





GARVEY AVE
COMPLETE STREETS

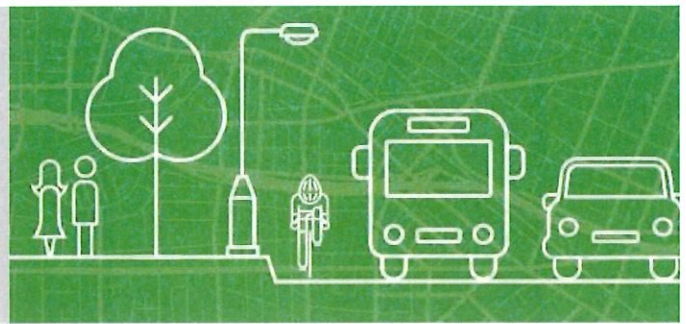


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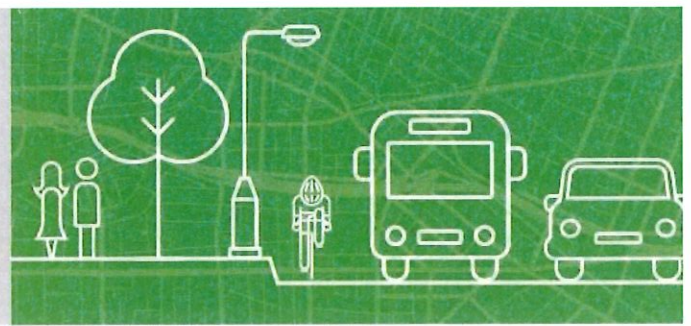


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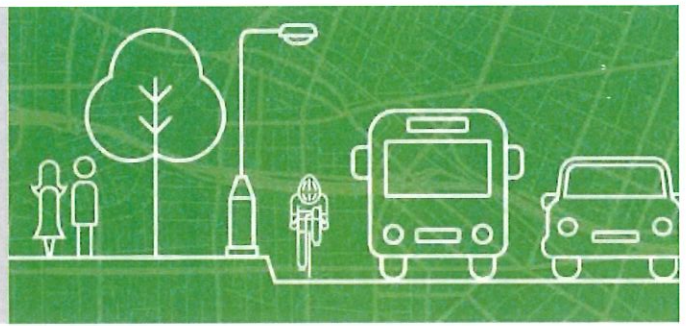
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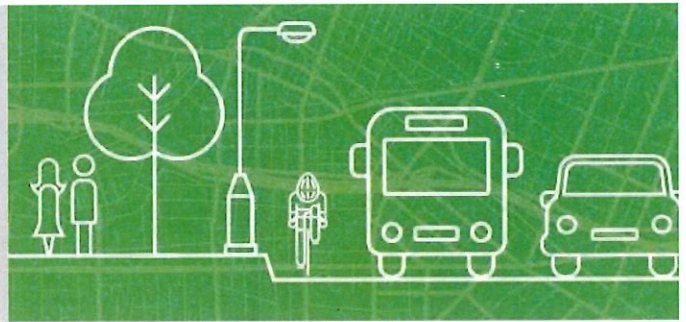


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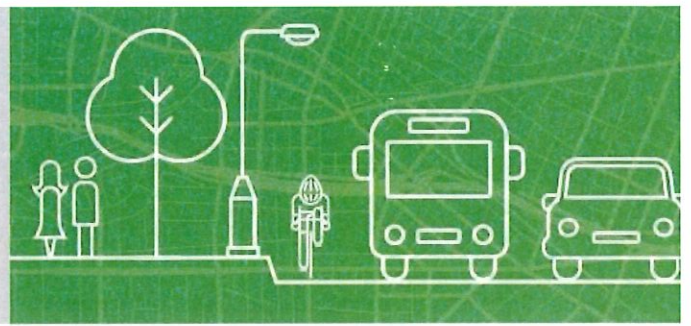
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GARVEY AVE COMPLETE STREETS



1.0 Executive Summary

INTRODUCTION

The City of El Monte (City) commissioned this Feasibility Study to evaluate opportunities and constraints surrounding the integration of mobility improvements that will transform Garvey Avenue into a Complete Street Corridor. This Feasibility Study provides a comprehensive overview of the process the City undertook in developing this Complete Street plan. At the cornerstone of the process was a multi-pronged community engagement strategy that provided opportunities for the community to provide their input either virtually, through the website or in person through pop up events, workshops, and focused advisory committee meetings. As such, this plan is a reflection of the concerns and priorities expressed by the business owners and members of the community and will create a true transformation that aims to improve the walking, bicycling, and traveling experience along Garvey Avenue.

GOALS AND OBJECTIVES OF THE FEASIBILITY STUDY

The goals and objectives of this project are to:

- provide multi-modal accommodations,
- improve safety and access for all users,
- ensure the corridor is fully accessible for users of all ages and abilities,
- enhance transit services along the corridor,
- identify ways to incorporate low impact development through drainage improvements, and
- improve corridor aesthetics through landscape and streetscape enhancements.

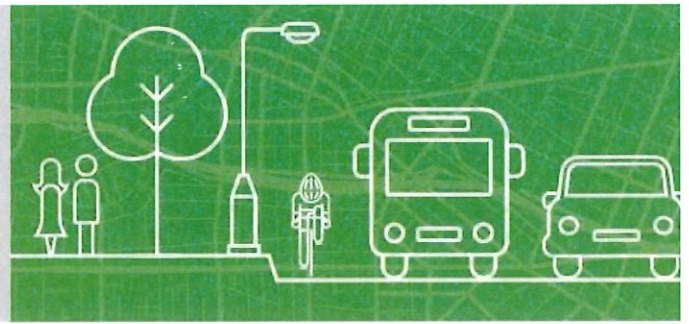
EXISTING CONDITIONS

Garvey Avenue runs roughly parallel to Interstate 10 (I-10) and is an east-west spine that provides vital links to residential areas, commercial centers, activity centers, and transit hubs. The key issues identified in the development of this study were the lack of bicycle facilities, safety concerns, inconsistent pedestrian and transit accommodations and the inconsistent streetscape design. The first phase of the project focused on the physical existing conditions including an evaluation of roadway conditions, a mobility assessment, parking, and collision data, as well as the physical conditions of existing bicycle, transit, and pedestrian facilities.

Through the project limits, Garvey Avenue is a four-lane corridor with either a raised or striped center median that transitions to left turn lanes at intersections. There are 10 signalized intersections and four uncontrolled marked crosswalks through the study area. Parking is provided along both sides of the street along most of Garvey Avenue. Sidewalks exist on both sides of the street with benches and shade trees located intermittently to provide a reasonable environment for pedestrians or transit passengers. Transit is a key component of the transportation system along Garvey Avenue, with



GARVEY AVE COMPLETE STREETS



multiple routes running along and across the corridor. The proximity of the regional transit centers to the corridor makes the first/last mile connections between the corridor and the transit stations vital to mode selection in the community.

Existing operating conditions at seven key intersections were evaluated to determine the current delay experienced by travelers along Garvey Avenue. Additionally, historic crash data was obtained from the Statewide Integrated Traffic Records System (SWITRS) to determine the emphasis areas where safety measures could be recommended along Garvey Avenue to address localized and systemic crash trends. A Pedestrian Environmental Quality Index (PEQI) and Level of Traffic Stress (LTS) analysis were undertaken to provide a qualitative assessment of the existing pedestrian and cycling accommodations to identify priority areas along the corridor.

A comprehensive review of the plans, codes and policies influencing this Complete Street plan was conducted including but not limited to the; Vision El Monte General Plan, Vision Zero Action Plan, and the Streetscape Beautification Master Plan. These plans influenced the options evaluated and the recommendations of this Feasibility Study.



GARVEY AVE COMPLETE STREETS



ALTERNATIVES CONSIDERED

Preliminary design concepts were developed that incorporate complete streets elements and address the identified corridor needs. The overall objective of the Complete Street plan is to formalize recommendations that improve access and mobility for users of all abilities. The key objectives for Garvey Avenue were developing concepts that incorporate bicycle facilities, improve pedestrian accessibility, improve the efficiency of transit operations, and beautify the streetscape. Options explored included a Class II bicycle facility, Class II bicycle facility with a shared bus lane, and a Class IV Cycle Track at sidewalk level. A fourth option was considered that took elements of Class IV cycle track at sidewalk level option. This option included a Class IV cycle track at street level and was noted as the preferred option.

ELEMENTS OF COMPLETE STREET PLAN

The selected alternative will add Class IV bikeways with a raised buffer along Garvey Avenue which dedicates and protects space for bicycles in order to improve perceived comfort and safety and reduce the risk and fear of collisions with overtaking vehicles. Some segments of the corridor will have the Class IV bicycle facility on one side and the Class II facility on the other to provide on-street parking.

With the bicycle facility type selected, the details for each of the other modes were refined. Improving pedestrian access and walkability along Garvey Avenue is a critical component of the Complete Street plan. All pedestrian crossings along the corridor are upgraded to high visibility crosswalks and all intersections are equipped with ADA compliant features. At the uncontrolled marked crosswalks, refuge islands, HAWK signals, RRFBs and advanced yield/stop bar markings are provided where suitable. Additionally, at the signalized intersections; the crosswalks are realigned where possible to reduce the exposure time through the intersection, Leading Pedestrian Intervals are added to allow pedestrians a head start to establish themselves in the intersection, and bus stops are relocated to the far side to improve the visibility of pedestrians in the crosswalk. Raised medians and a reduction in lane widths are proposed to promote slower speeds along the corridor and improve vehicle safety by reducing the number of conflict points.

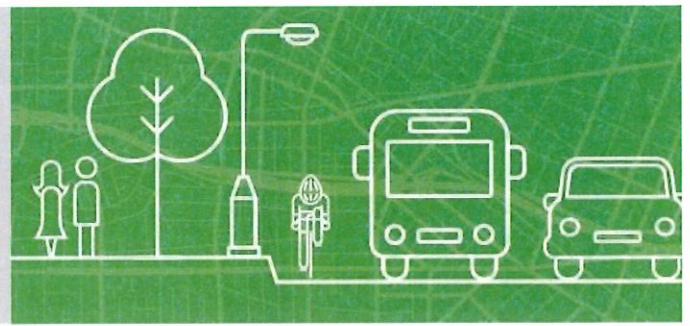
The Complete Street plan improves the transit experience along Garvey Avenue by improving the efficiency for buses at bus stops and improving the comfort and accommodations at the stops. Bus Islands, far side bus stops, and upgraded stop accommodations are proposed as part of this Complete Street plan. Other considerations of the Complete Street plan include sidewalk and pavement rehabilitation to meet ADA requirements and improve the riding surface, incorporating low impact developments/stormwater quality improvement, improving the streetscape.

MOBILITY ASSESSMENT OF PREFERRED COMPLETE STREET PLAN

A mobility assessment of the Preferred Complete Street plan was conducted to evaluate the improvements for cyclists and pedestrians and understand the impacts to vehicular operations at key locations. Significant improvements from the existing conditions were recorded for both pedestrians and cyclists.



GARVEY AVE COMPLETE STREETS



The Complete Street plan does not include significant changes to intersection geometrics or roadway capacity along Garvey Avenue, which will not impact capacity or flow in the travel lanes. Findings indicate all intersections are projected to operate at LOS D or better during the AM and PM peak hours.

Field observations along the corridor suggested that most of the on-street parking along Garvey Avenue were unused or underutilized. As part of this feasibility study, a detailed parking utilization survey was conducted to validate the overall need for on-street parking along the corridor as the Preferred Concept plan eliminates a significant amount of the existing on-street parking.

COMMUNITY ENGAGEMENT

Input from the community was a cornerstone of the concept development for the Garvey Avenue Complete Street plan. A series of community engagement activities were held to spread project awareness and gather community feedback on the concepts. Engagement activities included three public meetings, three pop up events, and an online survey that received over 300 responses. A Community Advisory Committee (CAC) was developed to provide more guided feedback in small group settings before taking the concepts to the public. The CAC for Garvey Avenue consisted of Downtown El Monte Business Association (DEMBA), Active San Gabriel Valley (Active SGV), El Monte Police Department Traffic Safety Bureau, LA Metro, Metrolink and a small group of engaged residents and business owners. Targeted business engagement was also conducted to understand the impacts of the on-street parking removal for local businesses on Garvey Avenue.

IMPLEMENTATION AND NEXT STEPS

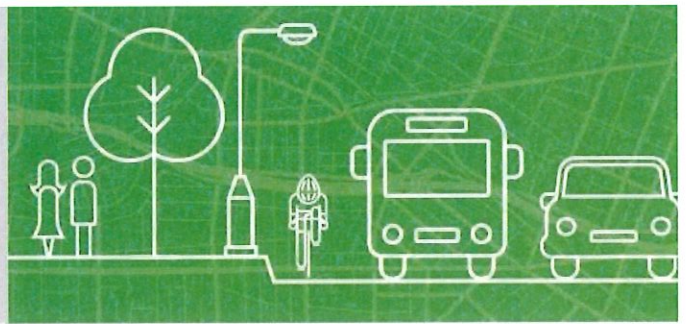
There are various options to be considered for implementing the project. Flexibility will be needed in the implementation process, with the consideration of timing, to maximize available funding, including grant funding. While it would be ideal to construct all improvements at the same time, this could be both financially infeasible and impractical. Phasing of this project will likely be required. This study explores opportunities for immediate or near-term construction and construction of other more complex or costly elements at a later time as funding becomes available. Potential funding opportunities have been identified for the project and are outlined in detail below.

Rough Order of Magnitude (ROM) cost estimates have been developed to provide a general idea of costs to implement the Complete Street plan. The ROM cost includes general overhead related items such as mobilization, traffic control, stormwater protection plan, monument preservation, and utility relocation/coordination; general construction items including contingency; and project delivery costs such as engineering, right of way coordination and construction engineering.

The Complete Street plan was presented to City Council in May 2025 for consideration and comment. Next steps will be for City Council to adopt a resolution of this Feasibility Study Report and Final Complete Street Plan in February 2026; adopt development projects to implement the elements of the Final Complete Street plan where applicable; and pursue grant funding to funding the Preliminary Engineering and Construction costs. The timeline for the next phases of the project is contingent upon receipt of funding.



GARVEY AVE COMPLETE STREETS

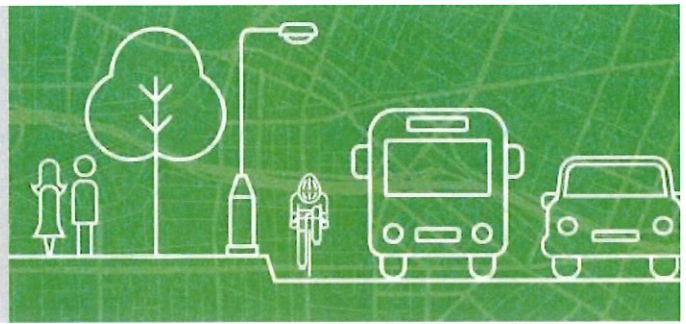


RECOMMENDATIONS

Based on the corridor needs, alternatives analysis, mobility assessment, and community engagement, the Garvey Avenue Complete Street Concept plan was developed. The Complete Street plan included within this Feasibility Study Report should be carried forward for design and construction. However, additional consideration should be given to the streetscape design.



GARVEY AVE COMPLETE STREETS



2.0 Introduction

SCOPE AND PURPOSE OF THE COMPLETE STREET PLAN

The City of El Monte commissioned this Feasibility Study to evaluate opportunities and constraints surrounding the integration of mobility improvements that will transform Garvey Avenue into a Complete Street Corridor. Garvey Avenue (Figure 1) runs roughly parallel to Interstate 10 (I-10) and has a direct connection to I-10 at the Garvey Avenue/Durfee Avenue intersection. It is an east-west spine that provides vital links to residential areas, commercial centers, activity centers, and transit hubs.

Within the project limits, Garvey Avenue is four lanes and on-street parking is permitted except for the approaches to intersections and at bus stops. The posted speed limit is 35 miles per hour (mph). The ROW width is 100' and the curb-to-curb width is approximately 76'. There are striped medians and left turn lanes that are approximately 10'-14' wide with short stretches of raised medians that are 8' wide, which have matured eucalyptus trees and street lighting within them. There are existing 10'-12' sidewalks on both sides of Garvey Avenue, 10 signalized intersections and four uncontrolled crossings within the project limits.

Transit service along Garvey Avenue is frequent with multiple bus lines running along the corridor. In addition, there are two transit centers within walking distance of the corridor: El Monte Metrolink Station and El Monte Busway Station. The proximity of these regional transit centers to the corridor makes the first/last mile connections between the corridor and the transit stations vital to mode selection in the community. Once along the corridor, bus stops along Garvey Avenue provide key linkages to local bus service provided by LA Metro, Foothill Transit, and Norwalk Transit.



Photo 1: Garvey Avenue and Santa Anita Avenue



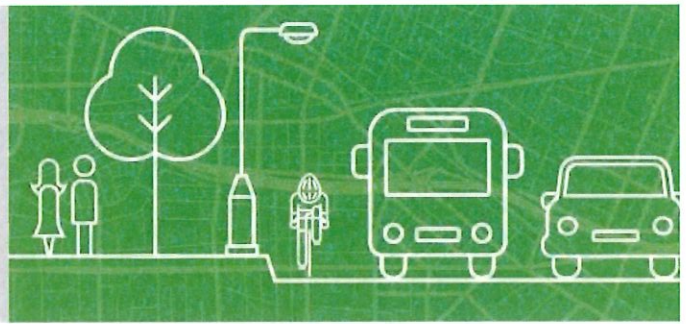
Photo 2: Existing conditions near Tyler Ave



Photo 3: Valley Boulevard and Garvey Avenue intersection



GARVEY AVE COMPLETE STREETS



GOALS AND OBJECTIVES OF THE FEASIBILITY STUDY

The goals and objectives of this project are to:

- provide multi-modal accommodations,
- improve safety and access for all users,
- ensure the corridor is fully accessible for users of all ages and abilities,
- enhance transit services along the corridor,
- identify ways to incorporate low impact development through drainage improvements, and
- improve corridor aesthetics through landscape and streetscape enhancements.

The Garvey Avenue Complete Street plan meets these objectives by:

- integrating Class IV directional bicycle facilities by removing on-street parking along parts of the corridor,
- modifying existing transit stops by relocating to the far side of the intersection where feasible to improve visibility of pedestrians in crosswalks and improve transit efficiency,
- enhancing existing uncontrolled marked crossings by adding raised medians where feasible to create a two-phase crossing and reduce pedestrian exposure time to vehicular traffic, as well as add either new High Intensity Activated Crosswalk (HAWK) signals or rectangular rapid flashing beacons (RRFBs) to stop vehicles while pedestrians are crossing,
- enhancing streetscape and corridor beautification through a consistent plant palette including a mix of palms and canopy trees in the center median, new parkway planting, and curb adjacent canopy street trees, and
- integrating sustainable solutions including drainage infrastructure to capture and treat street run off from wet or dry weather conditions, integration of new street lighting (solar where feasible) and creating more permeable surfaces.

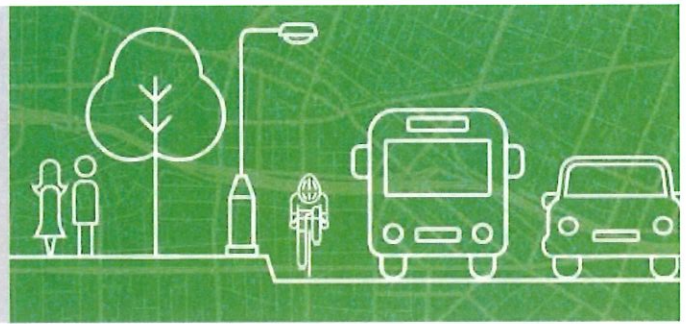


Photo 4: Rendering of proposed concepts including Class IV bicycle facility, High Intensity Activated Crosswalk (HAWK), and landscaped median

This feasibility study report provides a comprehensive overview of the process the City undertook in developing this Complete Street plan. At the cornerstone of the process was a multi-pronged community engagement strategy that provided opportunities for members of the community to provide their input either virtually, through the website or in person. As such, this plan is a reflection of the concerns and priorities expressed by the community and will create a true transformation that aims to shift traveler behaviors and encourage people to walk, ride, roll or stroll to the many activity centers along Garvey Avenue.



GARVEY AVE COMPLETE STREETS



3.0 Existing Conditions

The first phase of the project included analysis of existing conditions along the corridor. As summarized in this section, the existing conditions analysis included intersection counts, level of service (LOS) analysis by intersection, analysis of collision data, analysis of existing bicycle facilities and analysis of existing pedestrian facilities.

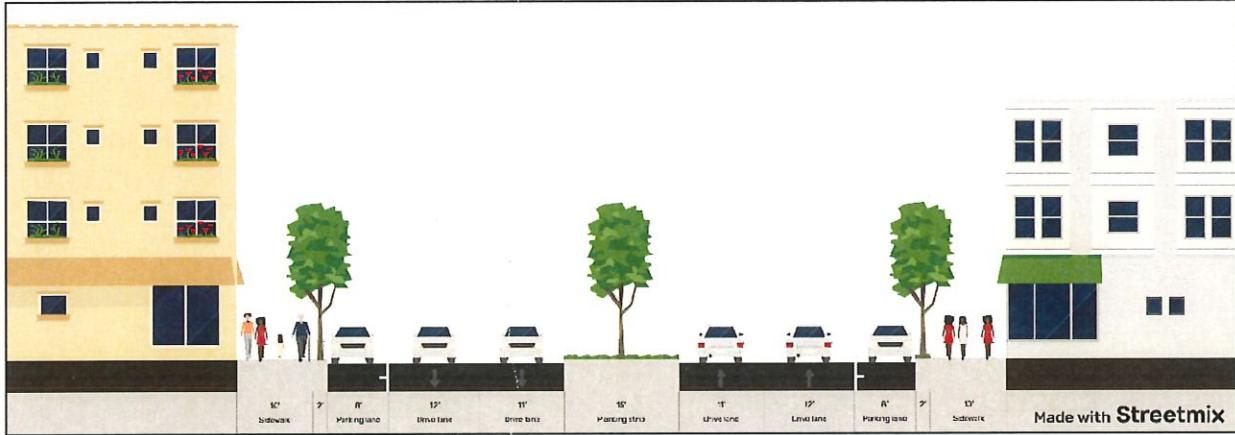
VEHICULAR CONDITIONS

Regionally, Garvey Avenue runs parallel to I-10 from Monterey Park to City of El Monte. This feasibility study and Complete Street plan focuses on the section of Garvey Avenue from the western limits of the City of El Monte to Valley Boulevard (**Figure 1**). Within the project limits, Garvey Avenue is four lanes and on-street parking is permitted except for the approaches to intersections and at bus stops. The posted speed limit is 35 miles per hour (mph). The ROW width is 100' and the curb-to-curb width is approximately 76'. There are striped medians and left turn lanes that are approximately 10'-14' wide with short stretches of raised medians that are 8' wide, which have matured eucalyptus trees and street lighting within them. There are existing 10'-12' sidewalks on both sides of Garvey Avenue, 10 signalized intersections and four uncontrolled crossings within the project limits. **Figure 2** below shows the existing cross sections on Garvey Avenue.

Figure 1: Corridor Overview Map



Figure 2: Existing Cross Section





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Field observations indicated that while on-street parking is allowed along most of the corridor, most of the time those spaces were unoccupied. The parking study prepared for the corridor confirmed that for most of the on-street parking was occupied less than 25% of the time.

Operational Analysis

LOS is commonly used as a qualitative description of intersection operation. The intersection analysis prepared for the corridor conforms to the operational analysis methodology outlined in the *Highway Capacity Manual (HCM) 6th Edition* and performed utilizing the *Synchro II*. The HCM methodology describes the operation of an intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions). LOS is assigned based on the corresponding stopped delay, in terms of seconds per vehicle (sec/veh). The criteria of the LOS grade designations for intersections are provided in **Table 1** below.

Unsignalized intersection LOS for all-way stops is based on the average delay for all approaches. Delay for one-way or two-way stop-controlled intersections are based on available gaps in traffic flow on the non-controlled approach and LOS is based on the approach with the worst delay.

Table 1: Level of Service Criteria

LOS	Control Delay (seconds/vehicle)		Description
	Signalized	Unsignalized	
A	<10	<10	Operations with very low delay and most vehicles do not stop.
B	>10 and ≤20	>10 and ≤15	Operations with good progression but with some restricted movements.
C	>20 and ≤35	>15 and ≤25	Operations where a significant number of vehicles are stopping with some backup
D	>35 and ≤55	>25 and ≤35	Operations where congestion is noticeable, longer delays occur, and many
E	>55 and ≤80	>35 and ≤50	Operations where there is significant delay, extensive queuing, and poor
F	>80	>50	Operations that are unacceptable to most drivers, when the arrival rates exceed

Source: *Highway Capacity Manual, 6th Edition*

There are 10 signalized intersections and 4 uncontrolled marked crosswalks through the study area **Figure 3** illustrates the limits of the study area, locations of the signalized intersections, and the locations of the uncontrolled marked crosswalks.

Intersections determined to be the most representative of the overall driver experience along Garvey Avenue were selected for detailed operational analysis. Existing operating conditions at six key intersections conditions were evaluated to



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determine the current delay experienced by travelers at along Garvey Avenue. **Figure 4** illustrates the lane configuration at each of the six key intersections.

Traffic counts were collected at the six intersections on Wednesday December 13, 2024 for the morning (7:00 AM to 9:00 AM) and the evening (4:00 PM to 6:00 PM) peak periods and are summarized in **Figure 5**.

Appendix A contains the count data collected for this analysis. For the purposes of this analysis, LOS D will be the minimum acceptable condition.



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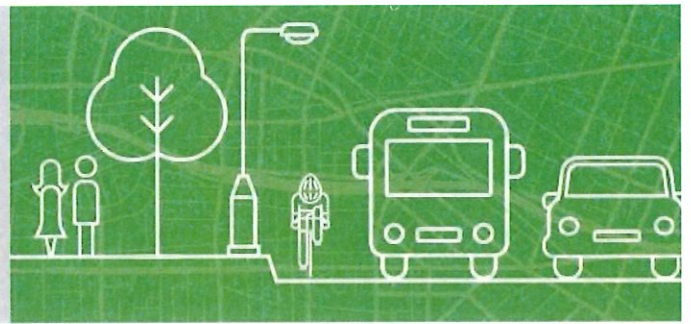


Table 2 summarizes the results of the existing conditions operational analysis. As shown, all intersections operate at LOS D or better during the AM and PM peak hours.

Table 2: Operational Analysis Results - Existing Conditions (2023)

ID	Intersection	Control Type	AM Peak Hour		PM Peak Hour	
			LOS	Delay	LOS	Delay
1	Garvey Avenue and Merced Avenue	SIG	B	10.8	B	11.0
2	Garvey Avenue and Santa Anita Avenue	SIG	D	40.0	D	42.9
3	Garvey Avenue and Tyler Avenue	SIG	B	12.1	B	14.1
4	Garvey Avenue and Peck Road	SIG	B	13.1	B	15.0
5	Garvey Avenue and Meeker Avenue	SIG	B	13.2	C	20.6
6	Garvey Avenue and Mountain View Avenue	SIG	B	10.2	B	12.3

- Notes:**
- 1) LOS = Level of Service.
 - 2) LOS E or LOS F in **red bold font** where applicable.
 - 3) SIG = Signalized Control.
 - 4) Overall LOS provided for signalized intersection.
 - 5) Delay shown in seconds per vehicle.

Not to Scale



Existing Intersections & Uncontrolled Marked Crosswalks

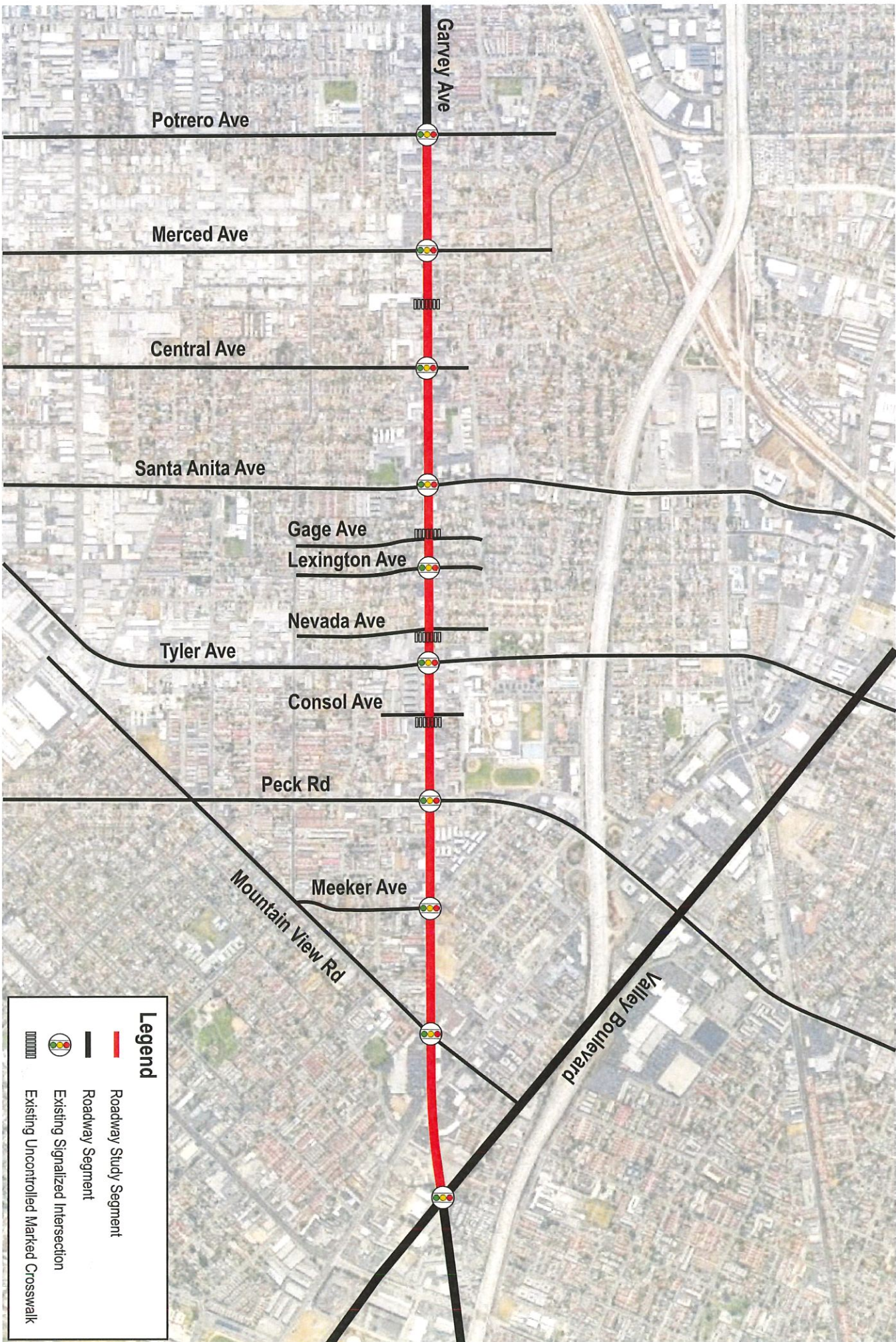
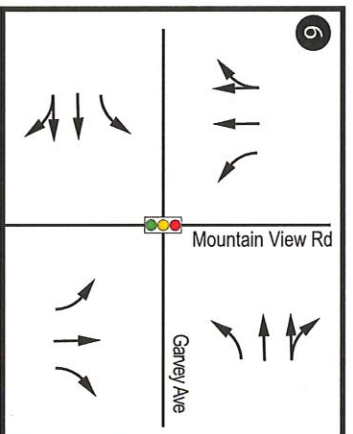
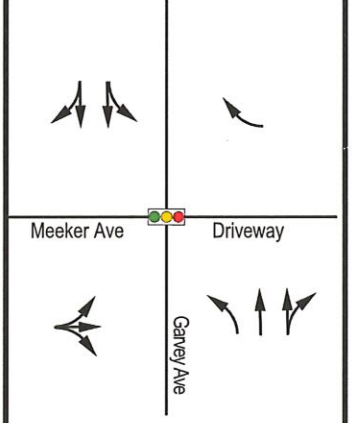
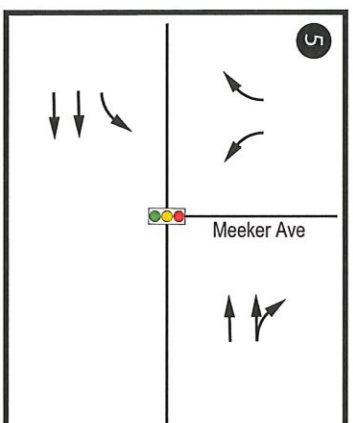
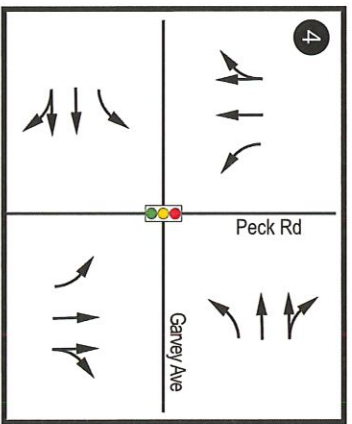
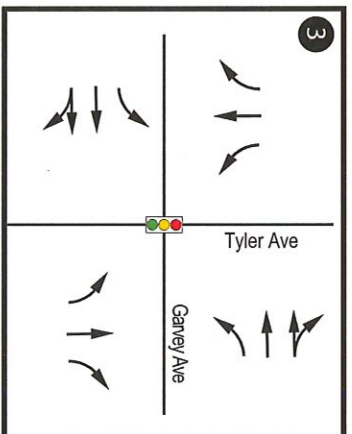
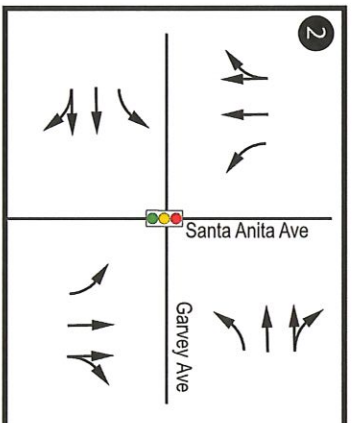
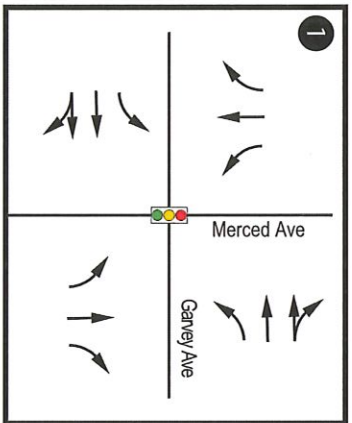
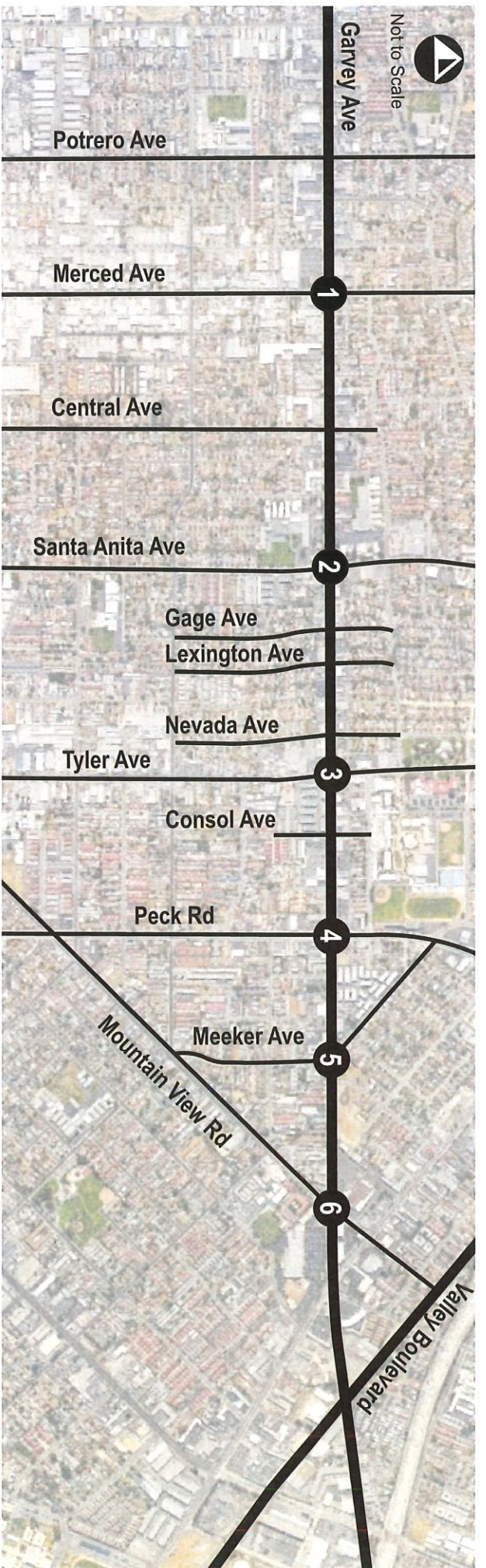


Figure 3



Legend

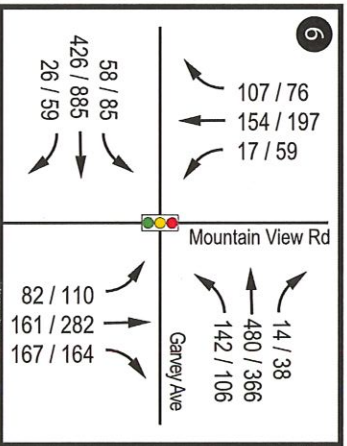
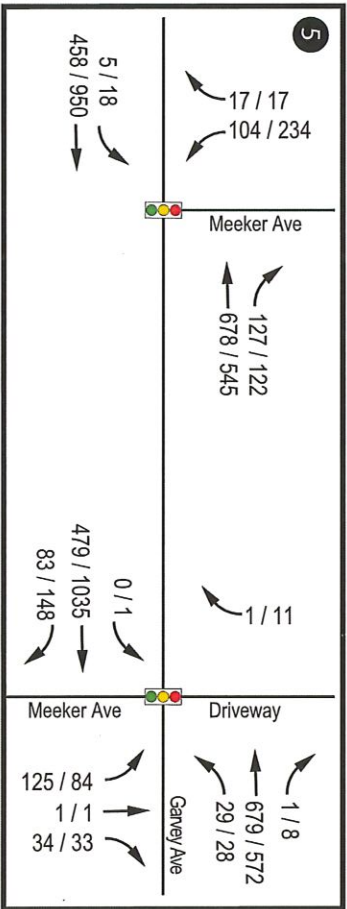
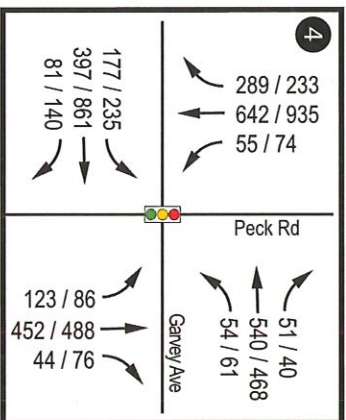
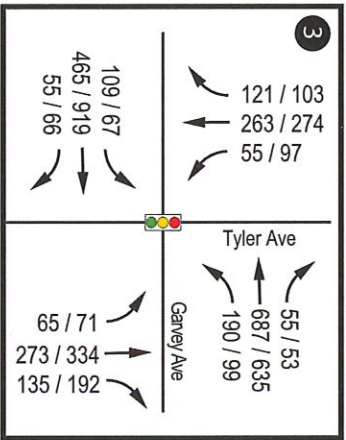
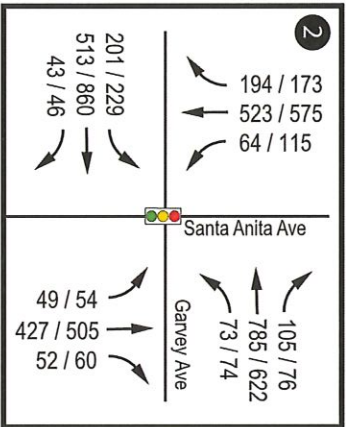
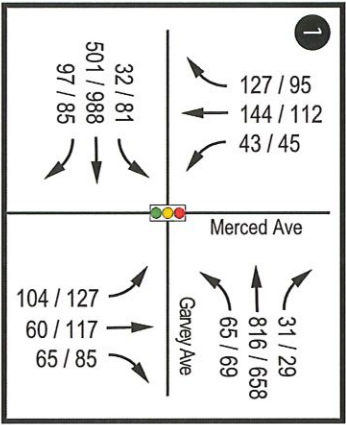
- # Study Intersection
- Existing Lane
- 🚦 Signalized Intersection
- 🛑 Stop Sign

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Intersection Lane Configuration

Figure 4



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Jun. 2024

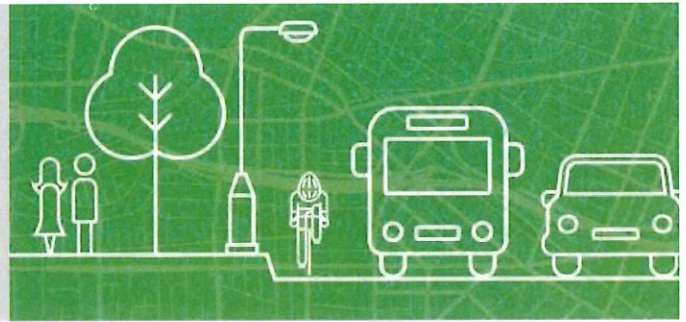
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Existing AM & PM Peak Hour Volumes

Figure 5



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Vehicular Safety Assessment

Crash data is a key metric when assessing the safety and reliability of the overall transportation system. Crash data was obtained from the Statewide Integrated Traffic Records System (SWITRS) for a five-year period from January 2018 to December 2022. The data was used to determine the emphasis areas where safety measures could be recommended along Garvey Avenue to address localized and systemic crash trends.

During this study period, a total of 186 crashes were reported with 6% resulting in a severe injury, 47% resulting in a visible injury, and 47% resulting in complaints of pain. **Figure 6** illustrates the location of the fatalities, severe injury crashes and locations of crashes resulting in visible injuries. Crash severity by location is summarized in **Table 3**.

The most common crash type was a broadside collision and the most common cause was automobile right of way violation, as illustrated in **Figure 7**. A summary of crash type by location is provided in **Table 4** and crash cause in **Table 5**.

The top five vehicle-involved crash locations occurred at the intersections of Valley Boulevard, Merced Avenue, Santa Anita Avenue, Peck Road, and Mountain View Road. **Figure 8** is a heat map that shows where the highest concentration of vehicle-involved crashes occurred along Garvey Avenue.



GARVEY AVE
COMPLETE STREETS

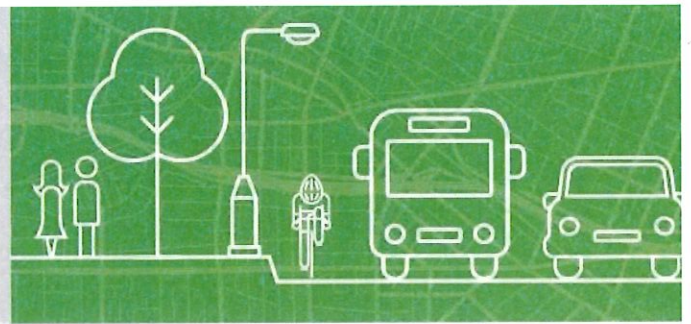


Table 3: Crash Severity by Location

Crash Locations	Number of Crashes (2018-2022)	Crash Severity				
		Fatal	Severe	Other Visible Injury	Complaint of Pain	Property Damage Only
Potrero Ave	5		1		4	
Sastre Ave	1				1	
Seaman Ave	6		1	2	3	
Merced Ave	22		1	8	13	
Edwards Ave	1		1			
Central Ave	15		1	11	3	
Doreen Ave	6			4	2	
Santa Anita Ave	20		1	11	8	
Granada Ave	2				2	
Gage Ave	1			1		
Lexington Ave	11			5	6	
Washington Ave	1		1			
Nevada Ave	4			2	2	
Tyler Ave	12		1	4	7	
Consol Ave	3			2	1	
New Deal Ave	4				4	
Peck Rd	20		1	10	9	
Dee Ave	1				1	
VuePointe Wy	1			1		
Meeker Ave	5			4	1	
La Madera Ave	3				3	
Mountain View Rd	18			8	10	
Cogswell Rd	3			1	2	
Valley Blvd	21		2	13	6	
Total	186	0	11	87	88	0



GARVEY AVE
COMPLETE STREETS

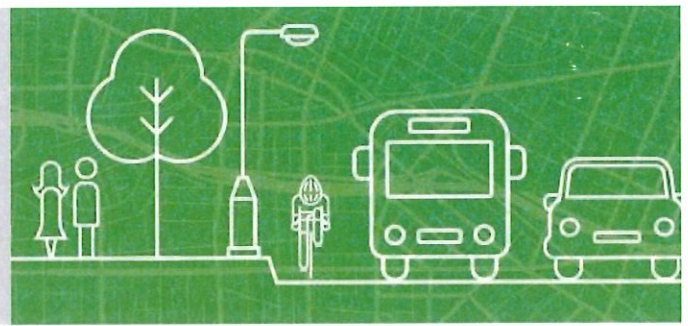


Table 4 Crash Type by Location

Crash Locations	Number of Crashes	Broadside	Head-On	Hit Object	Not Stated	Other	Overturned	Rear-End	Sideswipe	Vehicle/Pedestrian
	(2018 – 2022)									
Potrero Ave	5	3		1				1		
Sastre Ave	1	1								
Seaman Ave	6	1						1		4
Merced Ave	22	3	3					8	2	6
Edwards Ave	1	1								
Central Ave	15	5	1	1				6	1	1
Doreen Ave	6	5							1	
Santa Anita Ave	20	10	1		1			5		3
Granada Ave	2	1						1		
Gage Ave	1	1								
Lexington Ave	11	7						1	1	2
Washington Ave	1	1								
Nevada Ave	4	3								1
Tyler Ave	12	9	1	1				1		
Consol Ave	3			2						1
New Deal Ave	4	1		1					2	
Peck Rd	20	11	1	1				5	2	
Dee Ave	1	1								
VuePointe Wy	1							1		
Meeker Ave	5							2	2	1
La Madera Ave	3			1					2	
Mountain View Rd	18	6		1		2		6	1	2
Cogswell Rd	3	1	1							1
Valley Blvd	21	9	1			2	2	4	1	2
Total	186	80	9	9	1	4	2	42	15	24



GARVEY AVE
COMPLETE STREETS

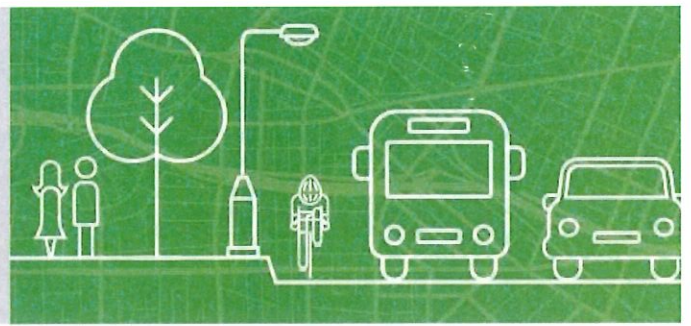
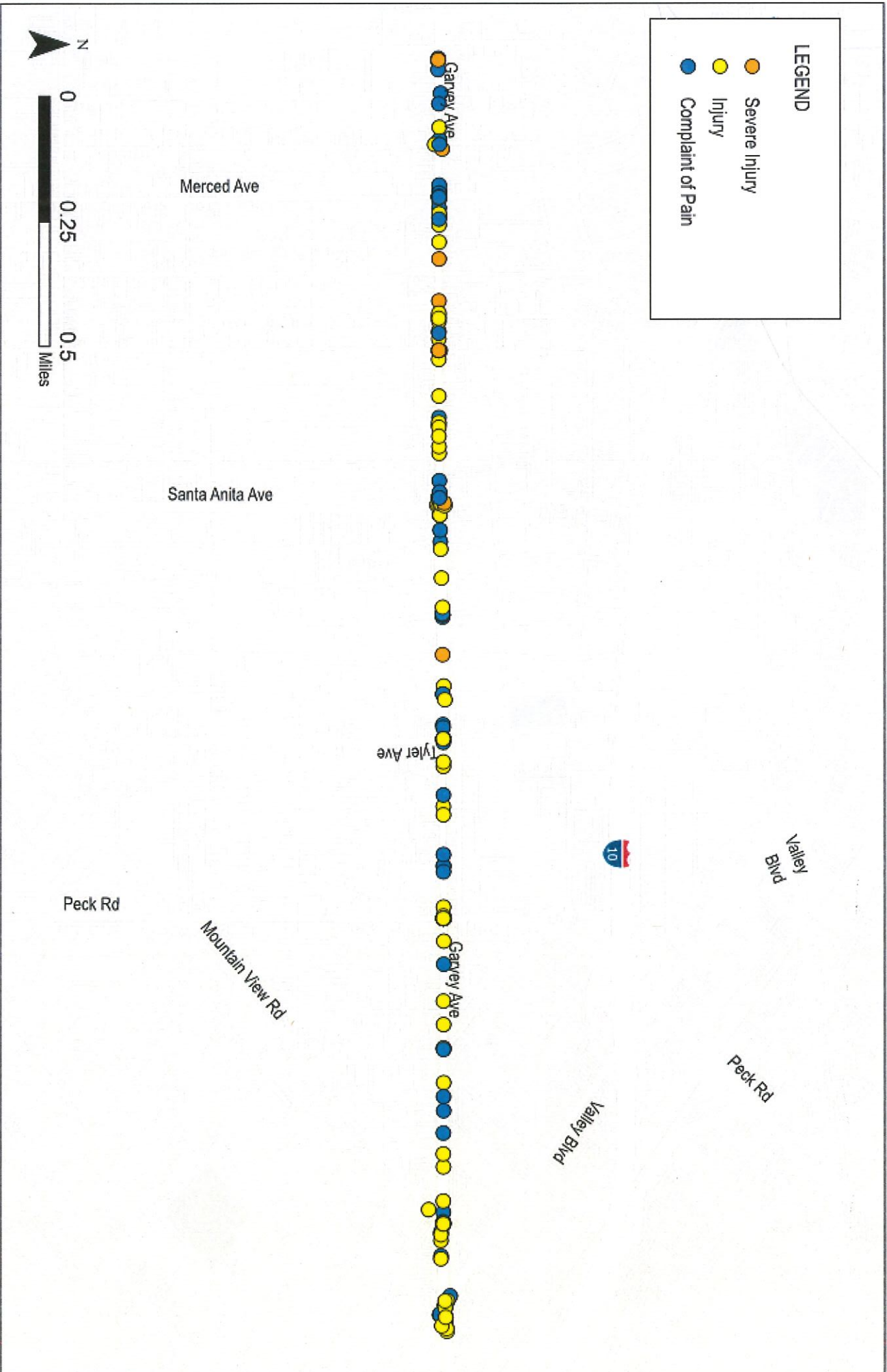
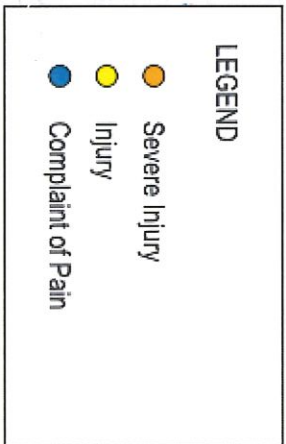


Table 5: Crash Cause by Location

Crash Locations	Number of Crashes (2018 – 2022)	Automobile ROW	DUI	Following too Closely	Improper Passing	Improper Turning	Other Hazardous Violation	Other improper Driving	Other than Driver (Or Ped)	Pedestrian ROW	Pedestrian Violation	Traffic Signals and Signs	Unknown/Not Stated	Unsafe Lane Change	Unsafe Speed	Unsafe Starting or Backing	Wrong Side of Road
Potrero Ave	5	2	1	1										1			
Sastre Ave	1	1															
Seaman Ave	6			1							3		1			1	
Merced Ave	22	1		4				1	1	4	2	1	1		5		2
Edwards Ave	1		1														
Central Ave	15	2		2	1	2			1		1		3		3		
Doreen Ave	6	2			1	1								1			1
Santa Anita Ave	20	5		1		2					1	2	3	1	3		2
Granada Ave	2	1													1		
Gage Ave	1	1															
Lexington Ave	11	1				1						6			1		2
Washington Ave	1	1															
Nevada Ave	4	1								1							2
Tyler Ave	12	1	1	1		4						3	1				1
Consol Ave	3		2							1							
New Deal Ave	4	1						1					2				
Peck Rd	20	6	1	3			2					3	3	1	1		
Dee Ave	1	1															
VuePointe Wy	1		1														
Meeker Ave	5					1			1		1			1	1		
La Madera Ave	3					1							1	1			
Mountain View Rd	18	4	1	2						2			3	1	4		1
Cogswell Rd	3	1					1										1
Valley Blvd	21	7	1		1	2			1	1	1	1	2		4		
Total	186	39	9	15	3	14	3	2	4	9	9	16	20	7	23	1	12

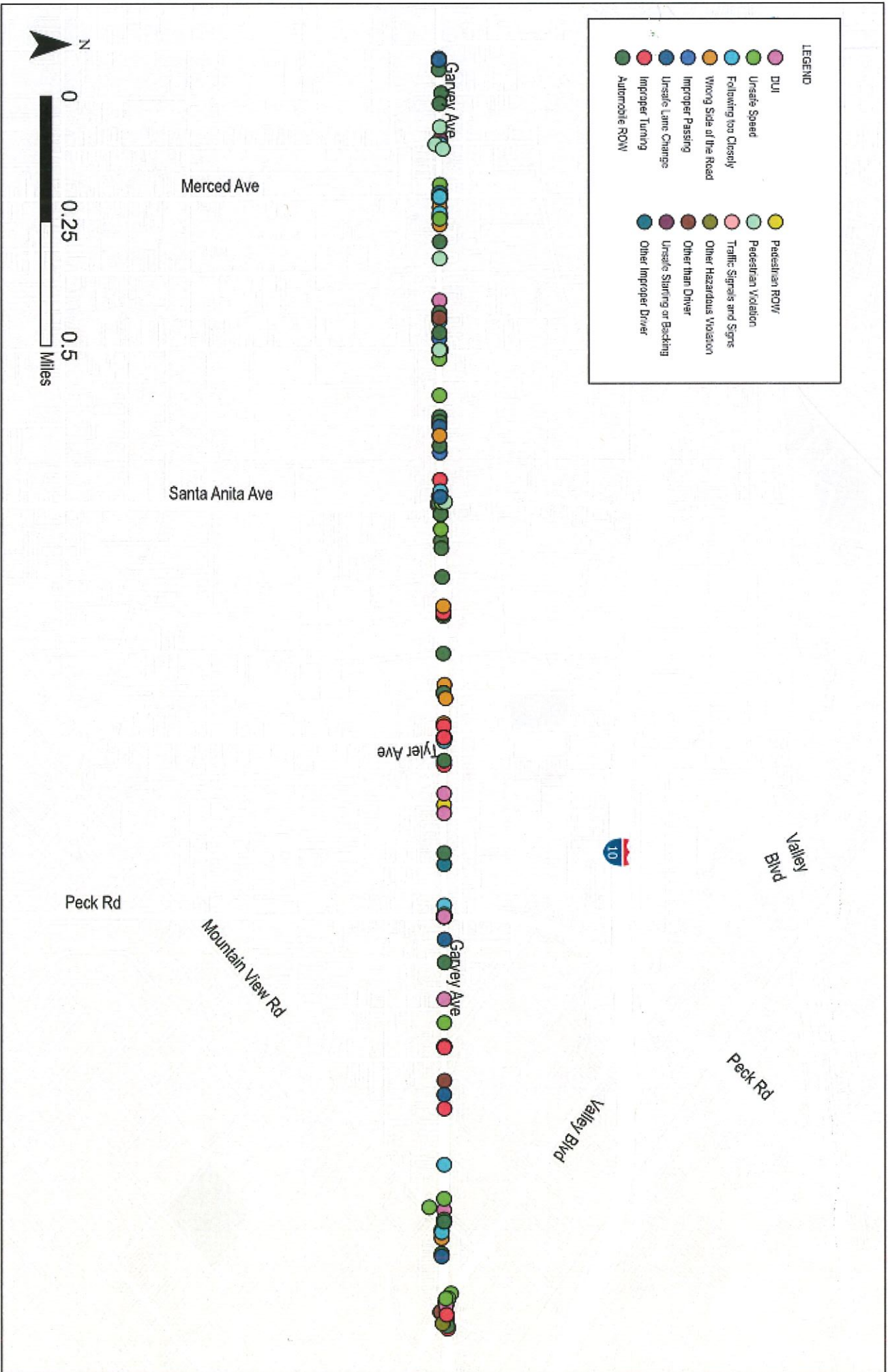


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Crash Severity (2018-2022)

Figure 6

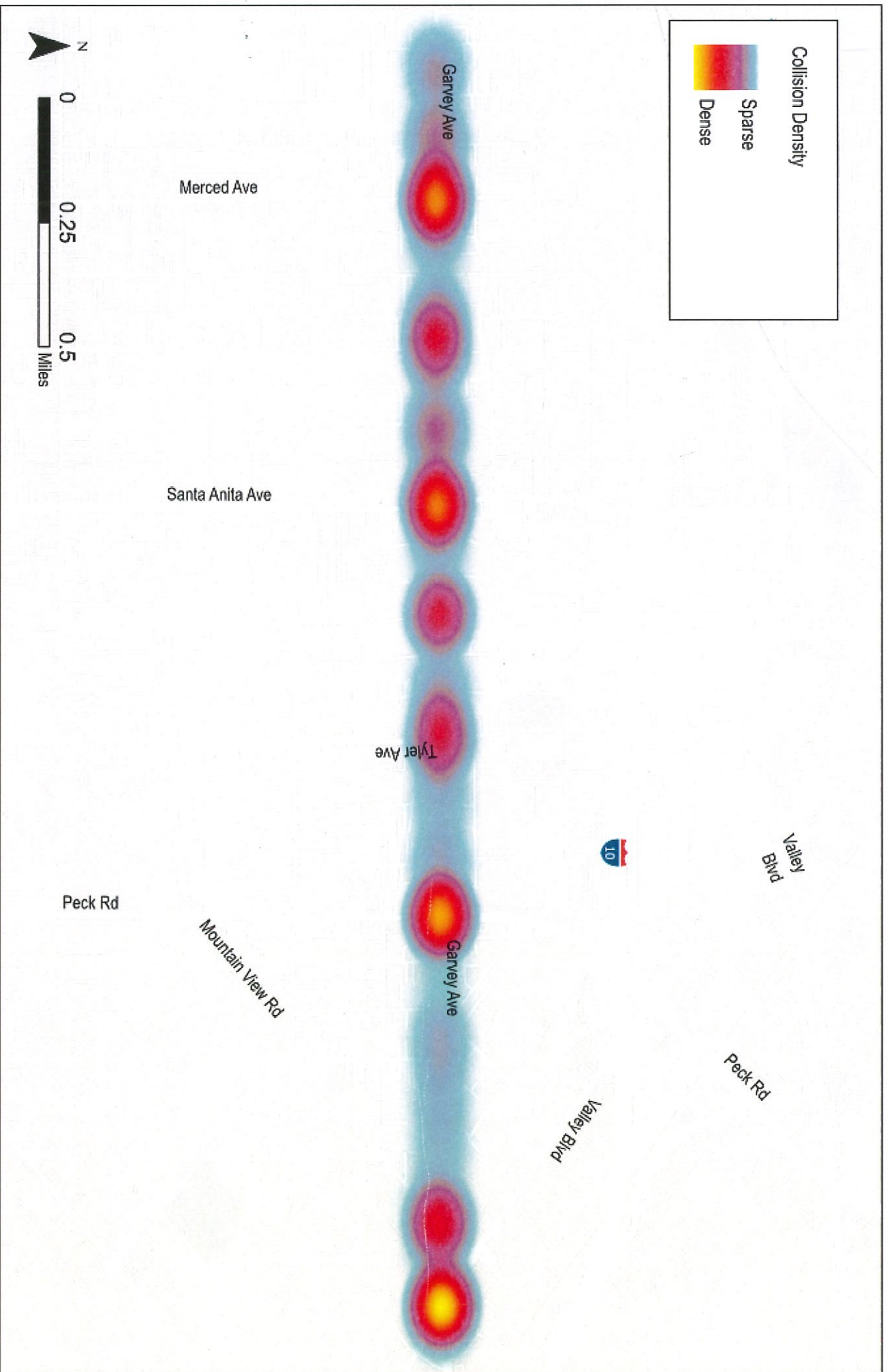


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Cause of Crash (2018-2022)

Figure 7



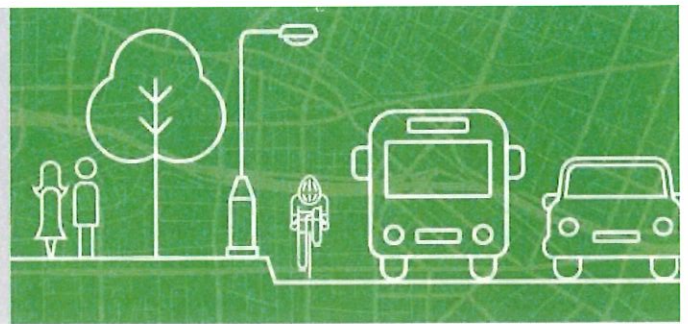
Vehicle-Involved Collision Heat Map (2018-2022)

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GARVEY AVE COMPLETE STREETS



PEDESTRIAN AND BICYCLE CONDITIONS

There are existing 8' to 12' sidewalks on both sides of Garvey Avenue. Most of the sidewalks are in fair condition with some lifting or deterioration due to age or landscaping. Benches and shade trees are provided intermittently along the corridor that help provide a reasonable environment for pedestrians or transit passengers.

While most marked pedestrian crossings are located at signalized intersections, there are four uncontrolled marked crosswalks along Garvey Avenue. These four locations typically have overhead street lighting, RRFBs and signage. During public meetings and pop-up events, community members expressed concerns about these crossings indicating they felt uncomfortable crossing as vehicles failed to stop for them or the speed and volume of traffic made crossing challenging or raised safety concerns.

There are no bicycle facilities along Garvey Avenue. While cyclist should share the road with vehicular traffic, many bicyclists were observed riding on the sidewalk to avoid parked and moving vehicles. There are limited locations where bicycle racks are provided at or near local businesses or near bus stops.

Pedestrian Environmental Quality Index

Roadway segments and intersections were evaluated for pedestrian quality using the Pedestrian Environmental Quality Index (PEQI). The PEQI is a qualitative pedestrian survey of the street that assesses the quality of the walking environment along roadway segments and at intersections.

The PEQI methodology is based on a tool originally developed in 2018 by the San Francisco Department of Public Health and later refined by Center for Occupational and Environmental Health at the University of California, Los Angeles. The methodology provides the point thresholds and weighted criteria for each item included in the index. The weighted criteria and scoring for each item are included in **Appendix B**.

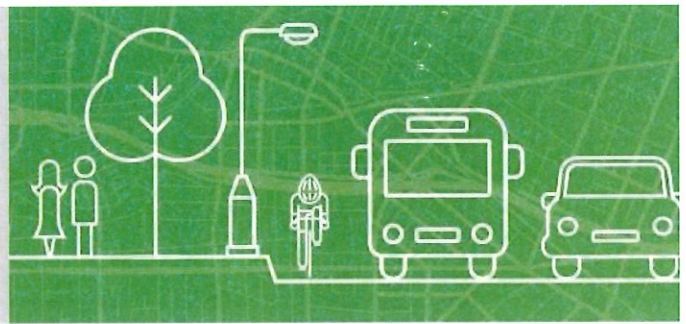
It should be noted that the PEQI assessment is a high-level look at the study area and does not necessarily take into account the detailed pedestrian infrastructure. Therefore, the assessment should be

Analysis Criteria for PEQI Analysis

- **Intersection Safety**
 - Crosswalks
 - Countdown Signal
 - Traffic Signal
 - Crossing Distance
 - No Turn on Red
 - Traffic Calming Features
 - Pedestrian Signs
- **Traffic**
 - Number of Lanes
 - Two-Way Traffic
 - Vehicle Speed
 - Traffic Volume
 - Traffic Calming Features
- **Street Design**
 - Sidewalk Width
 - Sidewalk Surface
 - Sidewalk Obstructions
 - Presence of Curb
 - Driveway Cuts
 - Trees, Gardens
 - Public Seating (or bus stops)
 - Buffers
 - Distance between Controlled or
 - Enhanced Crosswalks
- **Land Use**
 - Public Art
 - Historic Sites
 - Retail
- **Perceived Safety**
 - Illegal Graffiti
 - Litter
 - Pedestrian-Scale Lighting
 - Construction Sites
 - Abandoned Buildings



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COMPLETE STREETS



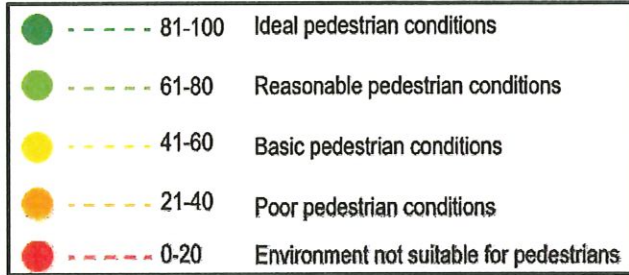
considered more qualitative assessment of the quality and comfort of the overall pedestrian environment.

The PEQI assessment requires the collection of specific data about the elements of the physical environment and establishes the “walkability” of the area. The tool considers data in five categories: intersection safety, traffic, street design, land use, and perceived safety. The elements shown to the right were assessed within the study area.

The index evaluates individual components of the physical environment, which are assessed for existence, quality, and overall pedestrian comfort. Information collected from the survey can be used to identify priority areas for improving the walkability of an area, either through individual index elements or for comprehensive improvements.

The total PEQI score can range from 0 to 100 points, broken into the five categories shown in **Figure 9** (from the San Francisco Department of Public Health).

Figure 9: PEQI Score Ranges



PEQI Analysis

Existing pedestrian conditions along Garvey Avenue were analyzed using the PEQI methodology discussed above. Existing conditions worksheets are provided in **Appendix D**. The results of this analysis are shown in **Table 6** (roadway segment analysis) and **Table 7** (intersection analysis).

As shown in the tables, the roadway segment analysis indicated that the pedestrian conditions along Garvey Avenue are ranked as “basic pedestrian conditions.” This could be due to the lack of wide and consistent driveways, and general lack of shade, benches, or planters. The intersection analysis indicated that all analyzed intersections along Garvey Avenue were ranked as “basic pedestrian conditions” or worse with four intersections ranked as “reasonable pedestrian conditions”. This could be due to lack of pedestrian signs, poorly marked or limited visibility crossings, and missing or non-compliant curb ramps.



Photo 5: Example sidewalk along Garvey Avenue



Photo 6: Example crosswalk along Garvey Avenue



GARVEY AVE
COMPLETE STREETS

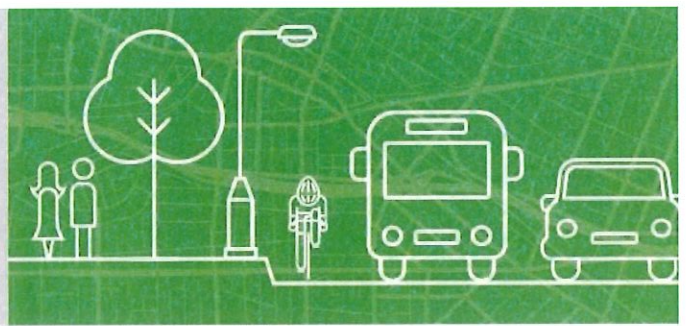


Table 6: Existing Conditions PEQI Roadway Segment Analysis

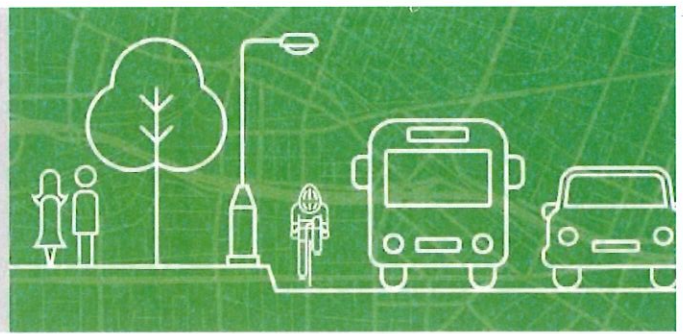
Street Name	Cross Street 1	Cross Street 2	Side of Street	Total PEQI Score	Pedestrian Conditions
Garvey Avenue	Potrero Avenue	Merced Avenue	East	54	Basic Pedestrian Conditions
			West	54	Basic Pedestrian Conditions
	Merced Avenue	Santa Anita Avenue	East	58	Basic Pedestrian Conditions
			West	56	Basic Pedestrian Conditions
	Santa Anita Avenue	Tyler Avenue	East	55	Basic Pedestrian Conditions
			West	54	Basic Pedestrian Conditions
	Tyler Avenue	Peck road	East	56	Basic Pedestrian Conditions
			West	57	Basic Pedestrian Conditions
Peck Road	Valley Boulevard	East	58	Basic Pedestrian Conditions	
		West	54	Basic Pedestrian Conditions	

Table 7: Existing Conditions PEQI Intersection Analysis

Street Name 1	Street Name 2	Total PEQI Score	Pedestrian Conditions
Garvey Avenue	Potrero Avenue	44	Basic Pedestrian Conditions
	Merced Avenue	68	Reasonable Pedestrian Conditions
	California Training School	23	Poor Pedestrian Conditions
	Central Avenue	50	Basic Pedestrian Conditions
	Santa Anita Avenue	50	Basic Pedestrian Conditions
	Gage Avenue	63	Reasonable Pedestrian Conditions
	Lexington Avenue	50	Basic Pedestrian Conditions
	Nevada Avenue	63	Reasonable Pedestrian Conditions
	Tyler Avenue	21	Basic Pedestrian Conditions
	Consol Avenue	63	Reasonable Pedestrian Conditions
	Peck Road	48	Basic Pedestrian Conditions
	Meeker Avenue	39	Poor Pedestrian Conditions
	Mountain View Road	50	Basic Pedestrian Conditions
	Valley Boulevard	60	Basic Pedestrian Conditions



GARVEY AVE COMPLETE STREETS



Bicycle Assessment

Existing bicycle facilities were assessed using the Level of Traffic Stress (LTS) analysis. LTS is a qualitative measure that assesses a bicyclist's level of discomfort or stress based on the quality of the bicycling environment and provided facilities. In this assessment, scores range from LTS 1 (most comfortable, least stressful) to LTS 4 (least comfortable, most stressful).



LTS 1 Typical Users

LTS 1 – Represents the most comfortable and least stressful bicycling environment. LTS 1 is the level that is comfortable for most people, including children.



LTS 2 Typical Users

LTS 2 – Represents a fairly comfortable and low-stress bicycling environment. LTS 2 is the level that is comfortable for the mainstream adult population.



LTS 3 Typical Users

LTS 3 – Represents a fairly uncomfortable and high-stress bicycling environment. LTS 3 is the level that is comfortable for those who are confident in their bicycling abilities but prefer to have dedicated space while riding.

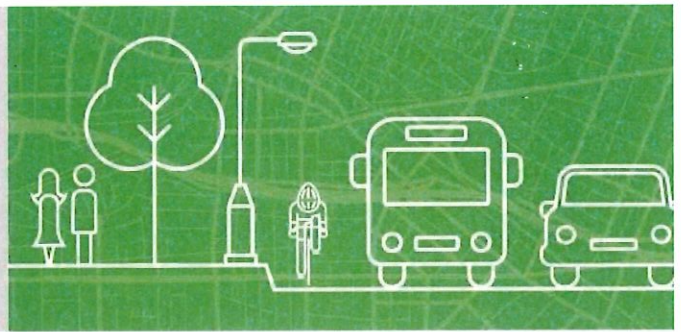


LTS 4 Typical User

LTS 4 – Represents the least comfortable and most stressful bicycling environment. LTS 4 is tolerated only by the most seasoned and confident cyclists but is generally avoided by all other people who want to bike.



GARVEY AVE COMPLETE STREETS



The LTS analysis traditionally takes into account existing facilities—such as bike lanes, bike paths, bike routes, and any provided separation from vehicles—that are constructed. In general, roads with dedicated space for people biking are considered to be less stressful.

The LTS analysis can also be used to forecast the level of stress of future or proposed facilities if planned roadway characteristics are known. Several factors of data are needed to assess existing and planned improvements. The data used for this assessment was found using in-person site observation and Google Earth analysis. The data used included the number of lanes in each direction, presence and type of bicycle facility, presence and type of median, speed, and functional class of the roadway.

The thresholds used in this feasibility study for the Garvey Avenue Complete Street plan LTS analysis were adapted from those developed in the paper “Low-Stress Bicycling and Network Connectivity” prepared by the Mineta Transportation Institute.¹ **Table 8** summarizes the LTS criteria used in this analysis for roadways where bicyclists mix with traffic, which occurs both when a bicycle facility is not provided and when a Class III bike route is provided. A Class III bicycle facility requires bicyclists to claim the vehicular lane (often marked with sharrows) and requires a high level of bicycling confidence. As shown, a roadway with a speed of 20mph, street width of two lanes, and a residential functional class was assigned a value of LTS 1. A roadway with speed greater than 35mph is categorized as LTS 4.

¹ Maaza C. Mekuria, Peter G. Furth, and Hilary Nixon, *Low-Stress Bicycling and Network Connectivity* (San Jose, CA: Mineta Transportation Institute, 2012), <http://transweb.sjsu.edu/PDFs/research/1005-low-stress-bicycling-network-connectivity.pdf>.



GARVEY AVE COMPLETE STREETS

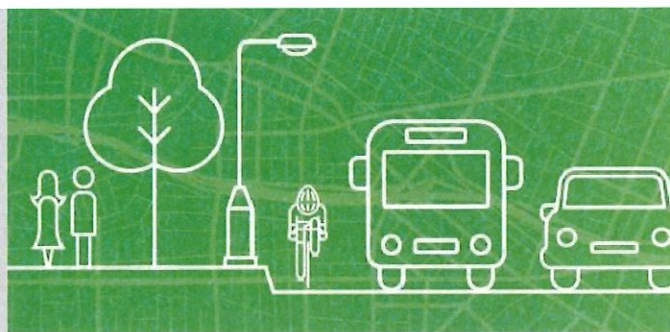


Table 8: Criteria for Roadways with Mixed Traffic (No Bicycle Facility or a Class III Facility)

Speed Limit	Width of Street (travel lanes in one direction)		
	1 lane	2-3 lanes	4+ lanes
Up to 25mph	LTS 1 ^a or 2 ^a	LTS 3	LTS 4
30mph	LTS 2 ^a or 3 ^a	LTS 4	LTS 4
35mph or higher	LTS 4	LTS 4	LTS 4

¹Maaza C. Mekuria, Peter G. Furth, and Hilary Nixon, 2012, <http://transweb.sjsu.edu/PDFs/research/1005-low-stress-bicycling-network-connectivity.pdf>.

Note: Use lower value for streets classified as residential with fewer than three lanes; use higher value otherwise.

For Class I (bike path) and Class II (bike lane) facilities, the LTS criteria are different and assume that cycling along a separated bicycle facility is less stressful than riding in mixed traffic. The criteria yielding the highest LTS were applied for each roadway segment evaluated. **Table 9** summarizes the criteria for roadways with a Class I or Class II bike facility.

Table 9: Criteria for Roadways with Bicycle Facilities

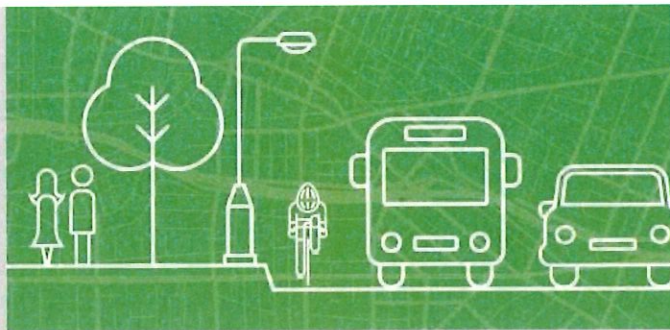
	LTS ≥ 1	LTS ≥ 2	LTS ≥ 3	LTS ≥ 4
Street Width (through lanes per direction)	1	2 (if directions are separated by a raised/striped median)	More than 2, or 2 without a raised/striped median	(no effect)
Bike Facility Type	Class I	Class II	(no effect)	(no effect)
Speed	30mph or less	(no effect)	35mph	40mph or more

¹Maaza C. Mekuria, Peter G. Furth, and Hilary Nixon, 2012, <http://transweb.sjsu.edu/PDFs/research/1005-low-stress-bicycling-network-connectivity.pdf>.

Note: (no effect) = factor does not trigger an increase to this level of traffic stress



GARVEY AVE COMPLETE STREETS



LTS Analysis

Table 10 shows the results of the LTS analysis conducted for the existing conditions along Garvey Avenue. The lack of dedicated existing bicycle facilities results in a high level of bicycle stress (LTS 4), which indicates that the most confident bicyclists (categorized as “Strong and Fearless”) would more likely ride on the roadway than those with less capabilities and confidence. The addition of dedicated facilities and the incorporation of traffic calming features would improve the bicycle environment along Garvey Avenue.

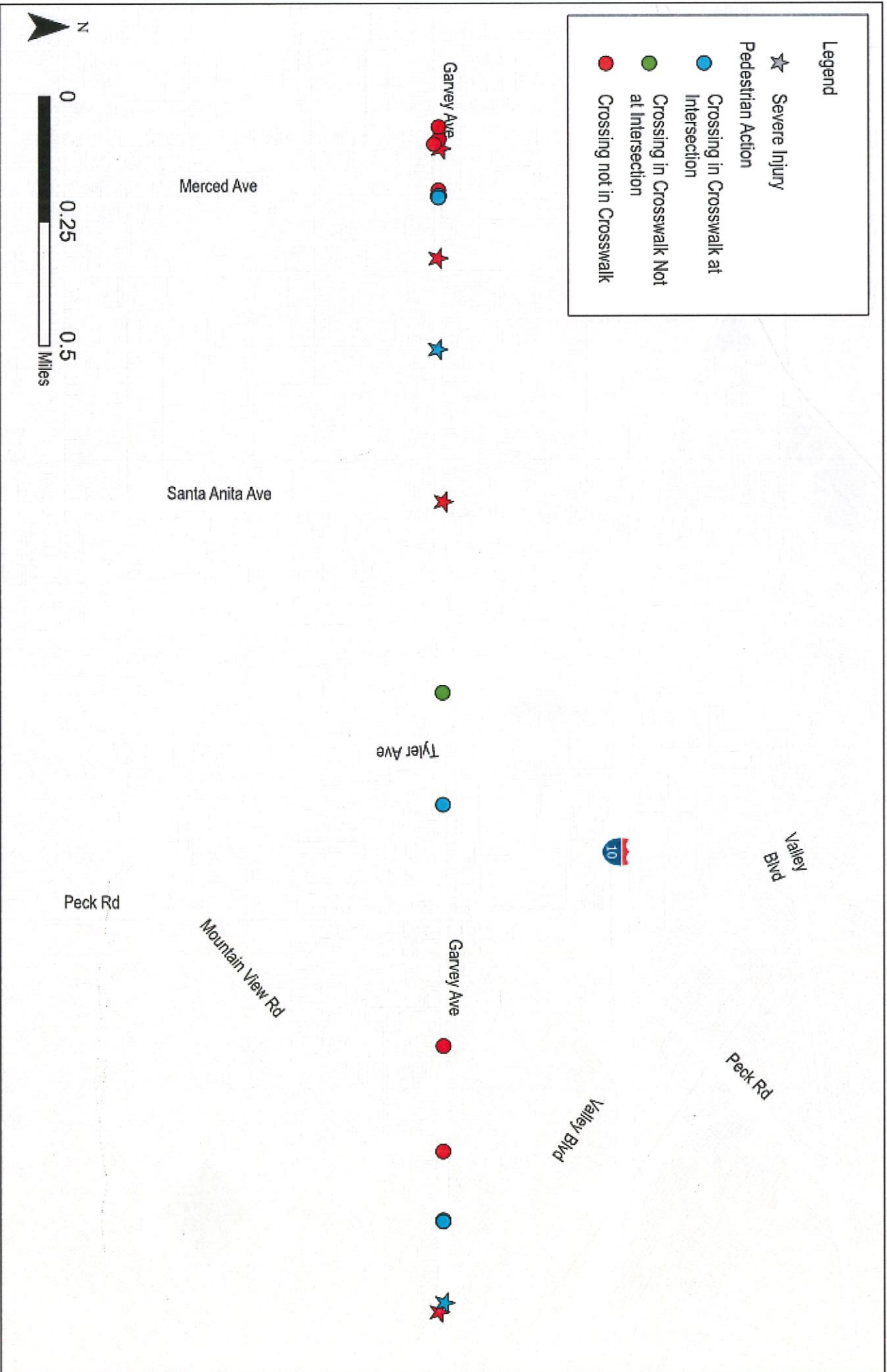
Table 10: Existing Conditions Bicycle LTS Analysis

Street Name	Cross Street 1	Cross Street 2	Direction	Presence of Bicycle Facility	Number of Travel Lanes	Observed Speed	Total LTS Score	Suitable for
Garvey Avenue	Potrero Avenue	Merced Avenue	East	None	2	35+ mph	4	Strong and Fearless Bicyclists
			West		2	35+ mph		
	Merced Avenue	Santa Anita Avenue	East	None	2	35+ mph	4	Strong and Fearless Bicyclists
			West		2	35+ mph		
	Santa Anita Avenue	Tyler Avenue	East	None	2	35+ mph	4	Strong and Fearless Bicyclists
			West					
	Tyler Avenue	Peck road	East	None	2	35+ mph	4	Strong and Fearless Bicyclists
			West					
	Peck Road	Valley Boulevard	East	None	2	35+ mph	4	Strong and Fearless Bicyclists
			West					

Bicycle and Pedestrian Involved Collisions

Using SWITRS data for the period from January 2018 through December 2022, a total of 186 crashes were reported. Of those crashes 13% (25 crashes) involved a bicyclist and 11% (21 crashes) involved a pedestrian. **Figure 10** shows the location of and cause of pedestrian-involved crashes and **Figure 11** shows the location of and cause of bicycle-involved crashes.

Of the bicycle and pedestrian involved crashes reported during this time period, 13 crashes resulted in severe injuries. Most crashes involving a bicycle were caused by a party driving on the wrong side of the road. Most crashes involving a pedestrian occurred when the pedestrian was walking inside a crosswalk, indicating that the pedestrian's right of way may have been violated.



Pedestrian-Involved Collisions (2018-2022)

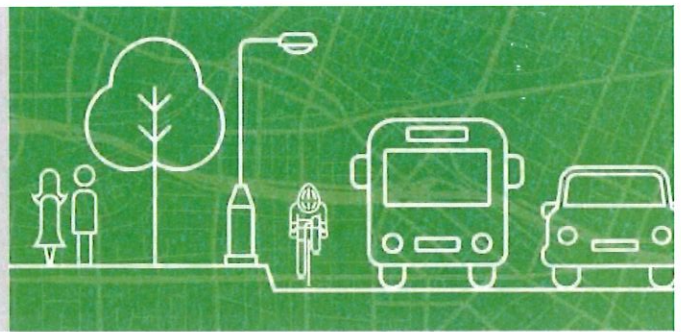
Figure 10



Bicycle-Involved Collisions (2018-2022)



GARVEY AVE COMPLETE STREETS



TRANSIT CONDITIONS

Transit is a key component of the transportation system along Garvey Avenue. The El Monte Metrolink Station is situated over one mile north of Garvey Avenue off of Tyler Avenue, which connects El Monte with Downtown LA and San Bernardino County. The proximity to these transit connections is an important consideration for the Garvey Avenue Complete Street plan because it will provide people not only with short-distance non-motorized options but allow them to connect with these transit links and connect further to the region.

The following transit providers have routes running along Garvey Avenue:

- LA Metro (Routes 70)
- Foothill Transit (Routes 486)
- El Monte Shuttle Services

In addition to the routes listed above that run along Garvey Avenue, all three agencies also have routes crossing across Garvey Avenue with stops on the north and south side of many of the intersections. The Red, Blue, Green, Orange and Yellow Fixed Route Trolleys, which are organized through the City of El Monte’s Shuttle Services, all have portions of their routes on Garvey Avenue. **Appendix D** includes overview maps that illustrate the bus routes and stops along the corridor.

Buses stop curb adjacent either in the travel lane or they transition into a bus bay for loading and unloading passengers. Amenities at each stop vary from simply a sign with a bench to a transit shelter as shown in **Photo 7** to **Photo 9**. Generally, the stops are located on the nearside of intersections but some stops along the corridor are located on the far side. The preferred location is on the far side in order to allow buses to re-enter traffic more easily and to minimize line of sight obstructions at intersections. This will be discussed in greater detail in the recommended improvements section of this report.



Photo 7: Bus stop with no bench or shelter



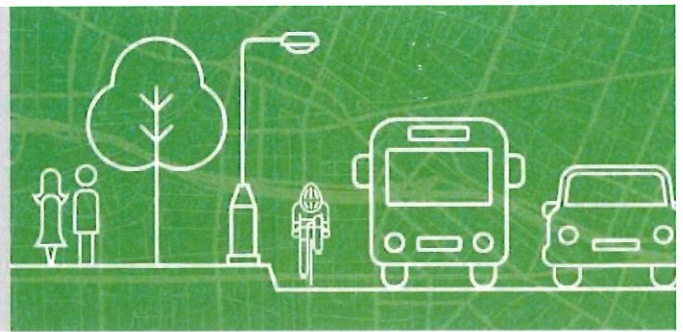
Photo 8: Bus stop with shelter, bench and trash can



Photo 9: Bus pullout with shelter



GARVEY AVE COMPLETE STREETS



4.0 Plans, Codes & Policies Influencing Complete Street Plan Development

The following documents were consulted as part of the Complete Street Feasibility Study. These sections include explanations of how these existing documents and guidelines relate to components of the Complete Street plan.

VALLEY BOULEVARD & MAIN STREET COMPLETE STREETS FEASIBILITY STUDY (2024)

As part of the Garvey Avenue Complete Streets Feasibility Study, El Monte recently adopted the Valley Boulevard and Main Street Complete Streets Feasibility Study. As part of its ongoing planning efforts, the City of El Monte conducted a Complete Streets Feasibility Study that identified key improvements that allow for safe travel along and across Valley Boulevard and Main Street. The study is currently in the concept development stage for the projects recommended and the City is currently pursuing grant funding opportunities.

VISION EL MONTE GENERAL PLAN (2022)

El Monte adopted their award winning "Vision El Monte General Plan" in 2011 and updated it in 2022. The General Plan provides a blueprint to create and sustain a community that appreciates its heritage, respects its culture, and is a place of opportunity and achievement. The Plan's goals and policies serve as the foundation for local decision making and community engagement.

Connectivity Goals

- Work with partners to capitalize on freeway access, regional bus transit, commuter rail, and City fixed route bus transit to improve mobility.
- Design and retrofit roadways where feasible to allow for multiple uses and improve the aesthetics and safety of roadways.
- Create a walkable and bikeable city with a network of sidewalks, greenways, and paths to encourage residents to walk, bike, and move about El Monte without a car.

VISION ZERO ACTION PLAN (2022)

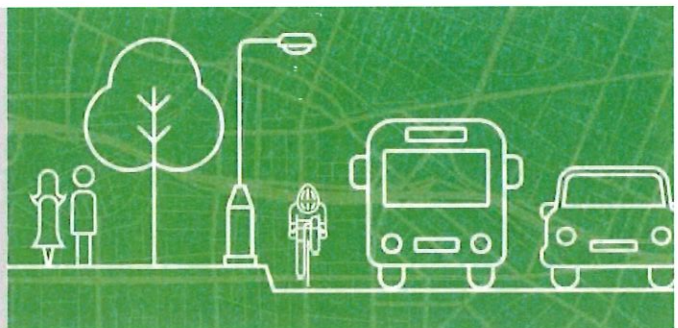
Adopted in 2022, the Vision Zero Action Plan provides the City with the tools and guidance to reduce (with the ultimate goals of zero) traffic fatalities and serious injuries on city streets by 2028.

The Vision Goals are:

- Enhance safety education programs for all ages and abilities.
- Employ quick-build bicycle and safety projects.



GARVEY AVE COMPLETE STREETS



- Provide for a safe and comfortable safe route to schools.
- Design and promote human-centered streets.
- Partner with the Police Department to focus on traffic safety enforcement and educational safety campaigns.
- Improve infrastructure to increase roadway safety for all users.
- Lower vehicle speeds.
- Prioritize road safety investments through an equitable lens.
- Monitor and evaluate success of investment for vulnerable roadway users.

STREETSCAPE BEAUTIFICATION MASTER PLAN (2022)

The City of El Monte developed the Streetscape Beautification Master Plan in 2022 that will provide a general guidance for streetscape elements as they relate to different street types throughout the City.

SAN GABRIEL VALLEY BICYCLE MASTER PLAN (2014)

In 2014, Bike San Gabriel Valley partnered with five cities to develop a regional bicycle master plan that will guide the development and maintenance of a comprehensive bicycle network in the San Gabriel Valley for the next 20 years.

PAVEMENT MANAGEMENT PLAN (2023)

The Highway Performance Monitoring System (HPMS) is a federally mandated planning study designed by the Federal Highway Administration (FHWA). It is implemented as a continuing information system that includes data collection, analysis, and analytical modeling, which is based on the 2017 California Public Road Data by the State of California Department of Transportation, Division of Transportation System Information.

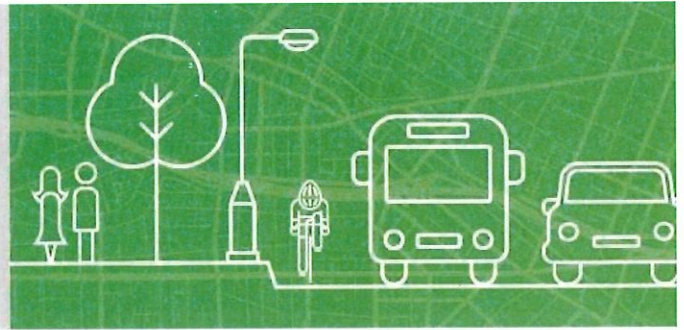
On the local level, cities also put in place methodologies to prioritize roadway maintenance needs through the use of a Pavement Management System (PMS). In addition, Proposition C requires that cities develop a PMS and update it triennially in order to use Proposition C funds for street improvement projects.

The purpose of this program is to outline consistent and efficient implementation of annual pavement projects based on pavement degradation analysis from the PMS Report and to move forward with a systemic program of preservation, repair and improvement of the local, collector and arterial streets in the City. There will be three components to each annual street maintenance program, which consists of the following:

- Improvements on prioritized arterial streets (roadway overlay, Americans with Disabilities Act (ADA) ramps, curb and gutter repairs and median island upgrades).
- Improvements on prioritized areas (local street slurry seals and cap seals).
- Miscellaneous repairs (slurry seals, miscellaneous roadway and concrete repairs on an as-needed basis).



GARVEY AVE COMPLETE STREETS



SIDEWALK INVENTORY REPORT

It is the City's goal to perform a complete Citywide inventory and assessment of the City's sidewalk network resulting in a web-based GIS application database of the City's sidewalk network, which will identify the location and condition of sidewalks and provide the capabilities to process and analyze the recorded data and actively manage, track and update ongoing sidewalk and curb ramp maintenance programs and conditions.

SYSTEMIC SAFETY ANALYSIS REPORT

Caltrans established the Systemic Safety Analysis Report Program (SSARP) in 2016 to provide funding for local agencies to identify safety needs and recommend projects to address these needs. The systemic analysis is a proactive safety approach that focuses on evaluating an entire roadway network using a defined set of criteria. It looks at crash history on an aggregate basis to identify high-risk roadway characteristics, rather than looking at high-collision concentration locations through site analysis. The systemic analysis acknowledges that crashes alone are not always sufficient to prioritize countermeasures across a system.

The City developed a City-wide SSARP in February 2020 to understand the existing safety needs and recommend countermeasures to address these concerns. The SSARP proposed countermeasures at five of the intersections within this project limits including Valley Boulevard and Santa Anita Avenue, Peck Road, Mountain View Road and Garvey Avenue. The countermeasures vary by location but include installing upgraded signals with better visibility, high visibility crosswalks and replacing the ADA curb ramps. Many of these countermeasures are consistent with the recommendations of this study.

CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES

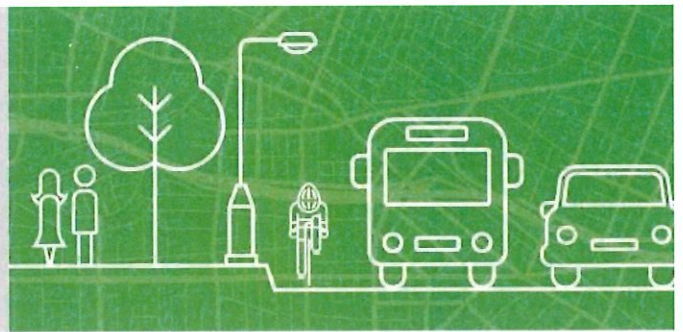
The California Manual on Uniform Traffic Control Devices (MUTCD-CA) establishes uniform policies and procedures for roadway design including signage, striping, and traffic signal warrants. These design standards were integrated into the conceptual design for the corridor and will be integrated to a greater extent during the final design phase of the project.

URBAN BIKEWAY DESIGN GUIDE – NATIONAL ASSOCIATION OF CITY TRANSPORTATION OFFICIALS

This guide provides cities and counties with state of the art and state-of-the-practice design guidance for multimodal roadways. It includes unique solutions for bicycle facilities rooted in local agency experience from across the United States and is largely consistent with the MUTCD-CA and American Association of State Highway Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities. To create the guide, city officials conducted an extensive worldwide literature search from design guidelines and real-life experience. Authors of the guide worked closely with a panel of urban bikeway planning professionals from National Association of City Transportation Officials (NACTO) member cities, as well as traffic engineers, planners, and academics with deep experience in urban bikeway applications. This guide was used in the designing the bicycle facilities for Garvey Avenue.



GARVEY AVE COMPLETE STREETS

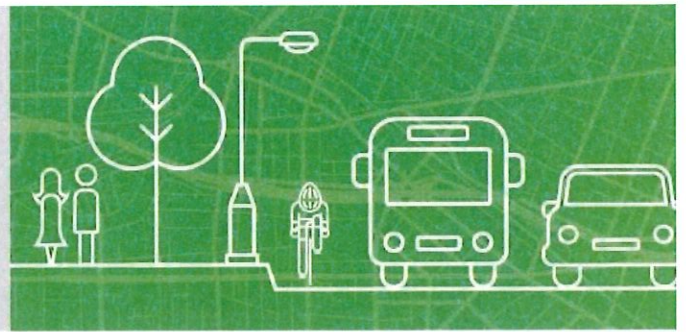


CALTRANS DESIGN INFORMATION BULLETIN 89 (DIB-89)

The Protected Bikeways Act of 2014 (Assembly Bill 1193 - Ting, Chapter 495) established Class IV facilities for California and required the California Department of Transportation (Caltrans), in cooperation with local agencies and in consultation with the existing Caltrans advisory committee dedicated to improving access for persons with disabilities, to establish design criteria for separated bicycle facilities. Design Information Bulletin (DIB) 89 was initially drafted in 2018 and finalized in February 2022. It provides the design criteria and other general guidance on best practices related to separated bicycle facilities to establish uniform guidance for the use of these facilities.



GARVEY AVE COMPLETE STREETS



5.0 Complete Street Plan Development

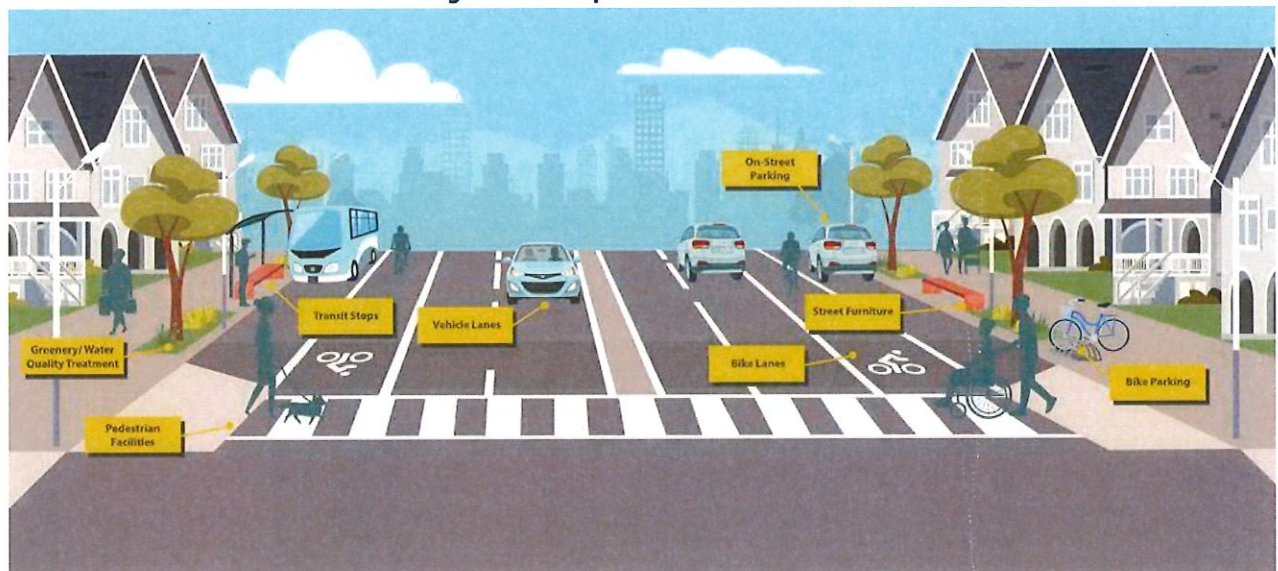
Preliminary design concepts were developed that incorporate complete streets elements and address the identified corridor needs. The overall objective of the Complete Street plan is to formalize recommendations that improve access and mobility for users of all abilities. The following sections discuss elements of a complete street, the existing corridor needs and deficiencies, the alternatives considered throughout this study, and the elements of the preferred concepts.

ELEMENTS OF A COMPLETE STREET

Complete Streets is a concept used to describe planning and design for roadways that considers all users such as cyclists, pedestrians, transit users, and drivers. Per the FHWA, "Complete Streets are streets designed and operated to enable safe use and support mobility of all users. Those include people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders". Elements that define a complete street depend heavily on the community context and identified gaps in connectivity, safety, walkability or bikeability, and accessibility.

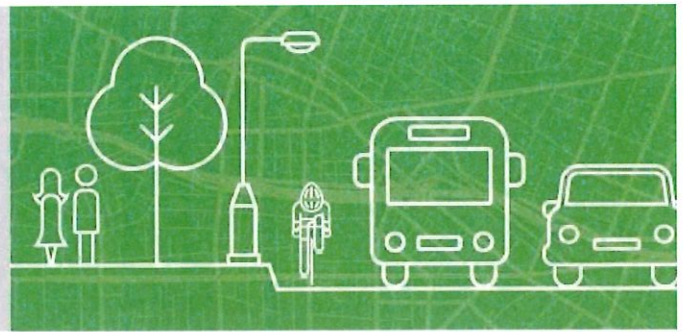
Figure 12 highlights below different elements of a complete street that should be considered when developing solutions for a corridor. Incorporating complete streets elements on Garvey Avenue is a cornerstone of the concept development.

Figure 12: Complete Streets Elements





GARVEY AVE COMPLETE STREETS



CORRIDOR NEEDS

Based on the findings of the existing conditions assessment and input from the community, the following issues and needs, organized by mode, were identified along the corridor:

Auto: In general, speeds along the corridor exceed the posted speed limit. Crash data suggests that broadside collisions are the most common type of crash occurring along the corridor. There are several causes of broadside collisions, with speed and traffic control at intersections as the key factors in most instances. Slowing down speeds along the corridor and improving driver awareness along the corridor will be key safety improvements on Garvey Avenue. A raised median along the corridor will consolidate turns and u-turns at controlled and a limited number of uncontrolled locations. This will help reduce the number of turning movements and conflicts along the corridor in an effort to improve overall safety for vehicles, transit, pedestrians and bicycles traveling along Garvey Avenue.

Bicycles: There are no bicycle facilities along Garvey Avenue. The LTS analysis confirms this observation, with a consistent score of LTS 4. During community engagement events, the public supported these findings as they expressed concerns with riding a bicycle on the street due to the speed and volume of traffic. Providing a dedicated or separated bicycle facility would improve bicycling conditions significantly along Garvey Avenue. In addition, high bus activity and on-street parking along the curb creates conflict for cyclists, further increasing the complexity of bicycle travel along Garvey Avenue. Addressing the location of the bus stops, removing or modifying on-street parking will help to reduce these conflicts and will provide a continuous and consistent travel way for bicyclists.

Pedestrians: Pedestrian crossings along the corridor are generally located at signalized intersections. At the four uncontrolled marked crosswalks along Garvey Avenue, there is typically overhead street lighting, RRFBs and signage. Community members expressed concerns about these crossings indicating they felt uncomfortable crossing as vehicles failed to stop for them or the speed and volume of traffic made crossing challenging or raised safety concerns.

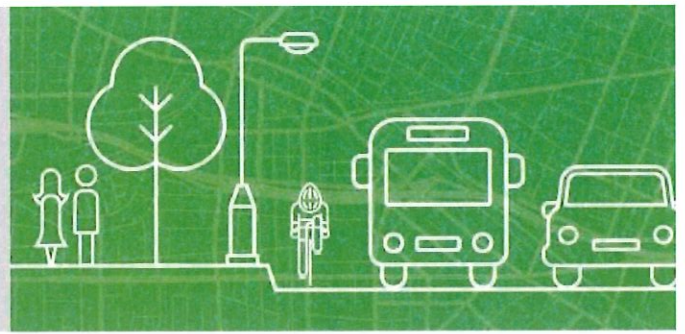
Transit: There are two transit operators along the corridor with frequent routes, many of which share multiple stops along Garvey Avenue. The transit stops are curb adjacent, frequently located on the nearside of intersections, have minimal signage and do not have consistent stop accommodations. Overall, the quality of the transit stops along the corridor are favorable providing shelters, benches and trash cans for passengers. The location of the stops should be evaluated to relocate the stop to the far side. This improvement would both help buses pull away from the curb and re-enter traffic and help improve visibility pedestrians and bicycles crossing Garvey Avenue. When stopped, buses may obstruct the view of pedestrians crossing in front of the bus when the bus is stopped along the curb.

In addition to the issues and opportunities related to each mode, there are several issues that were considered when developing the Complete Street plan, as described below:

Streetscape and Landscape: There are existing street trees along some of the parkways, however many have been removed over time leading to a sporadic and inconsistent landscaping aesthetic along the corridor. In addition, some of the existing trees are lifting or impacting the conditions of the sidewalks. Providing a consistent landscape palette



GARVEY AVE COMPLETE STREETS



along the corridor, both in the median and along the curb in the parkway, will create an inviting and consistent travel experience. This visual modification along with physical modifications will help keep drivers engaged while traveling along Garvey Avenue, which will lead to slower speeds (in line with posted speed limits) and awareness of other users along the corridor.

Utilities: There are extensive utility lines running under both sidewalks and within the roadway on Garvey Avenue. Many of the lines under the sidewalk are situated close to the existing curb lines, making it very expensive to relocate. The concept plan should minimize curb realignment and utility relocations where possible, so the improvements are not cost prohibitive.

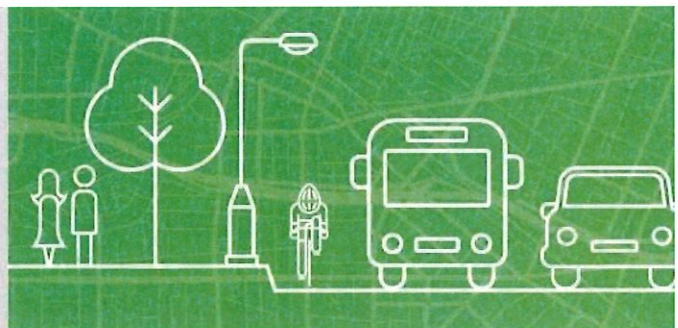
Water Quality: The existing wide sidewalks and large number of catch basins create opportunities for parkway landscaping strips and dry wells which treat water before entering the storm drain system. Finding ways to provide water quality treatment within the existing footprint of the sidewalk and roadway is a key consideration of the concept plan.

ALTERNATIVES CONSIDERED

When considering all modes along the corridor, the lack of bicycle lanes is the key issue that needed to be addressed when developing alternatives. Once the approach for adding a bicycle facility was selected, the other issues along the corridor could be addressed. The following section describes the various bicycle facility alternatives considered for the corridor and an explanation for the options that were dismissed from further evaluation



GARVEY AVE
COMPLETE STREETS

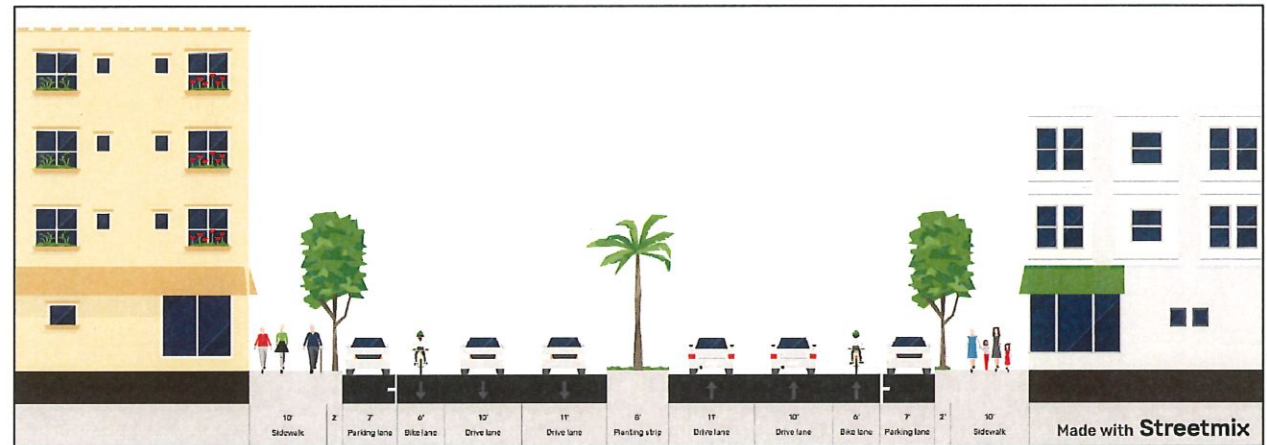


Option 1

Option 1 recommended a bicycle lane with a transit queue jumper at intersections. Parking along the corridor would remain mostly intact. Bus queue jumps provide a bus-only phase and a shared turn/bus-only lane to allow the transit vehicle to get ahead of the queue.

This option was the least favored during community engagement. Community members felt that this option did not address the issue of safety along the corridor.

Figure 13: Option 1



Option 2

Option 2 proposed a Class IV Separated Bike Lane at sidewalk level. This would allow for complete separation of bicyclists and vehicles but would remove most on-street parking along the corridor and require utility pole relocations.

Community members favored this option the most out of the three options but were concerned about the feasibility and cost of the project. The community asked the Project Team to develop a 4th option that would combine options 1 and 2



GARVEY AVE
COMPLETE STREETS

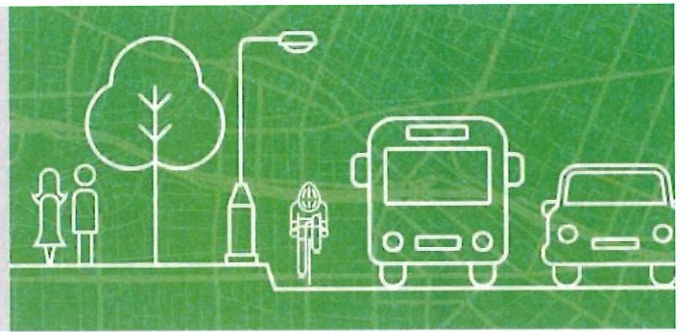
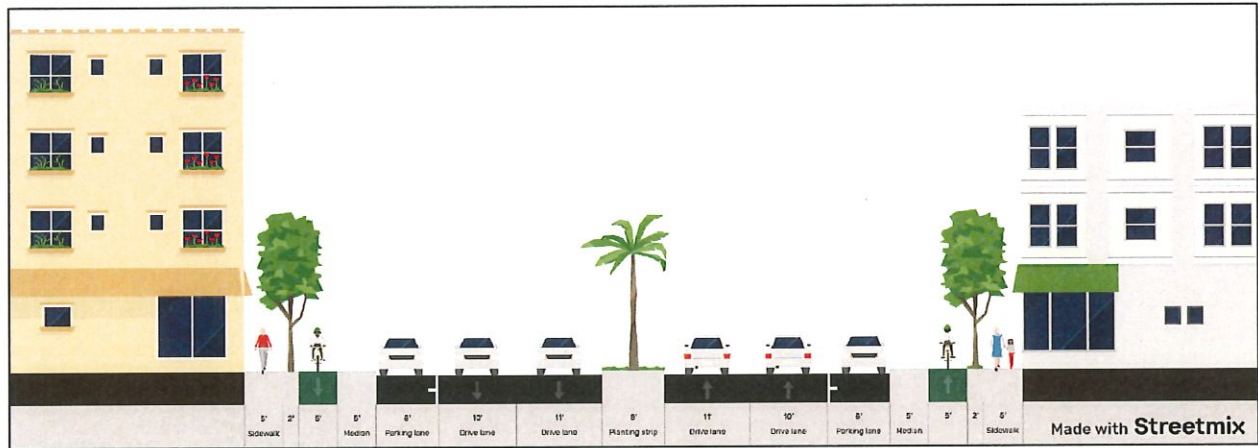


Figure 14: Option 2

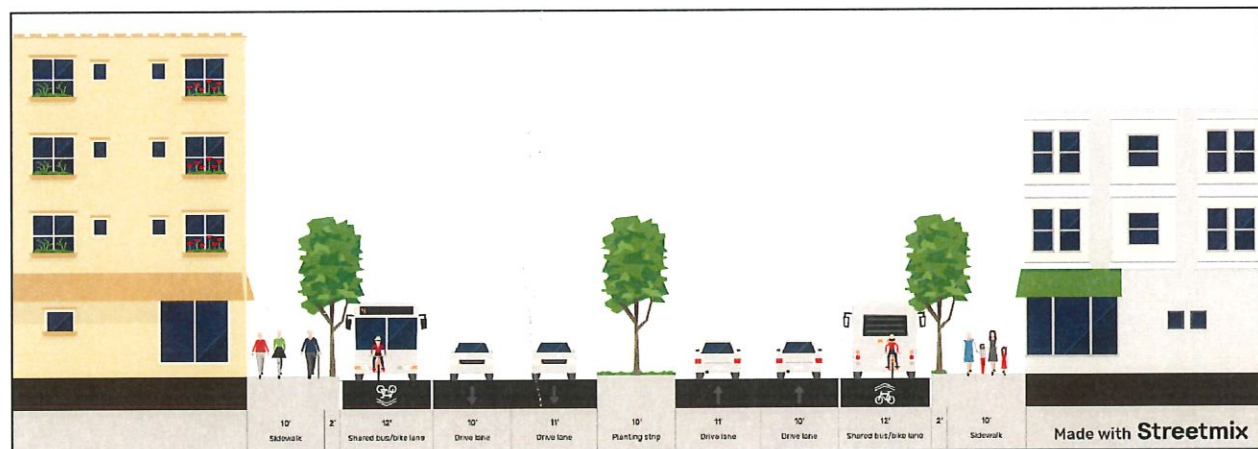


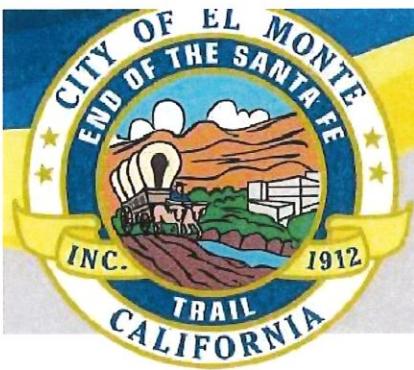
Option 3

Option 3 involved a Class III Shared Bus/Bike Lane. Combination lanes are an option to create on-street facilities for bicyclists where it is not feasible to provide a completely separate bicycle facility or lane. This combination option is operationally acceptable unless there is considerable bus and bike traffic. The lane would accommodate bus traffic, motor vehicles making right turns, and bicycles where it is not feasible to provide separate facilities.

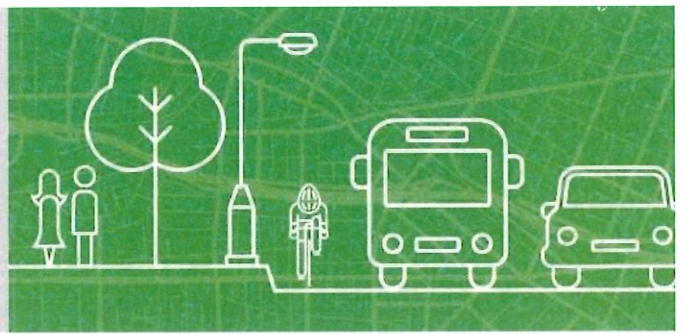
Option 3 was ultimately eliminated due to complete loss of parking along the corridor.

Figure 15: Option 3





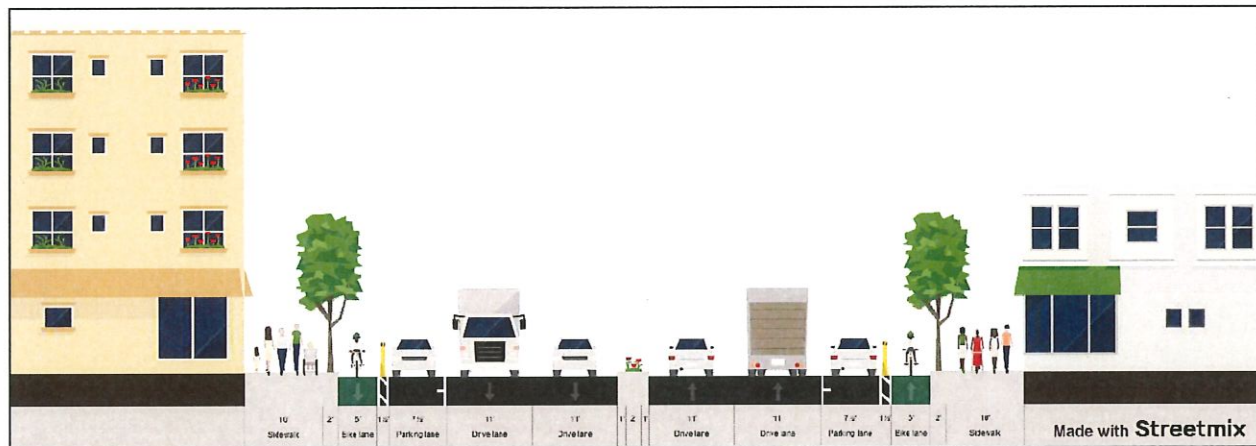
GARVEY AVE
COMPLETE STREETS



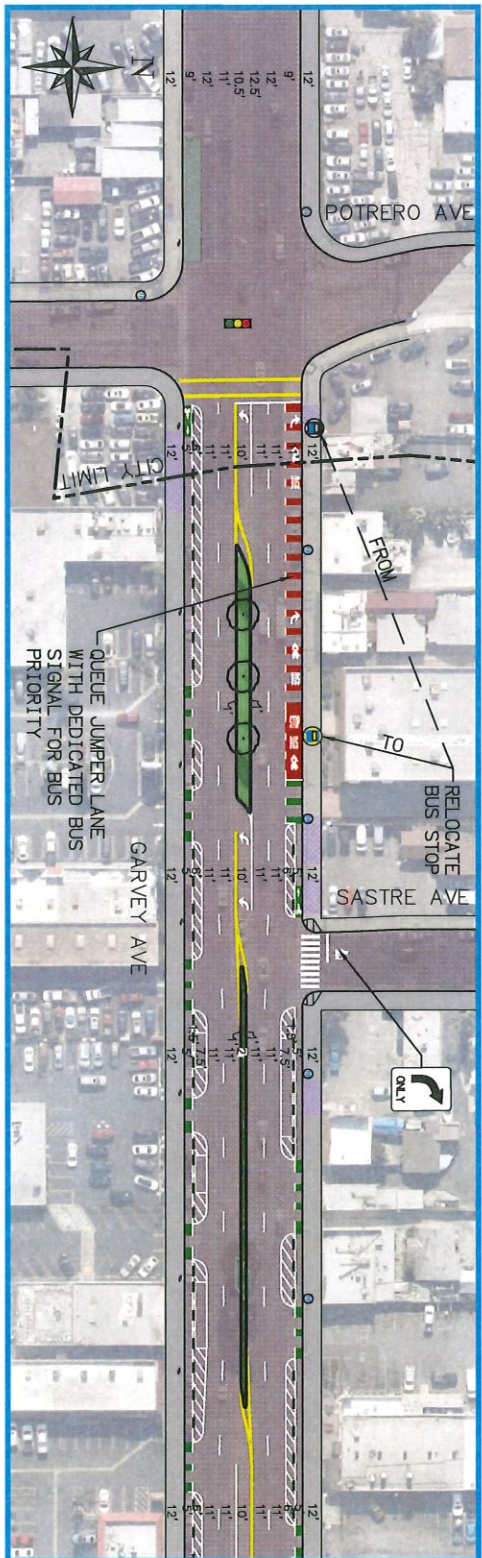
Preferred Concept

Option 4 was developed after the initial development of Options 1-3. This option was considered to be a hybrid of option 2 and included a Class IV Bike Lane with delineator posts, bus queue jumps at key intersections, and bus islands. Although this option impacts on-street parking, it was still favored by the community by addressing safety issues, staying consistent with other bike facilities in El Monte, and is more cost-effective than a completely separate facility at sidewalk level.

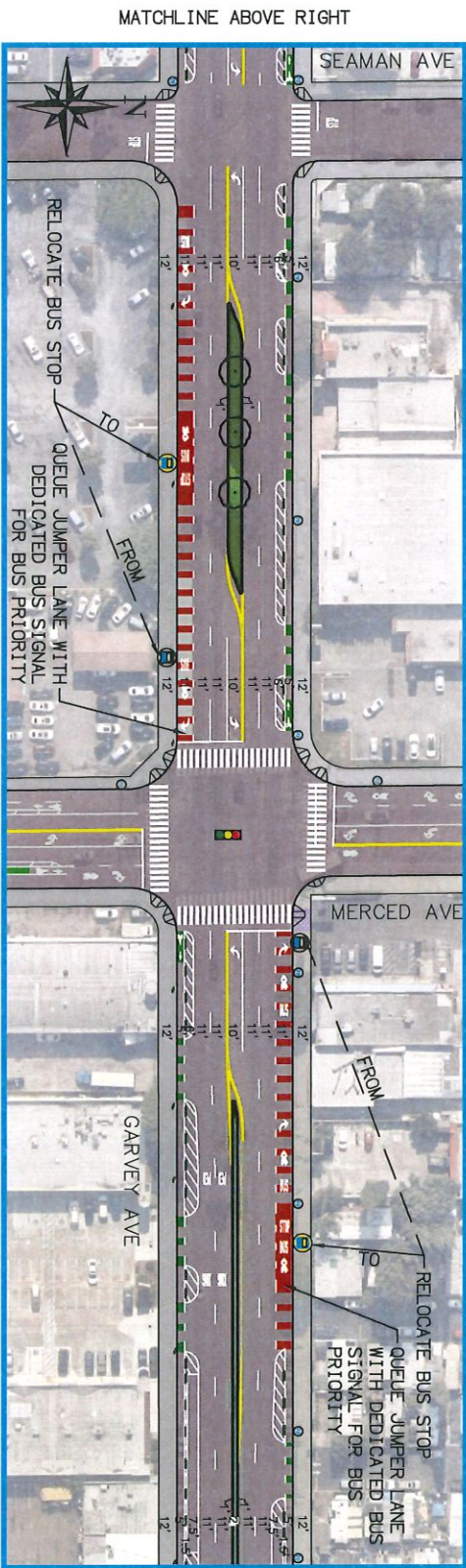
Figure 16: Option 4



Below are the conceptual drawings of Option 4.



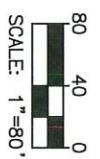
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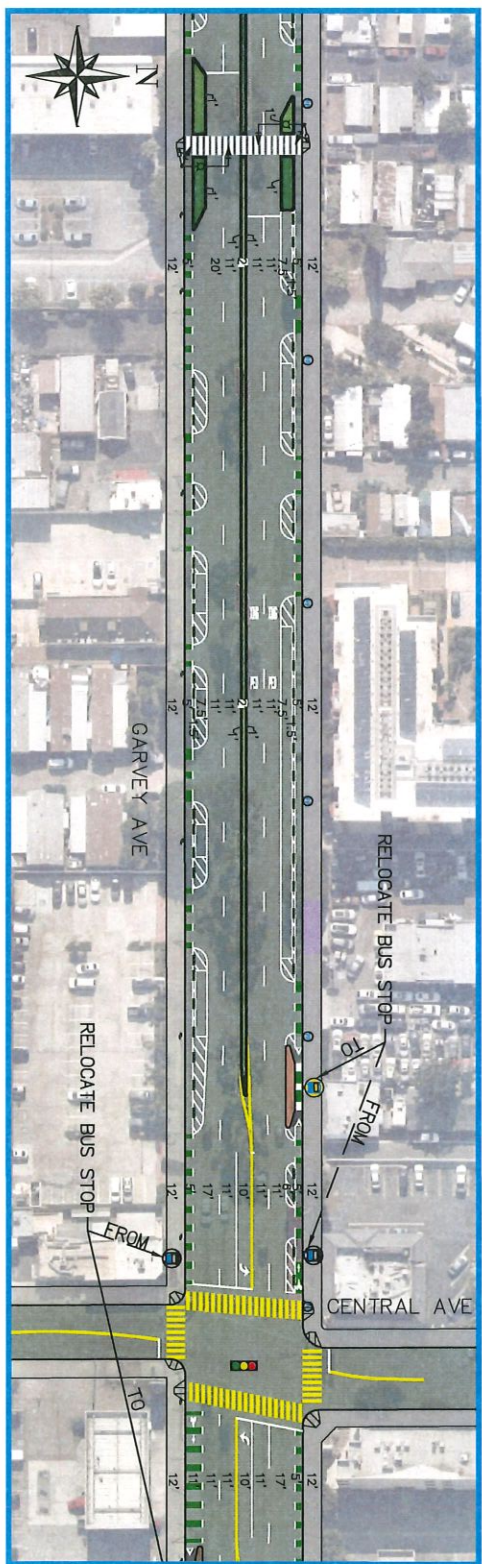
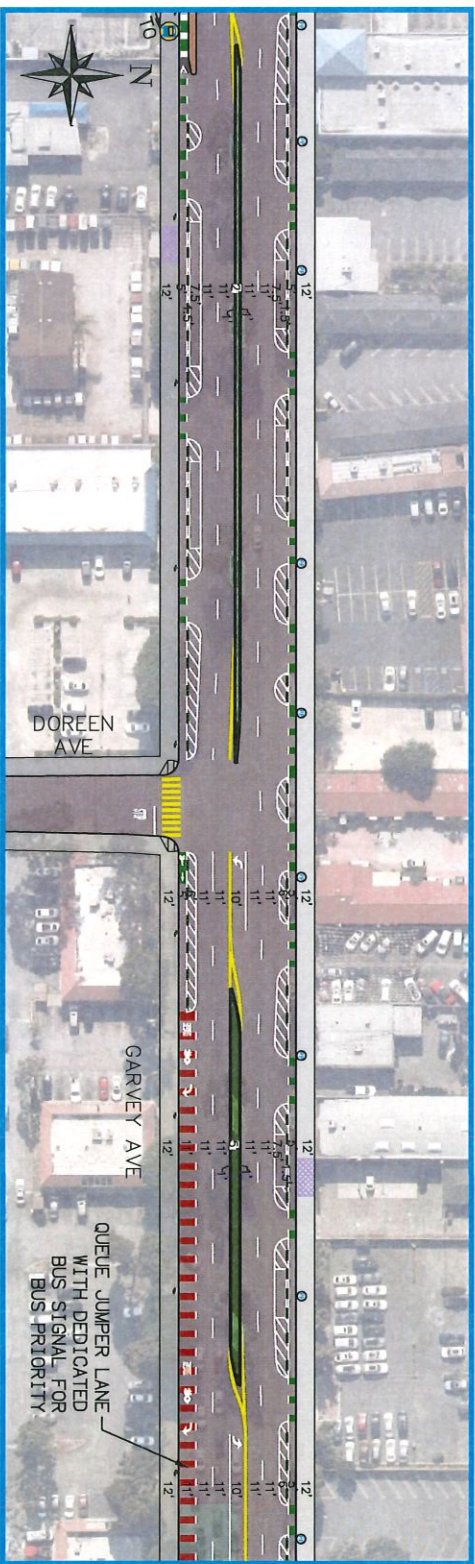
MATCHLINE SHEET 2



Garvey Avenue
Corridor Concept Plan
Option 4
SHEET 1 of 6



- LEGEND**
- CURB
 - PROPOSED STRIPE
 - BUS AND BIKE LANE
 - CONFLICT AREA
 - BIKE LANE CONFLICT AREA
 - SIDEWALK
 - RAISED LANDSCAPED MEDIAN
 - RAISED NON-LANDSCAPED MEDIAN
 - EXISTING DRIVEWAY TO BE REMOVED
 - BIKE LANE
 - EXISTING CURB RAMP
 - PROPOSED CURB RAMP
 - EXISTING BUS STOP
 - RELOCATED BUS STOP
 - EXISTING POWER POLE
 - EXISTING UTILITY POLE
 - PROPOSED TREE
 - RAISED CURB WITH DELINEATORS
 - TRAFFIC SIGNAL
 - PEDESTRIAN HAWK SIGNAL
 - RIGHT TURN ONLY SIGN
 - RAPID RECTANGULAR FLASHING BEACON (RRFB)



Garvey Avenue Corridor Concept Plan Option 4
 SHEET 2 of 6

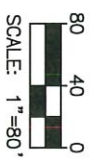
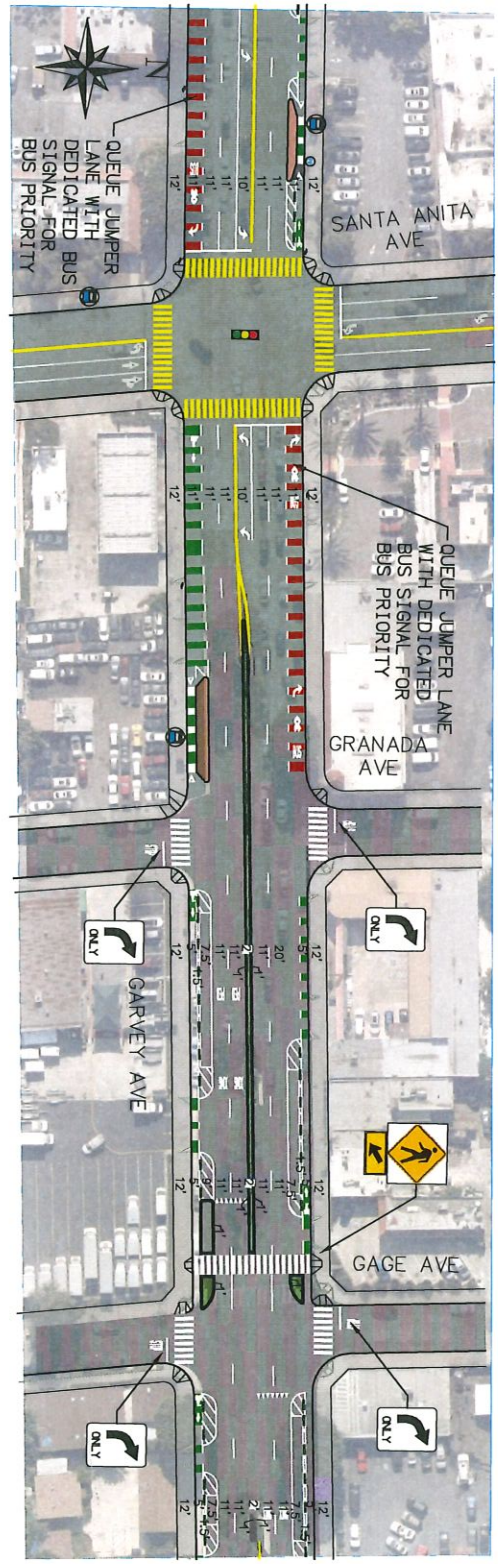
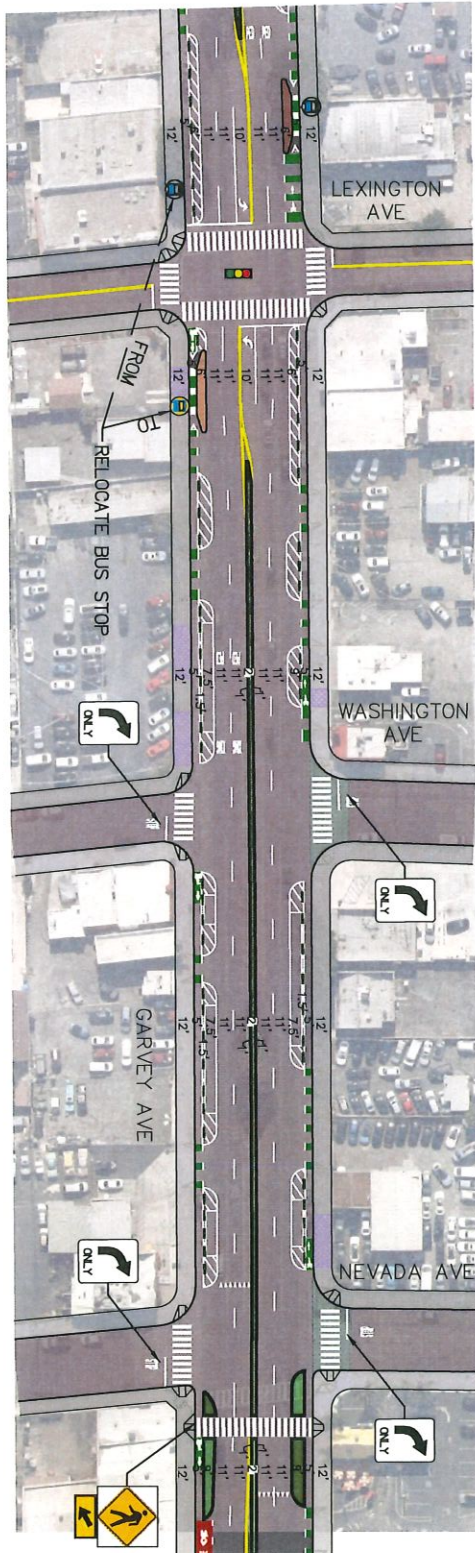
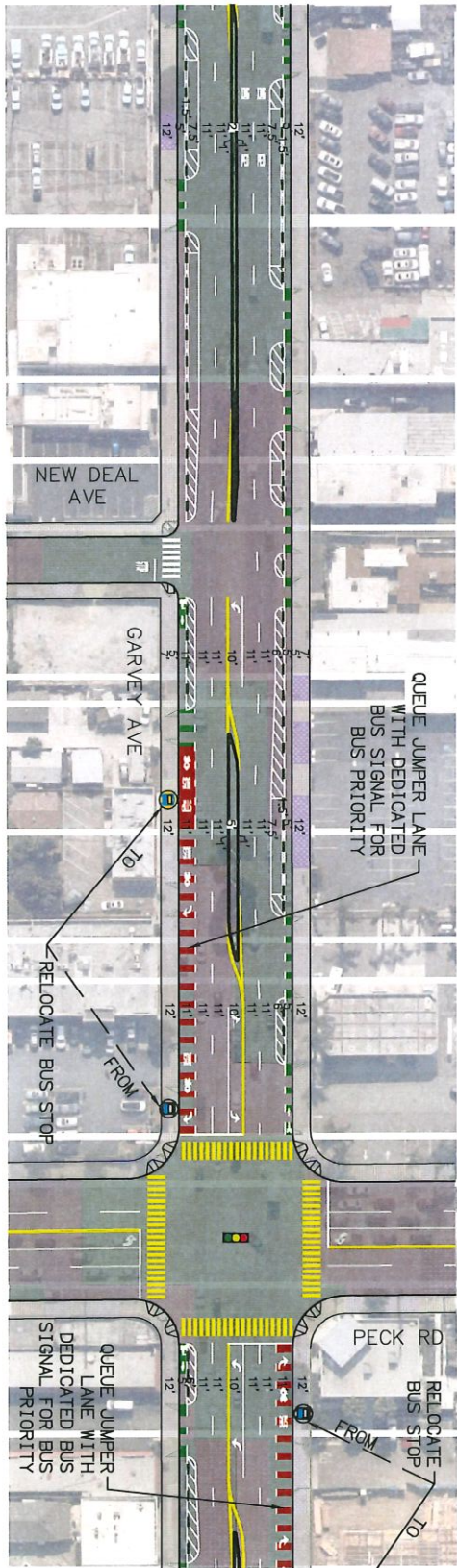
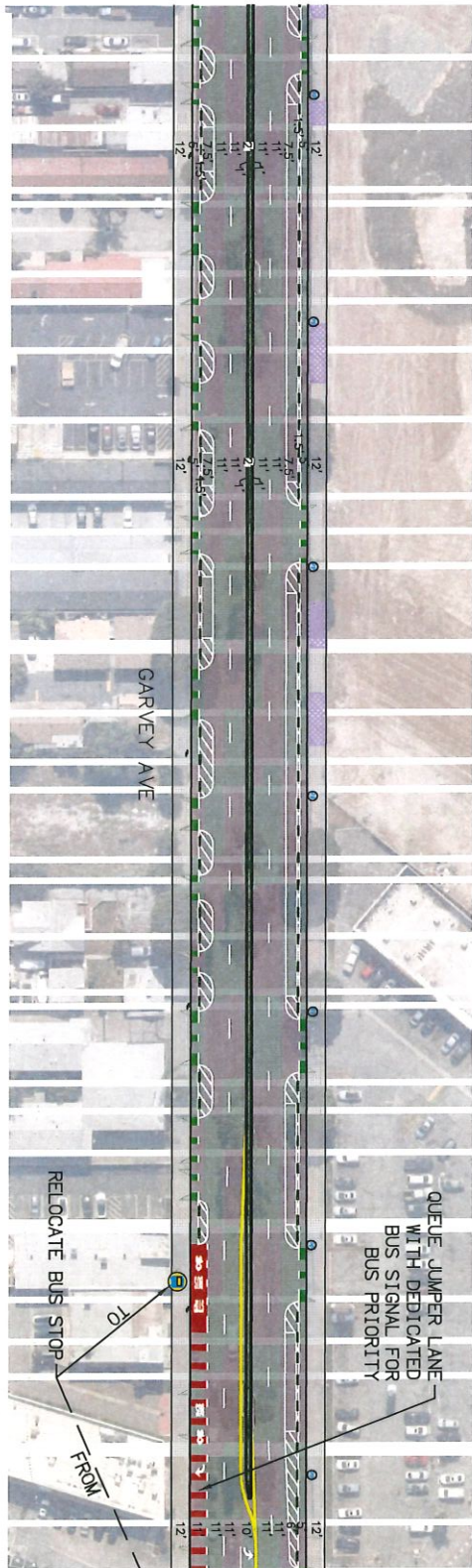
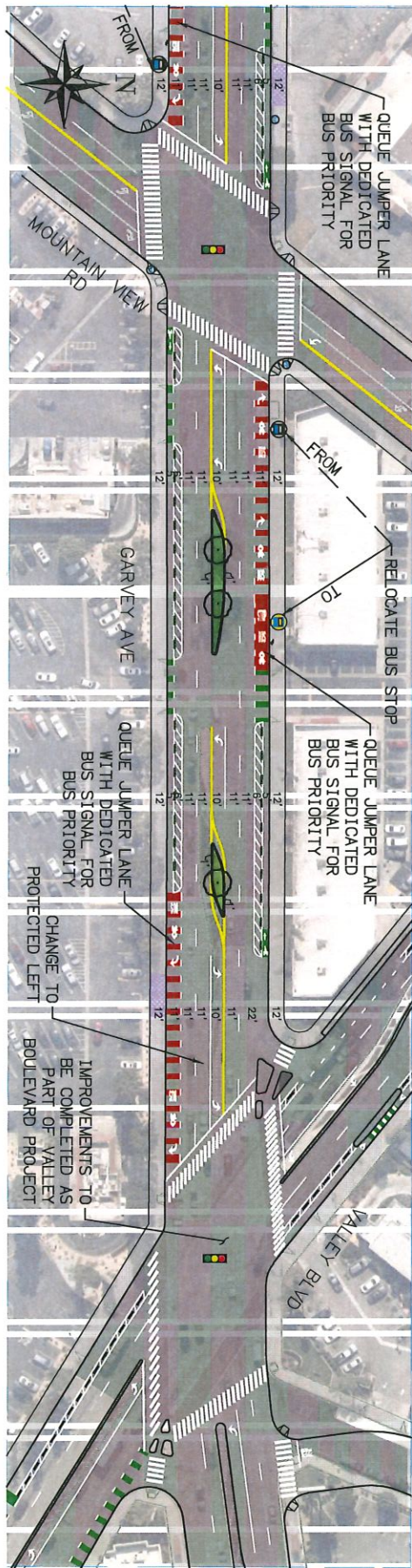


Figure 17



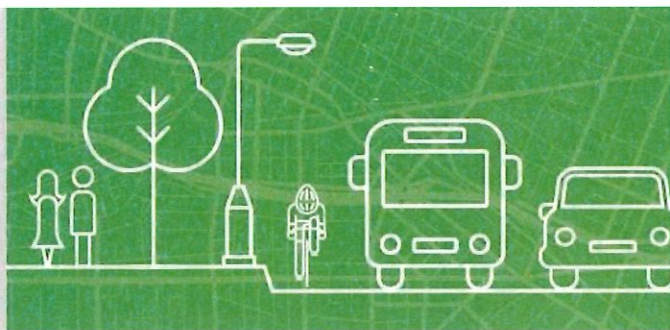








GARVEY AVE COMPLETE STREETS



ELEMENTS OF PREFERRED CONCEPT

With the bicycle facility type selected, the details for each of the other modes were refined. This section focuses on the detailed design descriptions for each element of the Complete Street Plan.

Bicycle Facilities

The project will add Class IV bikeways with a raised buffer and delineators along Garvey Avenue which dedicate and protect space for bicycles in order to improve perceived comfort and safety and reduce the risk and fear of collisions with overtaking vehicles. The directional facility includes a 5' bike lane and 3' to 7' raised buffer to greatly improve the cycling experience along Garvey Avenue. The buffer includes edge striping on both sides and hatching and raised curb stops as the vertical element (shown in **Figure 18**). **Photo 10** is an example of curb stops used as a physical buffer in the City Irvine. The bicycle facility must be wide enough to accommodate a street sweeper in order to maintain the facility and remove dirt, debris and obstructions from the travel way. The minimum dimension for the street sweeper is 10'. The segment between La Madera Avenue and Mountain View Road

Figure 18: Buffer Detail

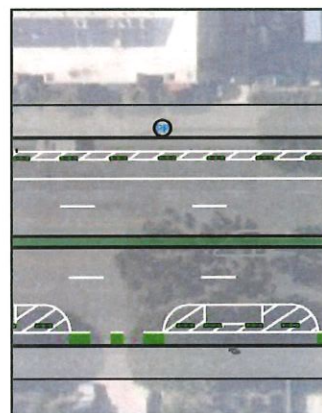


Photo 10 Class IV Bikeway with Parking (NACTO)

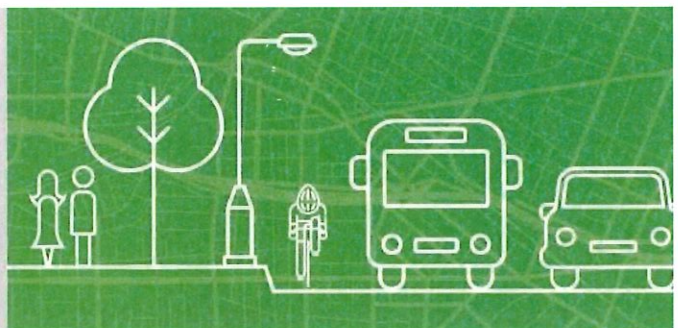
will have the Class IV bicycle facility on the northern side of Garvey Avenue and Class II buffered bicycle lanes on the southern side with parking pockets. Between Cogswell Road and Allgeyer Avenue, the Class IV facility will be on the south side, and the Class II facility will be on the north side. This change to the facility type is necessary to provide on-street parking in these segments. Targeted engagement with business owners along Valley Boulevard was conducted (discussed further in Section 8.0 Community Engagement) to determine where on-street parking is required along Garvey Avenue. In these segments, 8' wide parking pockets are provided, and the existing sidewalk is narrowed to accommodate the bicycle facility and the parking pockets.

Pedestrian Crossings

Improving pedestrian access and walkability along Garvey Avenue is a critical component of the Complete Street plan. While the majority of marked crossings are located at signalized intersections, the four uncontrolled marked crosswalks are a high priority due to the safety concerns and the vulnerability of pedestrian when crossing. All pedestrian crossings along the corridor should be upgraded to high visibility crosswalks and all intersections should be equipped with ADA compliant features. In addition, the following elements should be included at all uncontrolled marked crosswalks:



GARVEY AVE COMPLETE STREETS



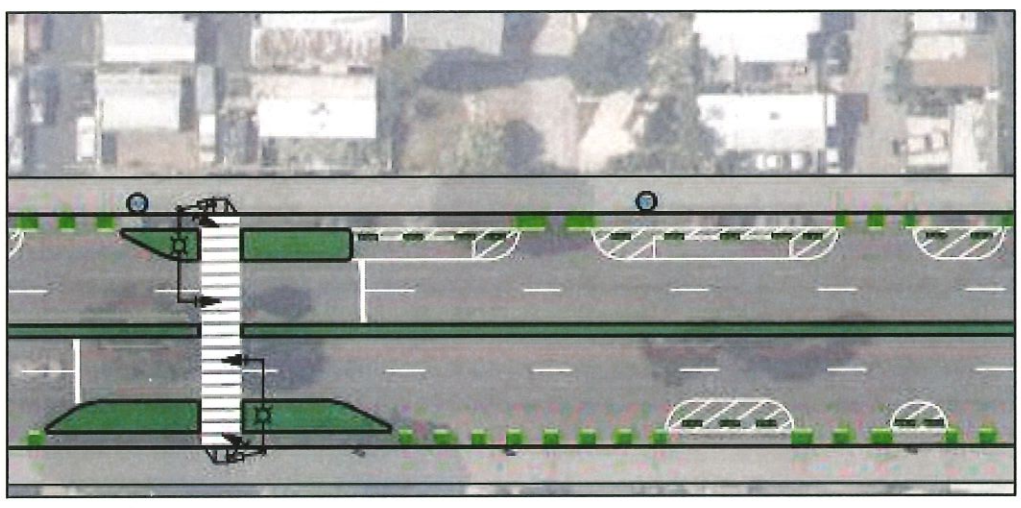
- **Refuge Islands:** 4' refuge islands provide pedestrians a protected space in the center of Garvey Avenue. This allows for two-stage crossings so pedestrians can cross one direction of travel at a time. Refuge islands reduce the overall crossing length and exposure to vehicular traffic.
- **HAWK Signal:** HAWK signals control traffic and alert vehicles when pedestrians are attempting to cross the road (example shown in **Photo 11**). They are only activated when a pedestrian is waiting to cross reducing the impact to vehicular operations, but they provide pedestrians a protected phase to cross Garvey Avenue HAWK signals should only be used in mid-block locations because they do not control oncoming traffic from adjacent side-streets.
- **RRFBs:** These yellow flashing beacons are activated by pedestrians when they are waiting to cross Garvey Avenue, indicating to drivers that they should yield to pedestrians entering the crosswalk. RRFBs create an awareness for drivers of pedestrians waiting to cross thereby increasing driver yield compliance at these uncontrolled marked crosswalks. The installation of refuge islands as discussed above also provides an opportunity to place RRFBs in the center of the roadway such that signage is provided on both sides of the travel way, thereby improving the visibility of the crosswalk.



Photo 11: Example of HAWK signal at controlled crosswalk

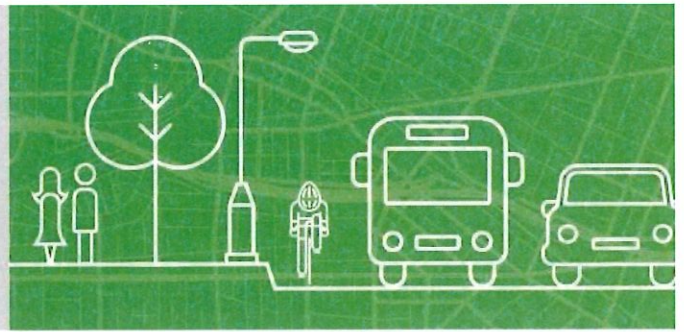
Advanced Yield/Stop Bar Markings: Provided 10'-50' in advance of the marked crosswalk to increase driver awareness of the presence of pedestrians crossing. **Figure 19** is a plan view example of the improvements proposed at the uncontrolled marked crosswalks.

Figure 19: Example of Crosswalk Improvements with HAWK Signal (West of Central Avenue)





GARVEY AVE COMPLETE STREETS



The majority of crossings across Garvey Avenue occur at signalized intersections which is ideal for pedestrians as the signals provide traffic control and remove the need to yield to vehicles. However, the skewed alignment of Garvey Avenue leads to long crossing distances for pedestrians. The preferred concepts propose the following treatments at signalized intersections to improve crossings for pedestrians:

- **Crosswalk Realignment:** Crosswalks are realigned where possible to shorten pedestrian crossing distances and reduce the exposure time for pedestrians in the intersections.
- **Leading Pedestrian Intervals (LPIs):** A change to the signal timing to give pedestrians the opportunity to enter the crosswalk 3-7 seconds before vehicles are given the green light. This lead time improves the visibility of pedestrians in the intersection and reinforces their right of way in advance of turning vehicles.

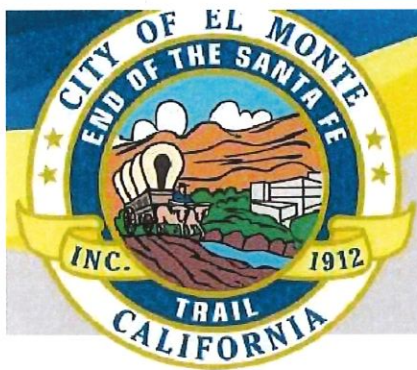
Additional improvements that will help improve the walking environment and pedestrian safety along the corridor include:

- **Far Side Bus Stops:** Bus stops that are situated in advance of crosswalks are relocated to the farside of the intersection or downstream of the crosswalk to prevent buses from blocking the visibility of a pedestrian in the crosswalk and to improve transit operations.

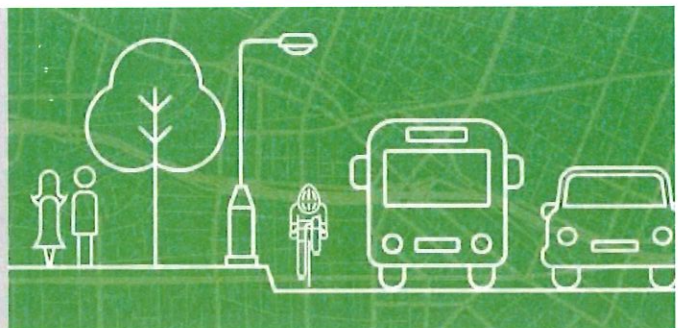
Transit Accommodations

The Complete Street plan improves the transit experience along Garvey Avenue by improving the efficiency for buses at bus stops and improving the comfort and accommodations at the stops. Currently the buses along the corridor either stop in the travel lane adjacent to the curb or buses pull adjacent to the curb. The following elements are included in the Complete Street plan to address transit:

- **Bus Queue Jump:** Bus queue jump signals are situated at signalized intersections to allow buses to enter traffic flow in a priority position before vehicles get the green light. Bus queue jumps can reduce delay, increase safety for buses merging with traffic and offer increased reliability and run-time savings.
- **Bus Islands:** Bus islands are situated where feasible to provide a dedicated waiting and boarding area for bus passengers that are separated from the sidewalk by a protected bike lane. This treatment eliminates conflict between buses and bikes at bus stops and can also streamline bus service and improve accessibility.



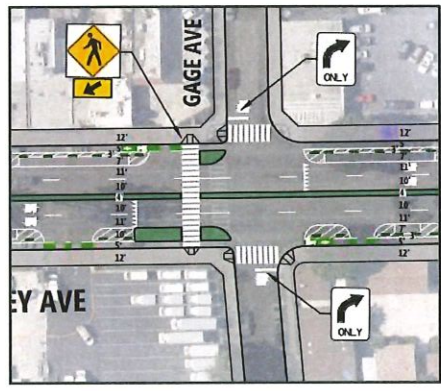
GARVEY AVE COMPLETE STREETS



Raised Medians

The existing medians consist of striped center turn lanes or striped medians with left turn pockets at intersections. The project will add raised landscaped medians in the sections where striped medians currently exist. Providing curbed medians improve safety along the corridor by separating the two opposing directions of travel and by reducing the number of left turns from the side streets and driveways which are potential conflict points. The raised medians are extended across some intersections with lower volumes. As a result, access is restricted to right in/right out movements and the number of conflict points on Garvey Avenue are reduced for all modes. The medians also improve the pedestrian crossing comfort as discussed previously. An example of a raised median extension is shown in **Figure 20**.

Figure 20: Raised Median



Reduction in Lane Widths

The Complete Street plan includes a proposed reduction in the lane widths along the corridor, from the current 12' down to 10' and 11'. This slight lane width reduction is proposed as an additional measure to address community concerns on the need for traffic calming along the corridor and increased pedestrian safety. In accordance with best practices for traffic calming and pedestrian safety, wider lanes are directly correlated to higher prevailing speeds and reducing lanes to 11' wide does not decrease safety. The lane width reduction will also provide additional space within the right-of-way for the buffer area for the bicycle facility. The Complete Street plan does not propose further lane width reductions (such as 9' lanes) which can be more common in urban areas, particularly due to the prevalence of truck traffic along the corridor.

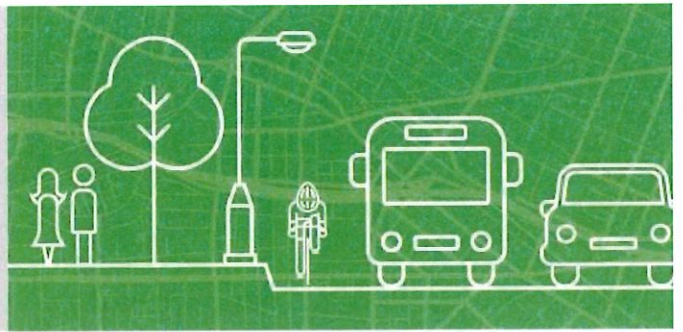
Sidewalk and Pavement Rehabilitation

The existing sidewalks along Garvey Avenue range from 8' to 12' wide and are in generally good condition. There are localized areas with damaged sidewalk that will be repaired as part of this project. The majority of improvements along the sidewalk will be to address ADA compliance at driveways to ensure a 4' wide passageway is maintained through each driveway and curb ramps are provided at intersections.

The pavement condition along Garvey Avenue ranges from fair to very poor according to the City's Pavement Management Report dated February 2023. The corridor is primary asphalt with concrete at the large intersections and at the concrete bus pads. Pavement evaluation was not a focus of this feasibility study, however ensuring that cyclists have a smooth and consistent riding surface is a key consideration that should be addressed in future project phases. Additionally, with the relocation of the bus stops as discussed above, new concrete bus pads will need to be installed at the proposed stop locations. Repaving the corridor will be undertaken with various methods depending on the existing pavement condition.



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UTILITIES

Utility research was conducted along the corridor to establish a comprehensive list of utility owners with facilities within the project limits. **Table 11** below outlines the owners and type of utility. AT&T Transmission, California American Water, City of Rosemead, MCI Verizon, Metropolitan Water, and SoCal Gas Transmission appeared in the DigAlert search for Garvey Avenue, but these agencies confirmed that they do not have facilities within the project limits.

List of Utility Agencies

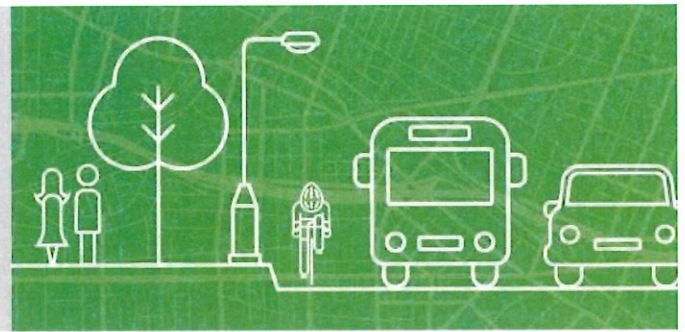
Table 11: Utility Agencies and Facility Type

Utility Owner	Type	Notes
AT&T Distribution	Communications/Telecom	Underground facilities
City of El Monte	Water and Sewer	Water and sewer
Crown Castle	Telecom	Underground and aerial fiber
Extenet	Telecom	Aerial fiber
LA County Sanitation District	Water and Sewer	Underground sewer
Level 3	Communications/Telecom	Metro lateral, underground and aerial
Verizon Wireless	Telecom	Underground and aerial fiber
San Gabriel Valley Water Company	Water	Water main and fire hydrants
So Cal Gas Distribution	Gas	Distribution lines, no transmission lines within project limits
Spectrum/Charter	Telecom	Underground and aerial facilities
Southern California Edison	Electrical	Underground facilities and street lights

Based on the review on gathered documentation, it appears that San Gabriel Valley, SoCal Gas, & Southern California Edison may have prior rights. Further prior rights investigation, coordination, validation and verification is required during final design. **Table 12** below is a detailed breakdown of prior rights found.



GARVEY AVE
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List of Prior Rights

Table 12: Prior Rights Table

Utility Owner	Facility	Location	Prior Right Type	Reference Map #
San Gabriel Valley Water Co	Water Line	Garvey Ave & Potrero Road	Private Property Easement	JOB4476EP3-2
San Gabriel Valley Water Co	Water Line	Garvey Ave & Peck Road	Easement #59 Doc# 17344-C	JOB6393L
San Gabriel Valley Water Co	Water Line	Garvey Ave & New Deal Ave	Easement #110 Doc# 1308	JOB6393L
San Gabriel Valley Water Co	Water Line	Garvey Ave & Dee Ave	Easement #42 Doc #998	JOB6481L
San Gabriel Valley Water Co	Water Line	Garvey Ave & Dee Ave	Easement #59 Doc# 17344C	JOB6481L
San Gabriel Valley Water Co	Water Line	Garvey Ave & La Madera Ave	Easement #55 Doc# 22233	JOB6481L
SoCal Gas	Gas Line	Garvey Ave & Cogswell Rd	Easement #2435	42-2024-02-0007-00006
Southern California Edison	Electric	Garvey Ave & Santa Anita Ave	Easement #88-1230274	PTR:8580-014-005

All other facility maps indicate that utilities are located within public right of way which assumes the utilities were installed under franchise.

The City may be liable for costs to adjust and/or relocate the utility facilities within the parameters as described in each easement as affected by the project improvements. Facilities installed under a franchise agreement will be at the utility owner’s expense per CPUC Code 6297, “The grantee shall remove or relocate without expense to the municipality any facilities installed, used, and maintained under the franchise if and when made necessary by any lawful change of grade, alignment, or width of any public street, way, alley, or place, including the construction of any subway or viaduct, by the municipality.”

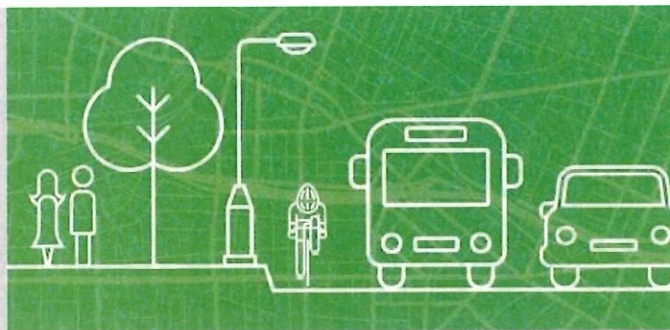
This is only a preliminary assessment based on early utility investigations; all easement documents will need to be requested and verified. Per the Caltrans Right of Way Manual, Prior Rights (PR) determination is the sole responsibility of the utility owner & typically is completed at the 65% PS&E level. A full determination of Prior Rights cannot be made until a Relocation Claim Letter has been submitted.

LANDSCAPING ENHACEMENTS

The Garvey Avenue Corridor Concept Plan highlights landscape enhancements as part of its Complete Street feasibility strategy, aiming to transform a typical Major Arterial into a vibrant, climate-resilient public realm. The plan introduces drought-tolerant and regionally adapted plantings, selected for their ability to thrive in El Monte’s climate while minimizing water use and maintenance. These plantings not only soften the hardscape but also help mitigate the urban



GARVEY AVE COMPLETE STREETS

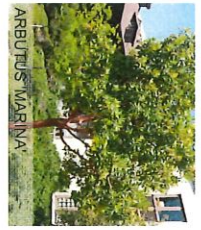


heat island effect by increasing tree canopy coverage and introducing vegetated surfaces that naturally cool the surrounding environment.

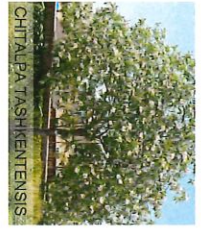
Central to the long-term landscape vision is the introduction of a planted center median, which serves both aesthetic and functional purposes. The landscaped median is designed to host regionally appropriate trees that offer shade, reduce urban heat, and enhance the corridor's visual identity. In addition, the plan proposes removing streetside parking to accommodate expanded planting zones and Class IV separated bikeways. These new green spaces contribute to the corridor's ecological performance and supporting the city's sustainability goals. The inclusion of pedestrian refuge islands within the median further integrates landscape with safety and accessibility.

The landscape enhancements are carefully tailored to balance beauty, function, and ease of maintenance. Tree spacing and plant selections are optimized to ensure long-term health and minimal upkeep. Shrubs and groundcovers are chosen for their low-water requirements and seasonal interest, adding texture and color throughout the year. These enhancements reflect El Monte's commitment to creating a welcoming, sustainable, and visually cohesive corridor. By prioritizing landscape as a key design element, the Garvey Avenue Corridor Concept Plan sets a strong precedent for future streetscape improvements that support both community well-being and environmental stewardship. The full Landscape Concept Plan is included in the Garvey Avenue Corridor Concept Plan (Option 4 – Preferred Concept **Figure 17**) with the Landscape Imagery Board shown on the following page (**Figure 17**).

TREES



ARBUTUS MARINA



CHITTAPA TASHKENTENSIS



GLEDITSIA TRIACANTHOS



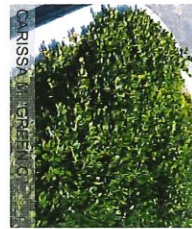
ACHILLEA MILLEFOLIUM



ANEMONE STRATA



CALLISTEMON V. L. JOHN



CARISSA VITIFERA



CEANOTHUS S. YANKEE



DIANELLA R. LITTLE REV

SHRUBS



HESPERALOE P. BRAKE L



LANTANA NEW GOLD



MUHLENBERGIA DOUGLAS



SALVIA OLEIVANDI

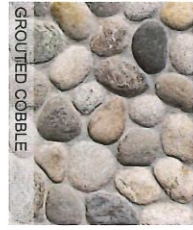


SENECIO MANDRALISAE



WESTRINGIA F. M. LIGHT

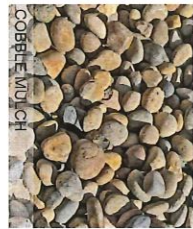
MATERIALS



GROUTED COBBLE



COLORED CONCRETE

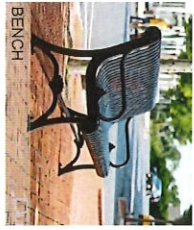


COBBLE MULCH



SHREDED BARK MULCH

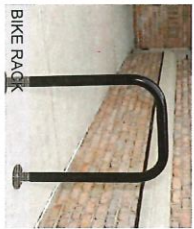
SITE AMENITIES



BENCH



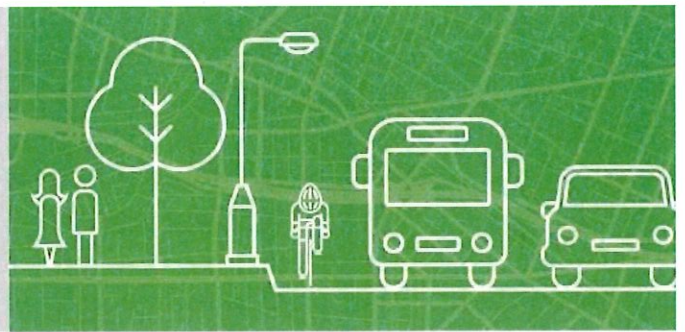
TRASH RECEPTACLE



BIKE RACK



GARVEY AVE COMPLETE STREETS

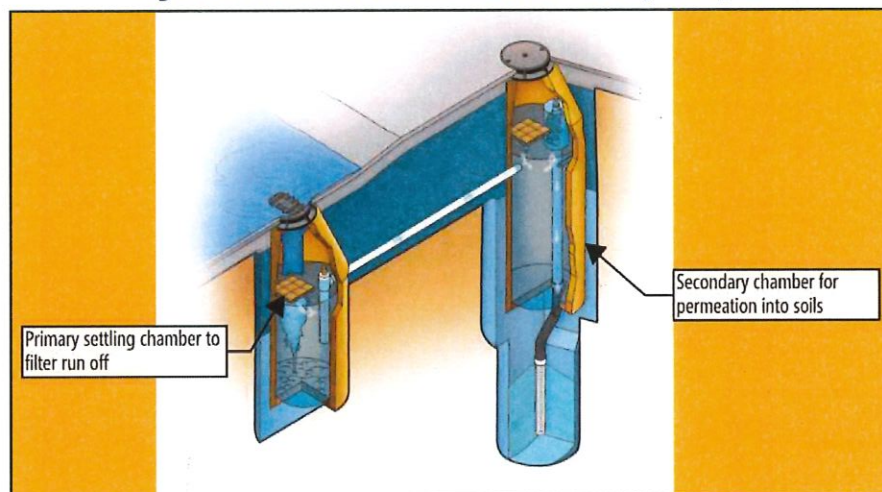


LID COMPONENTS

Transforming an existing street into a multi-functional corridor presents a unique opportunity to integrate surface water quality improvements. This feasibility study reviewed best management practices (BMPs) that would reduce stormwater urban runoff, reduce impervious surface areas, and create a green environment within the public right of way for the development area with considerations for cost effectiveness and low disturbances to existing infrastructure. This section will review preliminary suggestions for stormwater treatment options that would meet the level of information available in a feasibility study. Proposals for stormwater treatment of the corridor should be further refined, and other BMP options can be explored during final engineering or design stage of the corridor study.

In order to minimize disturbance to the existing travel ways, a drywell was selected as the BMP of consideration for this study. Torrent Resources' MaxWell Plus Drywell System (shown in **Figure 22**) offers a powerful solution for managing stormwater and reducing urban runoff by facilitating deep infiltration and groundwater recharge while retaining a compact design. The small horizontal footprints of these

Figure 22: Torrent Resources' MaxWell Plus Drywell System



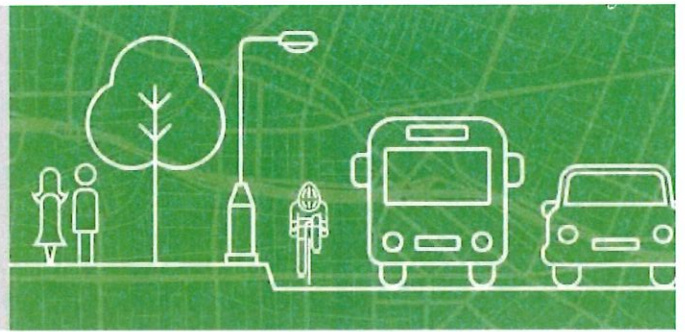
BMPs are ideal for placement in tight urban space such as roadways, parking lots, and sidewalk. Drywells typically utilize a low flow catch basin inlet, a primary settling chamber that removes pollutants through settling, screening, and hydrocarbon absorption, and a drywell chamber that recharges groundwater aquifers. The three drywell chamber elements are connected via inlet and crossover pipes.

Existing catch basins along the corridor were identified and characterized by location, direction of travel and adjacent property land use (**Figure 23**). Once identified, the sites were assessed for the feasibility of installing these drywell chambers using the following criteria:

- **Vertical Clearance:** Must have a minimum vertical clearance of 47' to allow access for the drill rigs used during installation.
- **Utility Setback:** Must have a minimum setback of 5' from utilities and underground BMPs.



GARVEY AVE COMPLETE STREETS



- **Other Constraints:** assessed for other constructions such as obstructions, sidewalk spacing or unusual locations making maintenance difficult.

The following criteria were used to establish low and high priority locations and “not feasible” locations.

- High Priority: All three criteria are satisfied. Ideal location for installing the drywell system.
- Low Priority: Minimum vertical clearance requirement is satisfied. However the utility setback is not satisfied and other constraints were observed in the vicinity. This would require modifying the drywell system configuration, utility location or other observed constraints for installation.
- Not feasible: Location did not meet the minimum vertical clearance requirements and is anticipated to have utility conflicts.

A total of 31 catch basins were identified and analyzed using the criteria above which was summarized in **Table 13**. Of the sites assessed, 6 sites were rated as “high priority”, while 24 sites were rated as “low priority” and one was “not feasible”.



GARVEY AVE

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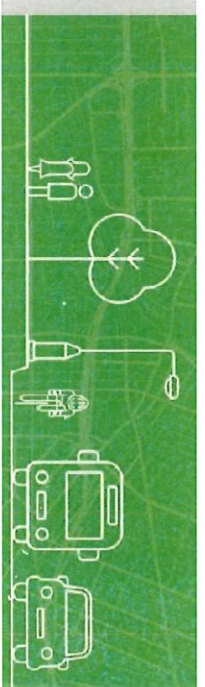


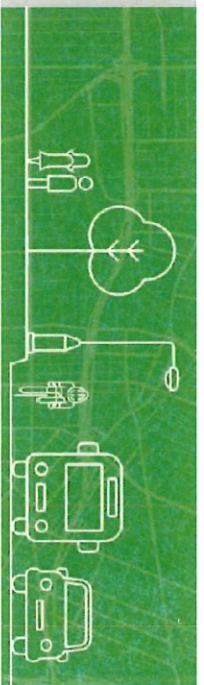
Table 13: – Potential BMP Locations Summary

Location Number	Travel Direction	Vertical Clearance	Utility Clearance	Feasible	Priority Rating	Adjacent Land Use	Parkway Width	Notes
1	West	Yes	Yes	Yes	High	Commercial	12'	CB is outside of City limits, however accepts flows from Project area. Bus stop proposed to be moved. Existing driveway to the east to be removed and no utilities are seen within the driveway which could be usable space. Traffic signal to the west of CB and potential 2' gas line 7' north of curb. (Would need field verification of utilities under sidewalk)
2	West	Yes	No	Yes	Low	Commercial	12'	CB is outside of City limits, however accepts flows from Project area. A utility pole is to the east of the CB. Traffic signal to the west of the CB. Potential telecom line under sidewalk area. Existing driveway to the east to be removed which could be usable space. (Would need field verification of utilities under sidewalk)
3	West	Yes	No	Yes	Low	Commercial	12'	A power pole is to the east of the CB and existing driveway to be removed. Potential 2' gas line 7' north of curb. Existing FH and water meter to the west. Area west of the CB could be usable. (Would need field verification of utilities under sidewalk)
4	West	Yes	Yes	Yes	High	Commercial	12'	No above ground utilities spotted directly adjacent to CB. Street light located on the far west and utility pole located on the far east by each respective driveway. Potential telecom line to the south. (Would need field verification of utilities under sidewalk)
5	West	Yes	No	Yes	Low	Commercial	12'	FH to the east of CB. Existing street light and curb ramp in close proximity to the west. Existing driveway to the east. Due to the location of above-ground utilities, usable space may be difficult to find. (Would need field verification of utilities under sidewalk)
6	West	Yes	No	Yes	Low	Commercial	12'	Usable space available on east and west of CB. Potential sewer line within 2' to gutter on street side. Existing utility pole to the far east and streetlight to the far west. (Would need field verification of utilities under sidewalk)
7	East	Yes	No	Yes	Low	Commercial	12'	Bus stop proposed to be moved. A power pole is to the east with existing tree. There is an existing driveway to the west that will be removed that could be usable space. However there is a utility lid in close proximity to the gutter. (Would need field verification of utilities under sidewalk)
8	East	Yes	No	Yes	Low	Commercial	12'	A utility pole is to the east of the CB. Directly to the west of CB is a water meter and curb core from adjacent building. Traffic signal is to the far west with proposed curb ramp for intersection. There is a manhole lid in the sidewalk area; therefore the potential for drywell within the sidewalk would be limited. (Would need field verification of utilities under sidewalk)
9	South / East	Yes	No	Yes	Low	Commercial	10'/12'	North of existing CB is a large tree. South of existing CB is the traffic signal pole and curb ramp. Potential usable space could be along Garvey frontage east of the existing FH. (Would need field verification of utilities under sidewalk)
10	East	Yes	No	Yes	Low	Commercial	12'	FH, curb core from adjacent parking lot and driveway directly east of CB. Usable area to the west of CB. Far west is a water meter and power pole. (Would need field verification of utilities under sidewalk)
11	North	Yes	No	Yes	Low	Commercial	12'	Existing driveway south of CB. North of CB there appears to be usable space. There are some utility handholes and lids within the sidewalk to the north of the CB near the streetlight. (Would need field verification of utilities under sidewalk)
12	North	Yes	Yes	Yes	High	Commercial	12'	Small existing tree north and south of CB. Currently north of the catch basin features a bus stop. No visual lids/manholes near sidewalk area. Edison manhole/vault is located 35 feet southerly within the street towards Garvey, with approximately 5' clearance from the curb. (Would need field verification of utilities under sidewalk)



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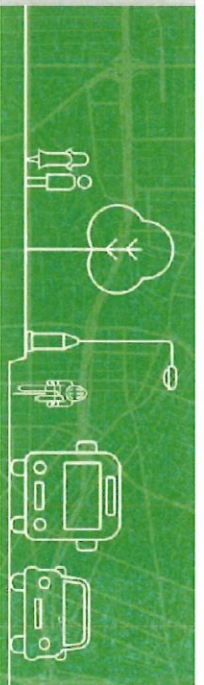


Location Number	Travel Direction	Vertical Clearance	Utility Clearance	Feasible	Priority Rating	Adjacent Land Use	Parkway Width	Notes
13	East	Yes	Yes	Yes	High	Commercial	12'	West of CB is a PH (3' to the west) and traffic signal pole (5' to the west) near the curb ramp. To the direct east of CB is a series of curb cores from adjacent parking lot. Further east appears to have adequate space with not much above ground utilities. (Would need field verification of utilities under sidewalk)
14	East	Yes	No	Yes	Low	Commercial	12'	East of CB is a traffic signal pole/street light. Existing driveway to the direct west of CB. Potential usable locations are limited based on sidewalk.(Would need field verification of utilities under sidewalk)
15	North	Yes	No	Yes	Low	Commercial	9'-10'	Traffic signal with handhole south of CB. North of CB is an existing water meter and utility lid. Gutter appears to end and road markings indicate a utility runs within 5' of the curb. (Would need field verification of utilities under sidewalk)
16	North	Yes	No	Yes	Low	Commercial	9'-10'	Traffic signal and handhole south of CB. No utility manholes/lids found north of CB. Adjacent building is within 10' proximity to the curb. (Would need field verification of utilities under sidewalk)
17	East	Yes	No	Yes	Low	Commercial	12'	Traffic signal and handhole west of CB. No utility manholes/lids found east of CB. Adjacent building is within 12' proximity to the curb. (Would need field verification of utilities under sidewalk)
18	East	Yes	No	Yes	Low	Commercial	12'	Traffic signal with handhole and curb ramp directly west of CB. Water meter found east of CB. Existing driveway to the east will be removed to support a bus stop. Potential usable location would be east of the CB. (Would need field verification of utilities under sidewalk)
19	East	Yes	No	Yes	Low	Commercial	12'	Traffic signal with handhole and curb ramp directly west of CB. No utility/lids/markings found east of CB which could be a potential usable location. Adjacent building is within 12' proximity to the curb. (Would need field verification of utilities under sidewalk)
20	East	Yes	No	Yes	Low	Commercial	12'	Curb ramp and potential water line/ utility box located west of CB. Potential vault located on east of CB. Potential usable space east of CB or west with new alignment of curb proposed. (Would need field verification of utilities under sidewalk)
21	North	Yes	No	Yes	Low	Commercial	12'	CB is a double inlet grate located within a driveway. Traffic signal pole with handhole to the south and potential water valves/lines to the north. The sidewalk area could be potentially usable space; however utilities within the area would make it not likely.(Would need field verification of utilities under sidewalk)
22	East	Yes	No	Yes	Low	Commercial	12'	CB is located adjacent to a traffic signal pole and handhole to the west. It is directly adjacent to an existing driveway that is proposed to be removed. If removed, the driveway could serve as usable space. There are no additional utility markings/lids nearby. (Would need field verification of utilities under sidewalk)
23	East	Yes	Yes	Yes	High	Commercial	12'	There is an existing driveway proposed to be removed to the west of the CB. Currently a bus stop to the east but it is proposed to be relocated and therefore could be usable space. There are no additional utility/lids/markings nearby. (Would need field verification of utilities under sidewalk)
24	East	Yes	No	Yes	Low	Commercial	12'	Two landscape pockets with trees removed on both sides of CB. Currently a bus stop that is proposed to be relocated. Potential utility lines/lids sighted in the sidewalk area. (Would need field verification of utilities under sidewalk)
25	South	Yes	No	Yes	Low	Commercial	10'	Traffic signal with handhole north of CB. South of CB there is a guywire, utility box and power pole. Adjacent building is within 10' of the curb. Limited usable space based on above ground utilities. (Would need field verification of utilities under sidewalk)
26	West	Yes	No	Yes	Low	Commercial	12'	Traffic signal with handhole west of CB. East of the CB there is an existing driveway however there is no utility box/markings nearby and could be usable space. Adjacent building is within 12' of the curb. (Would need field verification of utilities under sidewalk)



GARVEY AVE

COMPLETE STREETS

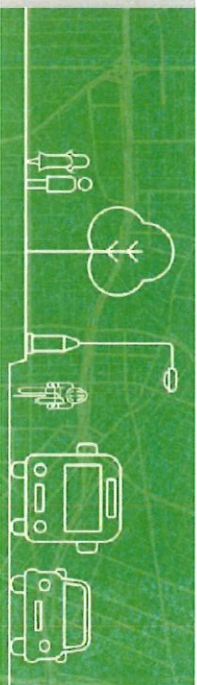


Location Number	Travel Direction	Vertical Clearance	Utility Clearance	Feasible	Priority Rating	Adjacent Land Use	Parkway Width	Notes
27	West	Yes	Yes	Yes	High	Commercial	12'	Currently a bus stop that will be relocated. There is a driveway, approximately 9' to the east, limiting space east of the CB. There is potential usable space to the west of the CB before a small tree. There are no additional utility boxes/markings nearby. (Would need field verification of utilities under sidewalk)
28	South	No	No	No	Not Feasible	Commercial	7-8'	Limited parkway width of approximately 7-8'. FH and power pole to the north and existing driveway to the south. Potential elec line and communication line within the sidewalk. There are traffic signal loops in front of the CB leaving very little usable space with minimum 5' clearance.
29	North	Yes	No	Yes	Low	Commercial	5-8'	Traffic signal pole to the north of CB and power pole with curb ramp to the south. Parkway width varies here from 5' to 8' which may impact usable space availability. (Would need field verification of utilities under sidewalk)
30	East	Yes	No	Yes	Low	Commercial	12'	Traffic signal pole and curb ramp to the west of CB. There appears to be a loading ramp for the bus stop on the east of CB; however, if this and the bus stop will be relocated, there may be usable space to the east. There is a street light and pedestal to the far east. (Would need field verification of utilities under sidewalk)
31	North / East	Yes	No	Yes	Low	Commercial	10'-12'	Traffic signal pole, hand hole and various utility boxes to the east of CB. Potential usable space west of the CB. (Would need field verification of utilities under sidewalk)



GARVEY AVE

COMPLETE STREETS

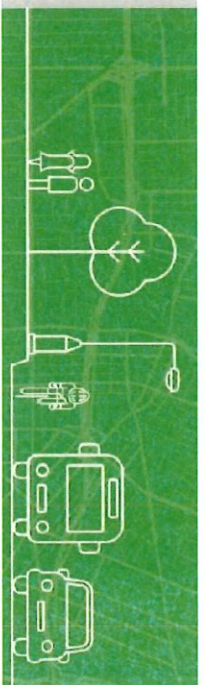


Location Number	Travel Direction	Vertical Clearance	Utility Clearance	Feasible	Priority Rating	Adjacent Land Use	Parkway Width	Notes
13	East	Yes	Yes	Yes	High	Commercial	12'	West of CB is a FH (2' to the west) and traffic signal pole (5' to the west) near the curb ramp. To the direct east of CB is a series of curb cores from adjacent parking lot. Further east appears to have adequate space with not much above ground utilities. (Would need field verification of utilities under sidewalk)
14	East	Yes	No	Yes	Low	Commercial	12'	East of CB is a traffic signal pole/street light. Existing driveway to the direct west of CB. Potential usable locations are limited based on sidewalk. (Would need field verification of utilities under sidewalk)
15	North	Yes	No	Yes	Low	Commercial	9'-10'	Traffic signal with handhole south of CB. North of CB is an existing water meter and utility lid. Gutter appears to end and road markings indicate a utility runs within 5' of the curb. (Would need field verification of utilities under sidewalk)
16	North	Yes	No	Yes	Low	Commercial	9'-10'	Traffic signal and handhole south of CB. No utility manholes/lids found north of CB. Adjacent building is within 10' proximity to the curb. (Would need field verification of utilities under sidewalk)
17	East	Yes	No	Yes	Low	Commercial	12'	Traffic signal and handhole west of CB. No utility manholes/lids found east of CB. Adjacent building is within 12' proximity to the curb. (Would need field verification of utilities under sidewalk)
18	East	Yes	No	Yes	Low	Commercial	12'	Traffic signal with handhole and curb ramp directly west of CB. Water meter found east of CB. Existing driveway to the east will be removed to support a bus stop. Potential usable location would be east of the CB. (Would need field verification of utilities under sidewalk)
19	East	Yes	No	Yes	Low	Commercial	12'	Traffic signal with handhole and curb ramp directly west of CB. No utility/lids/markings found east of CB which could be a potential usable location. Adjacent building is within 12' proximity to the curb. (Would need field verification of utilities under sidewalk)
20	East	Yes	No	Yes	Low	Commercial	12'	Curb ramp and potential water line/utility box located west of CB. Potential vault located on east of CB. Potential usable space east of CB or west with new alignment of curb proposed. (Would need field verification of utilities under sidewalk)
21	North	Yes	No	Yes	Low	Commercial	12'	CB is a double inlet grate located within a driveway. Traffic signal pole with handhole to the south and potential water valves/lines to the north. The sidewalk area could be potentially usable space; however utilities within the area would make it not likely. (Would need field verification of utilities under sidewalk)
22	East	Yes	No	Yes	Low	Commercial	12'	CB is located adjacent to a traffic signal pole and handhole to the west. It is directly adjacent to an existing driveway that is proposed to be removed. If removed, the driveway could serve as usable space. There are no additional utility markings/lids nearby. (Would need field verification of utilities under sidewalk)
23	East	Yes	Yes	Yes	High	Commercial	12'	There is an existing driveway proposed to be removed to the west of the CB. Currently a bus stop to the east but it is proposed to be relocated and therefore could be usable space. There are no additional utility/lids/markings nearby. (Would need field verification of utilities under sidewalk)
24	East	Yes	No	Yes	Low	Commercial	12'	Two handscope pockets with trees removed on both sides of CB. Currently a bus stop that is proposed to be relocated. Potential utility lines/lids sighted in the sidewalk area. (Would need field verification of utilities under sidewalk)
25	South	Yes	No	Yes	Low	Commercial	10'	Traffic signal with handhole north of CB. South of CB there is a guywire, utility box and power pole. Adjacent building is within 10' of the curb. Limited usable space based on above ground utilities. (Would need field verification of utilities under sidewalk)
26	West	Yes	No	Yes	Low	Commercial	12'	Traffic signal with handhole west of CB. East of the CB there is an existing driveway however there is no utility box/markings nearby and could be usable space. Adjacent building is within 12' of the curb. (Would need field verification of utilities under sidewalk)

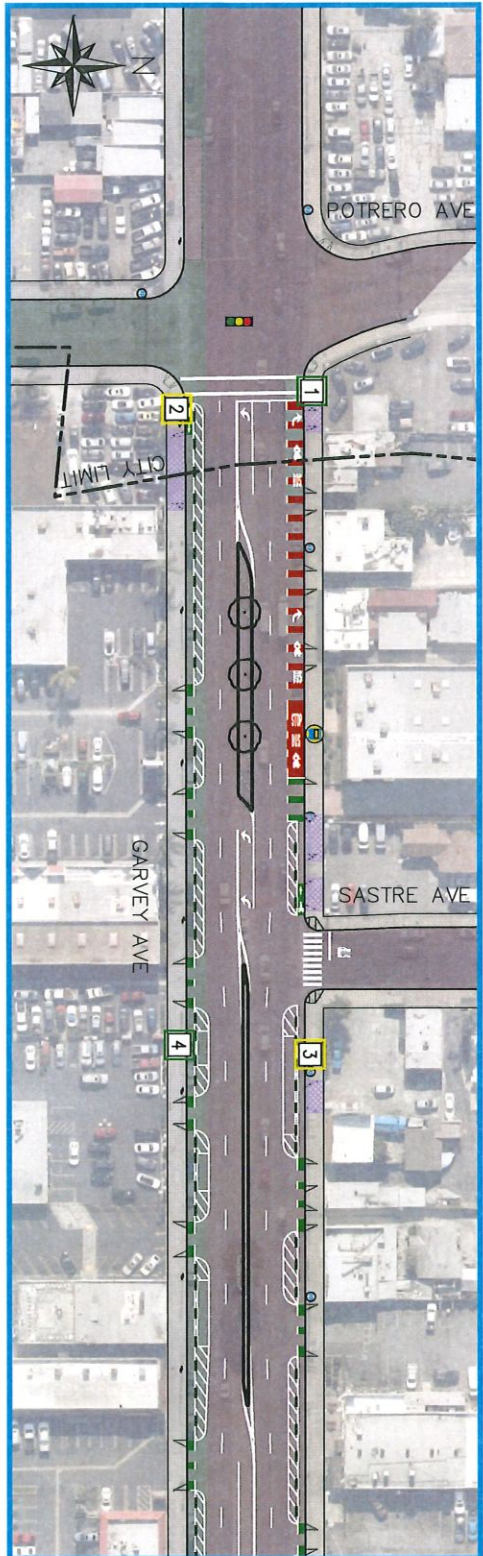


GARVEY AVE

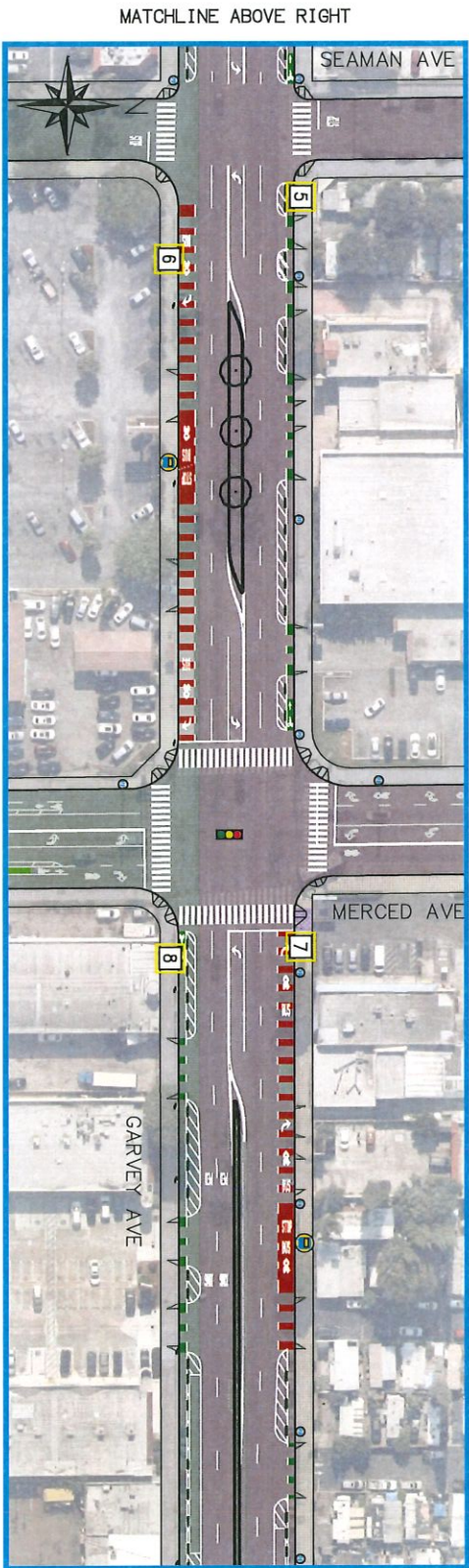
COMPLETE STREETS



Location Number	Travel Direction	Vertical Clearance	Utility Clearance	Feasible	Priority Rating	Adjacent Land Use	Parkway Width	Notes
27	West	Yes	Yes	Yes	High	Commercial	12'	Currently a bus stop that will be relocated. There is a driveway, approximately 9' to the east, limiting space east of the CB. There is potential usable space to the west of the CB before a small tree. There are no additional utility boxes/markings nearby. (Would need field verification of utilities under sidewalk)
28	South	No	No	No	Not Feasible	Commercial	7-8'	Limited parkway width of approximately 7-8'. FH and power pole to the north and existing driveway to the south. Potential elec line and communication line within the sidewalk. There are traffic signal loops in front of the CB leaving very little usable space with minimum 5' clearance.
29	North	Yes	No	Yes	Low	Commercial	5-8'	Traffic signal pole to the north of CB and power pole with curb ramp to the south. Parkway width varies here from 5' to 8' which may impact usable space availability. (Would need field verification of utilities under sidewalk)
30	East	Yes	No	Yes	Low	Commercial	12'	Traffic signal pole and curb ramp to the west of CB. There appears to be a loading ramp for the bus stop on the east of CB; however if this and the bus stop will be relocated, there may be usable space to the east. There is a street light and pedestal to the far east. (Would need field verification of utilities under sidewalk)
31	North / East	Yes	No	Yes	Low	Commercial	10-12'	Traffic signal pole, hand hole and various utility boxes to the east of CB. Potential usable space west of the CB. (Would need field verification of utilities under sidewalk)

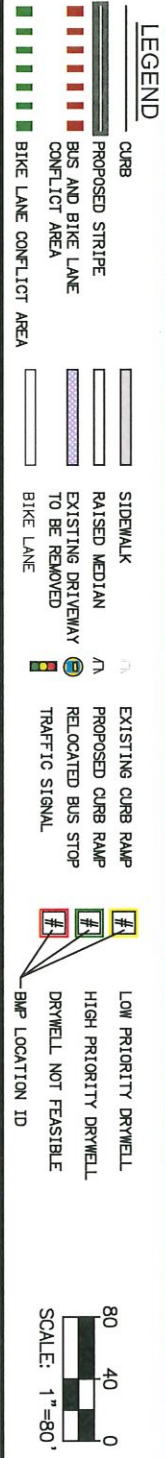


MATCHLINE BELOW LEFT

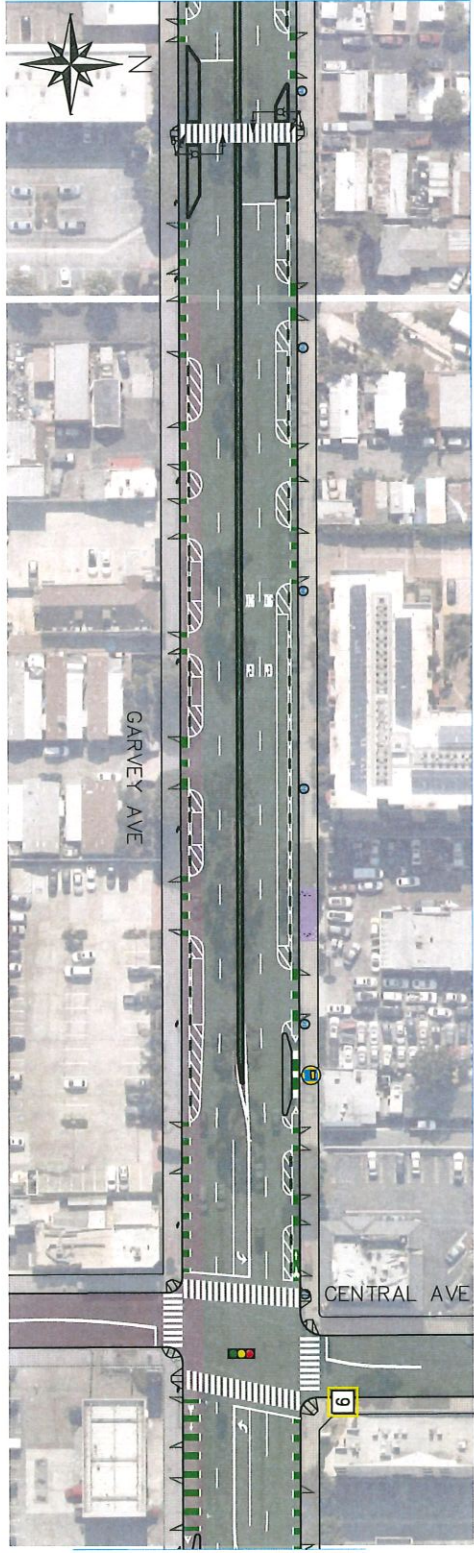
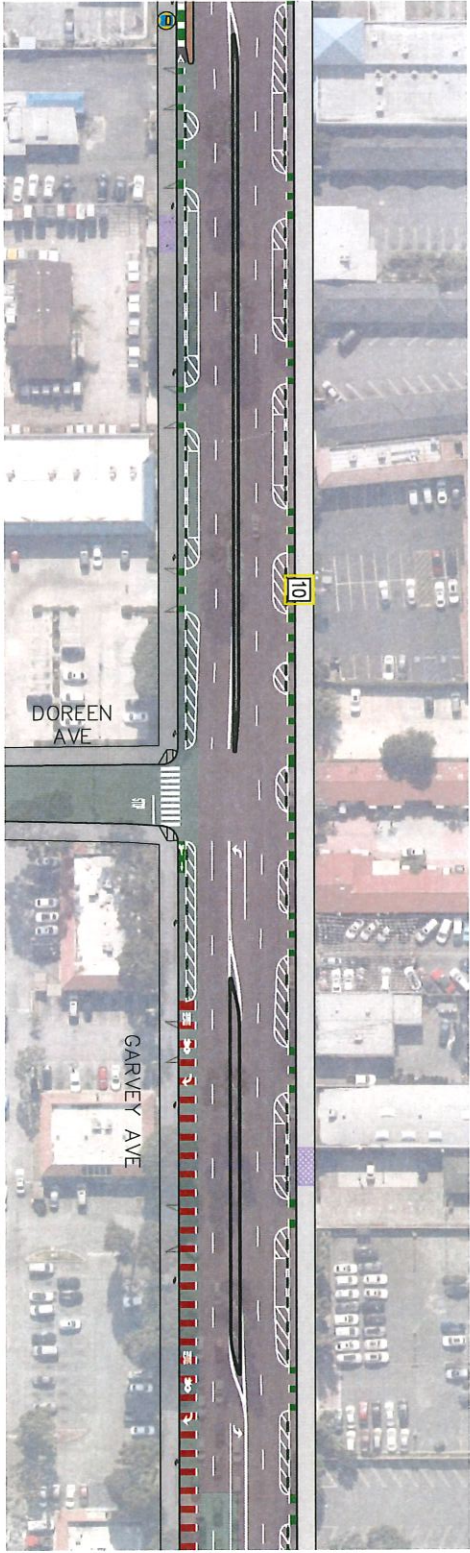


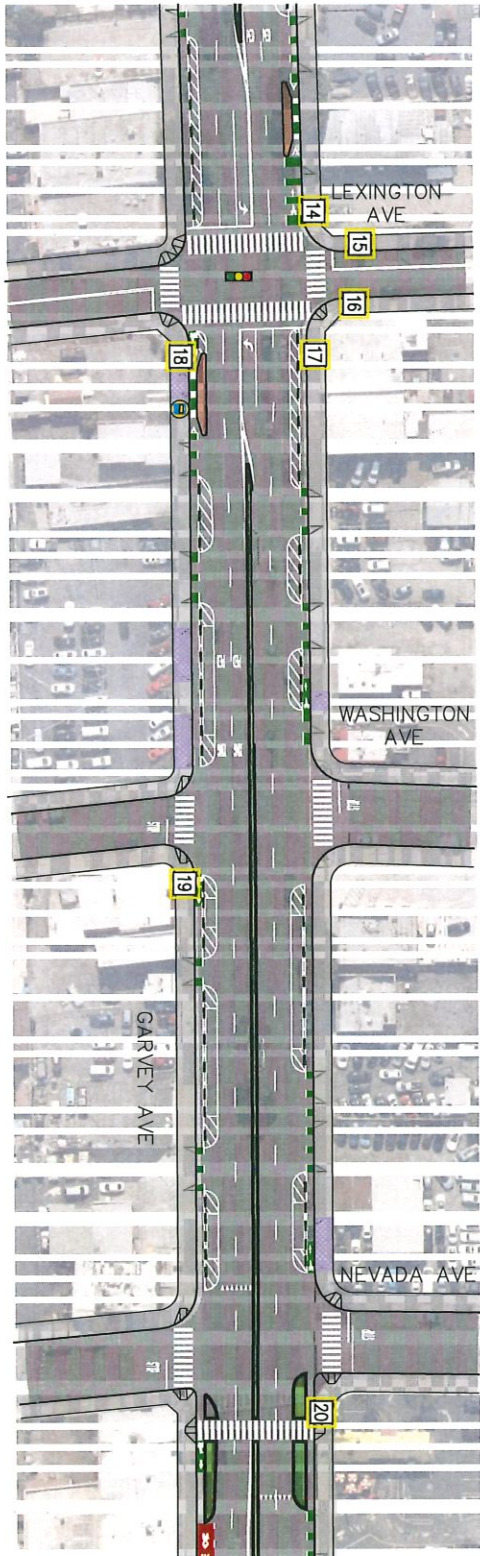
MATCHLINE ABOVE RIGHT

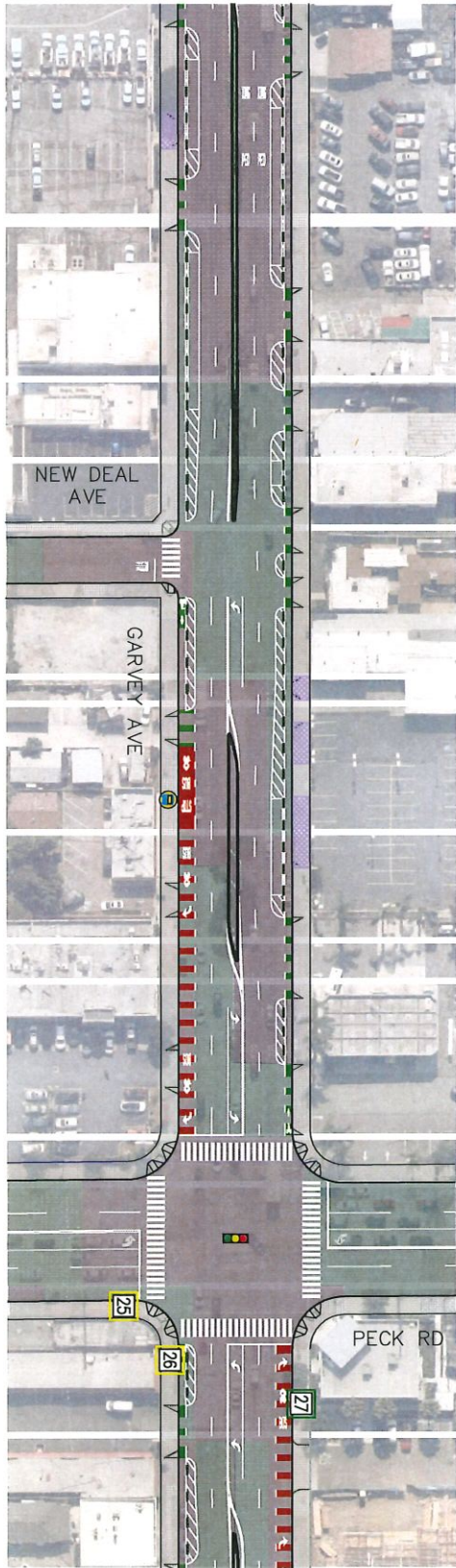
MATCHLINE SHEET 2

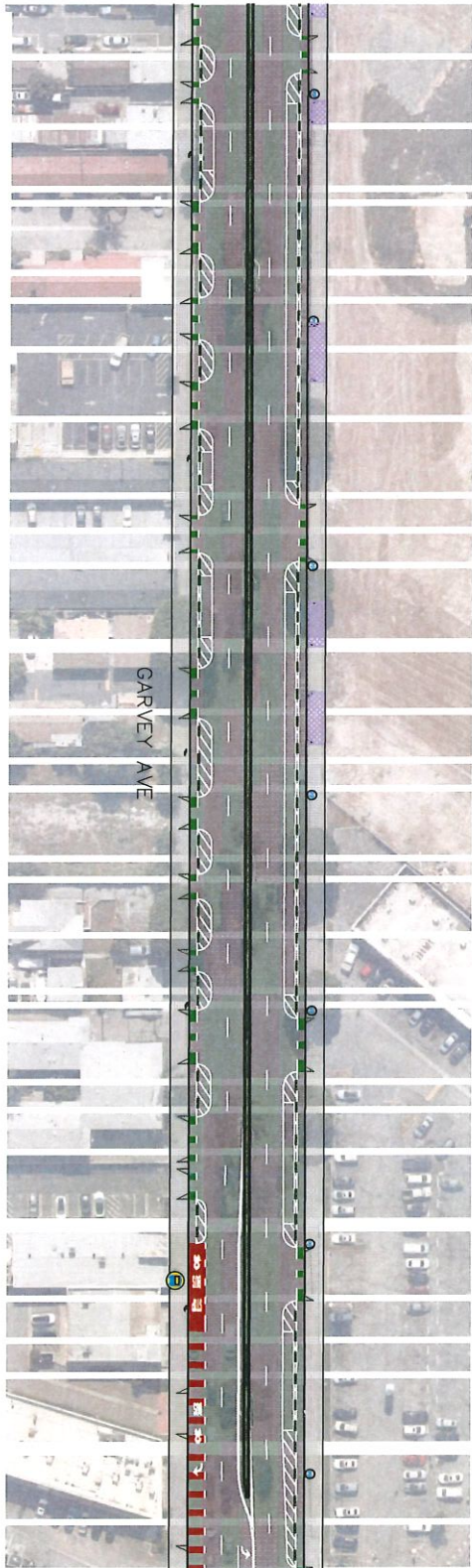


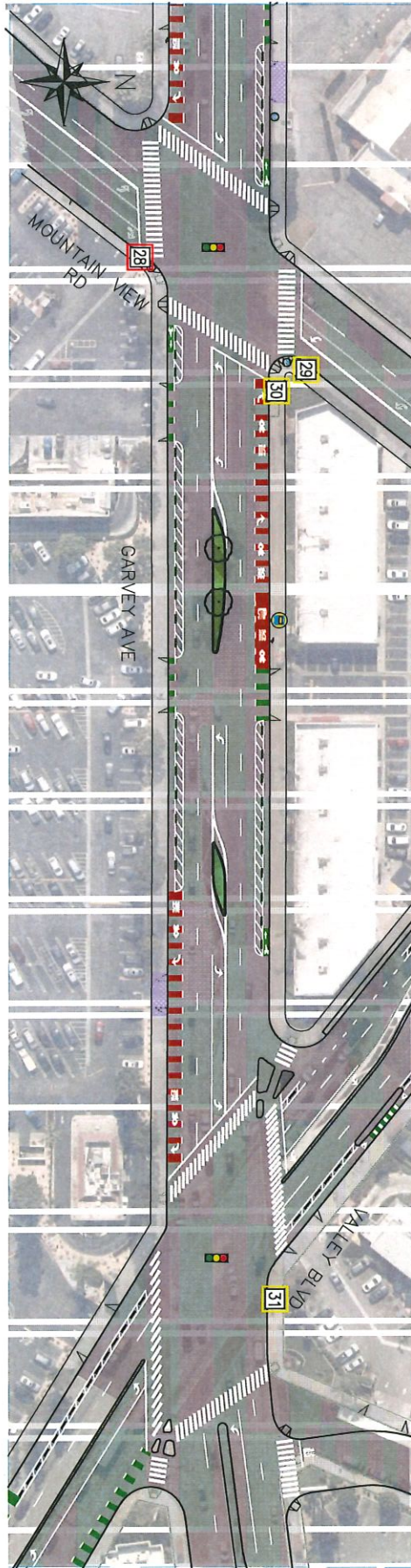
**Garvey Avenue
Drywell Location
Concept Plan**
SHEET 1 of 6





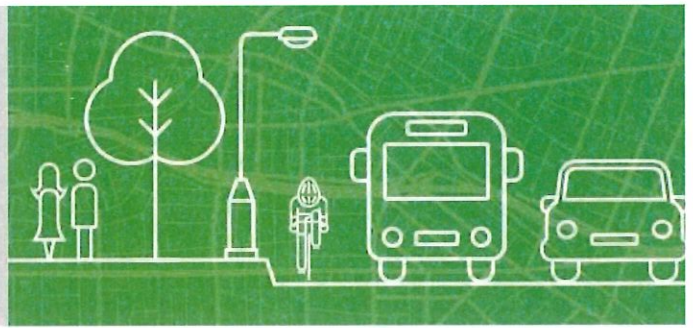








GARVEY AVE COMPLETE STREETS



6.0 Mobility Assessment of the Preferred Complete Street Plan

VEHICULAR CONDITIONS

Operational Analysis

To evaluate the effect of the geometric and signal timing changes discussed above for each Option, the study intersections were evaluated without and with the intersection modifications for the Horizon Year 2035 conditions. The Horizon Year 2035 traffic volumes were calculated by applying ambient growth to the existing counts collected for the corridor. Based on the socioeconomic data in the *Southern California Association of Governments 2020-2045 Regional Transportation Plan* (SCAG 2045 RTP) a 1.0% linear annual growth rate was used to forecast future volumes. It is assumed the ambient growth captures planned projects in the area. **Appendix E** contains detailed volume development worksheets. **Table 14** and **Table 15** shows the results of the intersection operational analysis. **Appendix F** contains the Synchro analysis worksheets.

Under the Horizon Year 2035 No Build condition, all intersections are projected to operate at LOS D or better during the AM and PM peak hours. Under all other Options, operations are projected to degrade at most intersection. This change in LOS can be attributed to addition of Protected Left Turn Phasing and Leading Pedestrian Interval timing at all intersections. Option 2 is projected to degrade the most due to the removal of de facto right turn lanes along Garvey Avenue. Under Option 2 the analysis results project the intersection of Garvey Avenue and Peck Road (4) will operate at unacceptable LOS E during the PM peak hour.



GARVEY AVE COMPLETE STREETS

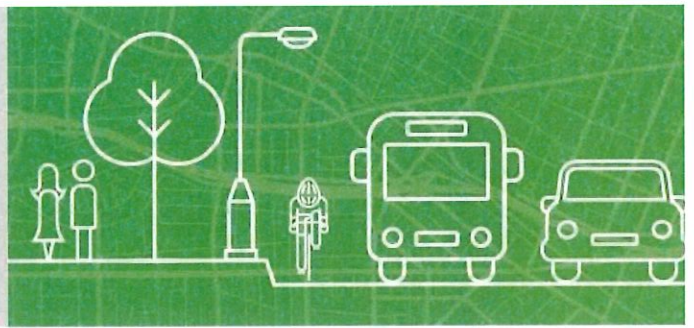


Table 14: Operational Analysis Results – Horizon Year Option 1 & 2 (2035)

Intersection			No Build				Option 1				Option 2			
			AM		PM		AM		PM		AM		PM	
			LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
1	Garvey Avenue and Merced Avenue	SIG	B	10.6	B	11.3	C	11.5	D	17.6	C	12.7	D	44.8
2	Garvey Avenue and Santa Anita	SIG	D	41.7	D	47.9	D	44.4	D	48.0	D	49.9	D	51.7
3	Garvey Avenue and Tyler Avenue	SIG	B	12.0	B	13.5	C	12.7	D	10.4	C	14.3	D	48.3
4	Garvey Avenue and Peck Road	SIG	B	16.3	C	22.5	D	48.3	D	54.3	D	50.3	E	59.9
5	Garvey Avenue and Meeker Avenue	SIG	B	12.2	C	10.9	B	10.7	C	13.1	B	13.0	C	23.1
6	Garvey Avenue and Mountain View	SIG	A	9.9	B	12.8	D	17.6	D	16.6	D	18.7	D	50.4

- Notes:**
- 1) LOS = Level of Service.
 - 2) LOS E or LOS F in **red bold font** where applicable.
 - 3) SIG = Signalized Control.
 - 4) Overall LOS provided for signalized intersection.
 - 5) Delay shown in seconds per vehicle.



GARVEY AVE COMPLETE STREETS

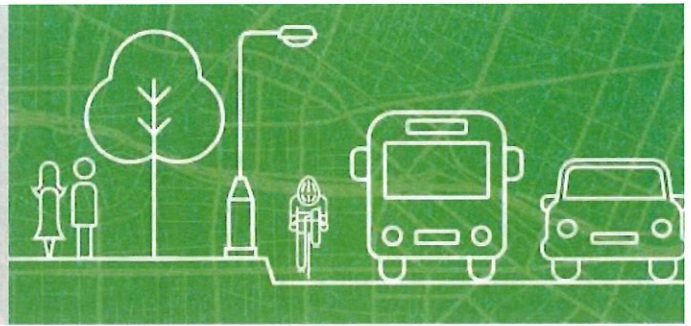


Table 15: Operational Analysis Results – Horizon Year Option 3 & 4 (2035)

Intersection			No Build				Option 3				Option 4			
			AM		PM		AM		PM		AM		PM	
			LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
1	Garvey Avenue and Merced Avenue	SIG	B	10.6	B	11.3	C	31.5	D	37.6	C	31.5	D	37.6
2	Garvey Avenue and Santa Anita	SIG	D	41.7	D	47.9	D	44.4	D	48.0	D	44.4	D	48.0
3	Garvey Avenue and Tyler Avenue	SIG	B	12.0	B	13.5	C	32.7	D	40.4	C	32.7	D	40.4
4	Garvey Avenue and Peck Road	SIG	B	16.3	C	22.5	D	48.3	D	54.3	D	48.3	D	54.3
5	Garvey Avenue and Meeker Avenue	SIG	B	12.2	C	30.9	B	10.8	C	23.2	B	12.4	D	40.4
6	Garvey Avenue and Mountain View	SIG	A	9.9	B	12.8	D	37.6	D	46.6	D	37.6	D	46.6

- Notes:** 1) LOS = Level of Service.
 2) LOS E or LOS F in **red bold font** where applicable.
 3) SIG = Signalized Control.
 4) Overall LOS provided for signalized intersection.
 5) Delay shown in seconds per vehicle.

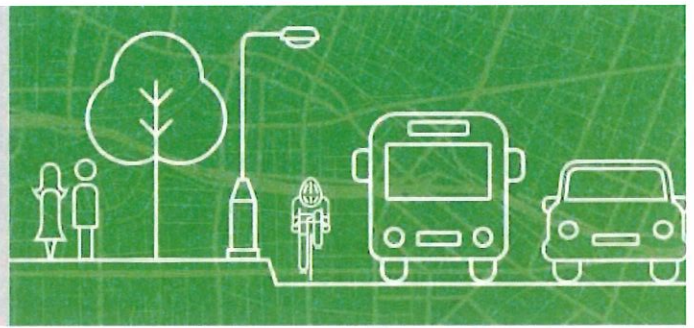
PEDESTRIAN AND BICYCLE ASSESSMENT

PEQI Analysis

Proposed pedestrian conditions along Garvey Avenue were analyzed using the PEQI methodology, as discussed previously. The pedestrian conditions with Complete Street plan worksheets are provided in **Appendix G**. The results of this analysis are shown in **Table 16** (roadway segment analysis) and Error! Reference source not found. (intersection analysis).



GARVEY AVE COMPLETE STREETS



As shown in the tables below, the roadway segment analysis indicated that the pedestrian conditions along Garvey Avenue are ranked as “basic pedestrian conditions.” The intersection analysis indicated that all analyzed intersections along Garvey Avenue were ranked as mostly “reasonable pedestrian condition” and “basic pedestrian conditions”, which is a significant improvement over the “poor conditions” identified in the existing conditions assessment.

Table 16: Proposed PEQI Roadway Segment Analysis

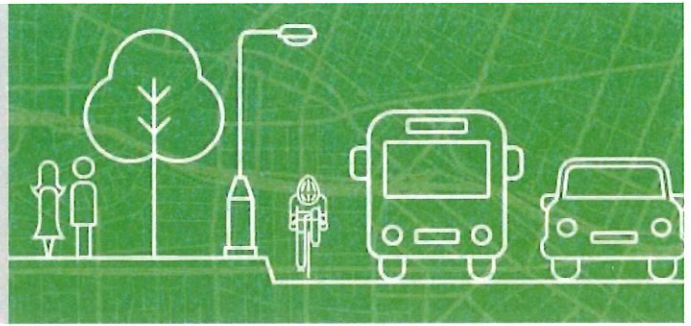
Street Name	Cross Street 1	Cross Street 2	Side of Street	Total PEQI Score	Pedestrian Conditions
Garvey Avenue	Potrero Avenue	Merced Avenue	East	54	Basic Pedestrian Conditions
			West	54	Basic Pedestrian Conditions
	Merced Avenue	Santa Anita Avenue	East	58	Basic Pedestrian Conditions
			West	56	Basic Pedestrian Conditions
	Santa Anita Avenue	Tyler Avenue	East	55	Basic Pedestrian Conditions
			West	54	Basic Pedestrian Conditions
	Tyler Avenue	Peck road	East	56	Basic Pedestrian Conditions
			West	57	Basic Pedestrian Conditions
Peck Road	Valley Boulevard	East	58	Basic Pedestrian Conditions	
		West	54	Basic Pedestrian Conditions	

Table 17: Existing Conditions PEQI Intersection Analysis

Street Name 1	Street Name 2	Total PEQI Score	Pedestrian Conditions
Garvey Avenue	Potrero Avenue	59	Basic Pedestrian Conditions
	Merced Avenue	68	Reasonable Pedestrian Conditions
	California Training School	27	Poor Pedestrian Conditions
	Central Avenue	68	Reasonable Pedestrian Conditions
	Santa Anita Avenue	68	Reasonable Pedestrian Conditions
	Gage Avenue	73	Reasonable Pedestrian Conditions
	Lexington Avenue	68	Reasonable Pedestrian Conditions
	Nevada Avenue	73	Reasonable Pedestrian Conditions
	Tyler Avenue	68	Reasonable Pedestrian Conditions
	Consol Avenue	68	Reasonable Pedestrian Conditions
	Peck Road	73	Reasonable Pedestrian Conditions
	Meeker Avenue	68	Reasonable Pedestrian Conditions
	Mountain View Road	68	Reasonable Pedestrian Conditions
	Valley Boulevard	68	Reasonable Pedestrian Conditions



GARVEY AVE COMPLETE STREETS



Bicycle LTS Analysis

Currently, there are no dedicated bicycle facilities along Garvey Avenue. The corridor is primarily comprised of shopping centers. The San Gabriel Valley Regional Bike Master Plan recommends a Class II bike lane in each direction. The proposed improvements recommend a Class IV bike facility with wheel stops which could address the existing bicycle gaps and increase connectivity along Valley Boulevard.

Table 18 shows the results of the LTS analysis for the proposed conditions. The proposed concepts include the following features that are expected to improve the bicycling environment and the associated LTS for the corridor:

- Addition of a buffered bike lane with wheel stops on both sides of the street.
- Slowing of expected vehicle speed due to a reduction in lane width and the incorporation of traffic calming features including RRFBs in numerous locations along the corridor.

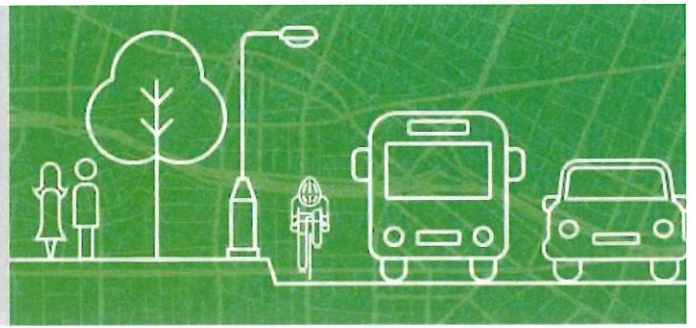
The results of the analysis shows that the proposed features will significantly improve the bicycling conditions along Valley Boulevard, making the roadway more attractive to a wider range of bicyclists.

Table 18: Existing Conditions Bicycle LTS Analysis

Street Name	Cross Street 1	Cross Street 2	Direction	Presence of Bicycle Facility	Number of Travel Lanes	Observed Speed	Total LTS Score	Suitable for
Garvey Avenue	Potrero Avenue	Merced Avenue	East	None	2	35+ mph	1	Enthused & Confident
			West		2	35+ mph		
	Merced Avenue	Santa Anita Avenue	East	None	2	35+ mph	1	Enthused & Confident
			West		2	35+ mph		
	Santa Anita Avenue	Tyler Avenue	East	None	2	35+ mph	1	Enthused & Confident
			West		2	35+ mph		
	Tyler Avenue	Peck road	East	None	2	35+ mph	1	Enthused & Confident
			West		2	35+ mph		
	Peck Road	Valley Boulevard	East	None	2	35+ mph	1	Enthused & Confident
			West		2	35+ mph		



GARVEY AVE COMPLETE STREETS



7.0 Parking Study and Findings

Field observations along the corridor suggested that most of the on-street parking along Garvey Avenue was unused or underutilized. As part of this feasibility study, a detailed parking utilization survey was conducted to validate the overall need for on-street parking along the corridor.

DATA COLLECTION

The parking study was conducted on Wednesday, December 13, 2023 and Saturday, December 16, 2023 for 10 hours each day (10:00 AM to 8:00 PM). During each observation period, occupied spaces were recorded every hour. This data was used to document the parking utilization (percent of available spaces occupied) for each of the study segments. Error! Reference source not found. shows the parking survey zones included in the survey and findings for the parking utilization. Detailed parking utilization data is contained in **Appendix C**.

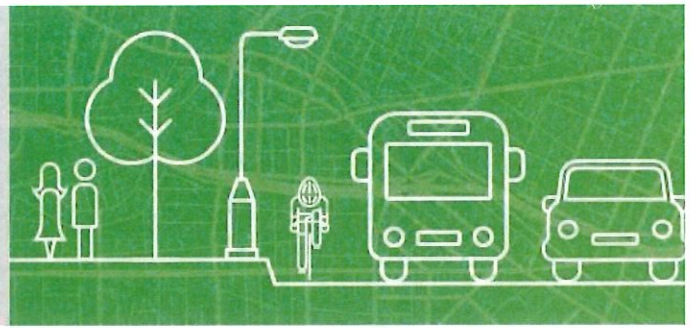
For the purposes of the parking assessment, Garvey Avenue was divided into 15 segments and 28 parking zones (PZ's) as summarized in **Table 19**.

Table 19: Garvey Avenue Parking Zone Summary

Segment	Limits	Parking Zone	Side of Street
Segment 1	Potrero Ave to Seaman Ave	PZ-1	South
		PZ-2	North
Segment 2	Seaman Ave to Merced Ave	PZ-3	South
		PZ-4	North
Segment 3	Merced Ave to Central Ave	PZ-5	South
		PZ-6	North
Segment 4	Central Ave to Doreen Ave	PZ-7	South
		PZ-8	North
Segment 5	Doreen Ave to Santa Anita Ave	PZ-9	South
		PZ-10	North
Segment 6	Santa Anita Ave to Granada Ave	No Parking Provided	
Segment 7	Granada Ave to Lexington Ave	PZ-11	South
		PZ-12	North
Segment 8	Lexington Ave to Tyler Ave	PZ-13	South
		PZ-14	North
Segment 9	Tyler Ave to Consol Ave	PZ-15	South
		PZ-16	North
Segment 10	Consol Ave to New Deal Ave	PZ-17	South
		PZ-18	North



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Segment 11	New Deal Ave to Peck Rd	PZ-19	South
		PZ-20	North
Segment 12	Peck Rd to Musgrove Ave	PZ--21	South
		PZ-22	North
Segment 13	Musgrove Ave to Meeker Ave	PZ-23	South
		PZ-24	North
Segment 14	Meeker Ave to Mountain View Ave	PZ-25	South
		PZ-26	North
Segment 15	Mountain View Ave to Valley Blvd	PZ-27	South
		PZ-28	North

EXISTING INVENTORY

The parking survey included an inventory of existing parking facilities within the study area and was broken down into types of parking. As shown in **Error! Reference source not found.**, the parking survey indicated a total of 383 on-street public parking spaces within the study area.

Table 20: Garvey Avenue Parking Inventory Summary

Parking Type	Parking Supply
Regular	191
Time Restricted	0
Loading Zone	2
2 hour	166
20 Minute	24
Total Parking Supply	383

EXISTING PARKING DEMAND

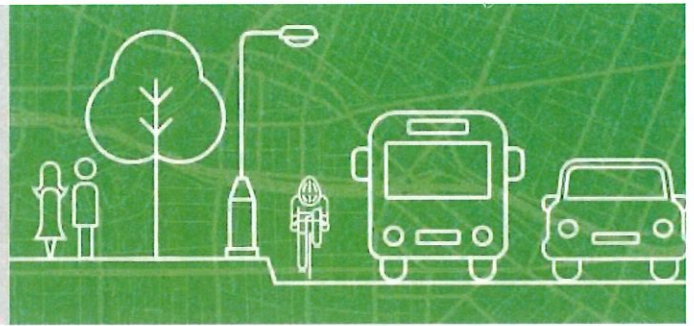
Based on the data collected during the survey, the peak parking demand (i.e. the highest number of parking spaces occupied as a percentage of the total parking supply) for the entire corridor occurred at 2:00 PM during the weekday survey. On Wednesday, 200 of the 383 available on-street parking spaces were occupied which represents a weekday peak parking utilization of 52.2%. During the weekend survey (Saturday), the peak parking demand occurred at 1:00 AM where 215 of the 383 available on-street parking spaces were occupied. This represents a peak weekend parking utilization of 56.1%

Table 21 summarizes the results of the peak parking utilization for the weekend and weekday surveys for the Garvey Avenue corridor.

The survey shows that the on-street parking zones along the corridor experience a higher occupancy between Tyler Avenue and Mountain View Road (Segments 9-14) as well as the west side of the corridor (Segments 1 & 2) compared to



GARVEY AVE COMPLETE STREETS



the rest of the corridor. The highest utilization recorded during the survey occurs on Segment 1 (Potrero Avenue to Seaman Avenue) where the peak weekday utilization demand reaches approximately 89.2% from 2:00-3:00 PM. The peak weekend utilization demand reaches 81.1% on this segment from 1:00-2:00 PM.

In comparison, the lowest utilization occurs on Segment 4 and Segment 5 where the demand never exceeds 25% on the weekend and 43% on the weekday.

It should be noted that parking zones PZ-4 and PZ-6 show a utilization greater than 100% (demand exceeds capacity) due to illegally parked vehicle overlapping red curbs and encroaching into driveways.

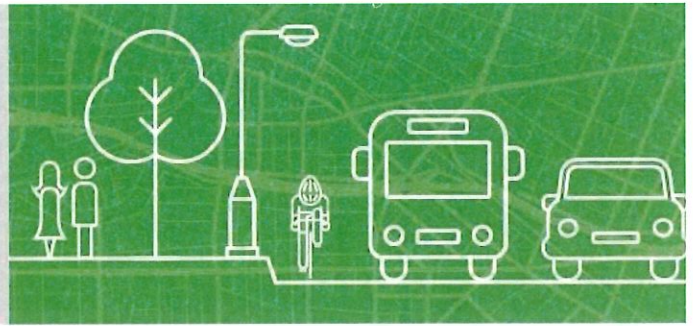
Table 21: Peak Parking Utilization

Segment	Inventory	Weekday			Weekend			
		Peak Occupancy ⁽¹⁾	Peak Utilization	Remaining Spaces	Peak Occupancy ⁽²⁾	Peak Utilization	Remaining Spaces	
Segment 1	Potrero Ave to Seaman Ave	37	33	89.2%	4	30	81.1%	7
Segment 2	Seaman Ave to Merced Ave	18	9	50.0%	9	13	72.2%	5
Segment 3	Merced Ave to Central Ave	61	26	42.4%	35	36	58.8%	25
Segment 4	Central Ave to Doreen Ave	26	3	11.5%	23	5	19.2%	21
Segment 5	Doreen Ave to Santa Anita Ave	14	3	21.4%	11	6	42.7%	8
Segment 6	Santa Anita Ave to Granada Ave	0	No Parking Provided on this Segment					
Segment 7	Granada Ave to Lexington Ave	25	3	12.0%	22	17	68.0%	8
Segment 8	Lexington Ave to Tyler Ave	34	14	41.2%	20	19	55.9%	15
Segment 9	Tyler Ave to Consol Ave	27	19	70.4%	8	16	59.3%	11
Segment 10	Consol Ave to New Deal Ave	24	18	75.0%	6	16	66.7%	8
Segment 11	Consol Ave to New Deal Ave	16	9	56.3%	7	11	68.8%	5



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Segment 12	Peck Rd to Musgrove Ave	39	23	58.7%	16	18	46.0%	21
Segment 13	Musgrove Ave to Meeker Ave	16	14	87.5%	2	2	12.5%	14
Segment 14	Meeker Ave to Mountain View Ave	39	26	66.7%	13	25	64.1%	14
Segment 15	Mountain View Ave to Valley Blvd	7	0	0.0%	7	1	14.3%	6
Total		383	200	52.2%	183	215	56.1%	168

⁽¹⁾ Peak Weekend Parking Demand based on Parking survey data for Wednesday, December 13th, at 2:00 PM

⁽²⁾ Peak Weekend Parking Demand based on Parking survey data for Saturday, December 16th, at 1:00 PM

POTENTIAL PARKING IMPACTS

Parking Removal Evaluation

The standard industry practice parking capacity threshold is typically considered to be when 85% of the parking supply is occupied. Generally, at rates higher than 85% drivers will have a more difficult time finding an empty space and may have to circulate the vicinity of their destination before finding an available space. The parking survey shows that the only areas this occurs is Segment 1 (Potrero Avenue to Seaman Avenue) and Segment 13 (Musgrove Ave to Meeker Avenue) where the peak weekday utilization demand reaches approximately 89.2% and 87.5% from 2:00-3:00 PM, respectively.

With the Complete Street plan, the on-street parking supply will be reduced from 383 spaces to approximately 33 spaces. This will show as a net decrease of 183 spaces. Changes to the parking supply with the proposed corridor modifications are summarized in **Table 22**.



GARVEY AVE COMPLETE STREETS

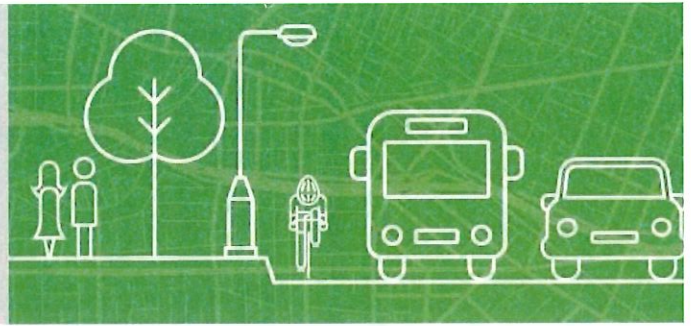


Table 22: Garvey Avenue Future Parking Inventory Summary

Segment	Parking Inventory		Change
	Existing	Proposed ¹	
Segment 1	145	0	-145
Segment 3	156	21	-135
Segment 5	51	12	-39
Total	352	33	-319

¹ Proposed inventory estimated based on Preferred Concepts dated 11-10-2023

It should also be noted, that the estimated parking supply with the proposed corridor improvements does not fully account for the required red curb at driveways and alleys, which may reduce the parking supply even further.

With the loss of on-street parking along the main commercial corridor, patrons to these commercial establishments would be required to park on-site, if facilities are provided. Otherwise they would be required to navigate to the adjacent side-streets to find on-street parking. While the overall parking supply that is estimated to be lost with the corridor improvements is approximately 319 spaces along the entire corridor, **Table 22** above indicates that there is available capacity within each segment. Segment 1 had a peak occupancy of 54 vehicles, Segment 3 had a peak occupancy of 59 vehicles and Segment 5 had a peak occupancy of 32 vehicles. Therefore, the estimated parking demand that is forecast to be displaced to on-site facilities or adjacent side streets is less than 54 vehicles in Segment 1, 38 vehicles in Segment 3, and 12 vehicles in Segment 5.

8.0 Cost Estimate

Rough Order of Magnitude (ROM) cost have been developed to provide a general idea of costs to implement the Complete Street plan. While implementation of the Complete Street plan as one project is possible, a more likely scenario (due to overall costs) would involve a phased approach. See Section 9 for additional details on implementation options. Assumptions and methodologies used to develop the ROM costs are described below and followed by a table with the ROM cost details.

The ROM cost includes general overhead related items such as mobilization, traffic control, stormwater protection plan, monument preservation, and utility relocation/coordination; general construction items including contingency; and project delivery costs such as engineering, right of way coordination and construction engineering.



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General lump sum and assumptions included in the cost estimate are as follows:

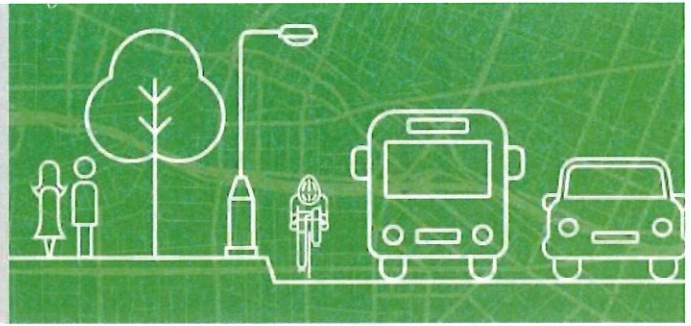
- Mobilization – 5% of total construction cost rounded to the nearest \$1,000
- Traffic control – 4% of total construction cost rounded to the nearest \$1,000
- Stormwater protection plan – lump sum of \$150,000 based on similar project costs
- Monument preservation and restoration – lump sum of \$150,000 based on similar project costs
- Utility relocation coordination – lump sum of \$300,000 based on similar project costs
- Contingency – 30% of general and overhead construction items
- Preliminary engineering (environmental studies and permitting) – 5% of general and overhead construction items
- Preliminary engineering (plans, specifications and estimates) – 10% of general and overhead construction items
- Right of way engineering – 2% of general and overhead construction items
- Right of way acquisitions – 2% of general and overhead construction items
- Construction engineering – 10% of general and overhead construction items

General construction assumptions included in the estimates are as follows:

- **Full depth asphalt concrete (AC) pavement removal and replacement:** Assumes approximately 33% of the roadway will be removed and replaced with a full depth AC pavement section. This excludes the areas where new medians would be constructed.
- **Grind and overlay AC pavement:** Assumes remaining approximately 67% of the roadway area will be grind and overlaid. This excludes the areas where new medians would be constructed.
- **New medians:** Assumes all new curb and gutter for medians and that median areas will be landscaped.
- **Curb and gutter:** Assumes approximately 30% of existing curb and gutter requires replacement. All new curb and gutter will be provided at the medians.
- **Curb ramps:** Assumes all curb ramps within project limits will be replaced and at larger signalized intersections, single ramps will be replaced with dual ramps.
- **Sidewalk:** Assumes approximately 50% of sidewalks will need to be replaced to account for damaged or uplifting sidewalks and reconstruction of driveways to provide ADA compliance.
- **Concrete pavement:** Assumes all existing concrete intersections will remain in place and approximately 10% will require installation or repair due to geometric changes at the intersections. Assumes all bus stops require new concrete bus pads.
- **Signing and striping:** This item includes both signing and striping as well as the installation of raised pavement markings. Signage is considered in the unit cost. This also includes green conflict zone striping at approaches/departures to intersections and through driveways.
- **Decorative traffic signals:** Assumes decorative traffic signals will be used at the Santa Anita Avenue, Main Street and Garvey Avenue intersections. Used price from the City for project that was recently constructed.



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- **Traffic signal modifications:** Assumes all signalized intersections within the project limits, apart from the three where decorative signals are planned, will require some type of signal modification. Signal modification includes an average of two signal poles modified per intersection. Lump sum per intersection based on past projects.
- **Drainage and water quality treatment:** Assumes lump sum based on past projects. Most curbs will remain in the same location; however, drainage improvements may be required within the sidewalk areas including bioswales, dry wells or new catch basins with filtration systems.
- **Gateway features:** Estimated based on discussion with City staff about cost of recently installed gateway features on Ramona Boulevard. Cost for this could vary widely depending upon the design of the feature.
- **Landscaping and irrigation:** Assumes cost per square foot taken from past projects.
- **Street lighting:** Assumes majority of existing street lighting will remain as curbs are not being relocated for the majority of the project limits.
- **HAWK and RRFB signals:** Lump sums based on past projects. Includes the installation of traffic signal poles, heads, pedestrian push buttons, pedestrian countdown timers, traffic signal controller and other standard features.

Table 23 summarizes the ROM Construction Costs cost estimate and **Table 24** summarized the ROM Support Costs for the Complete Street plan.



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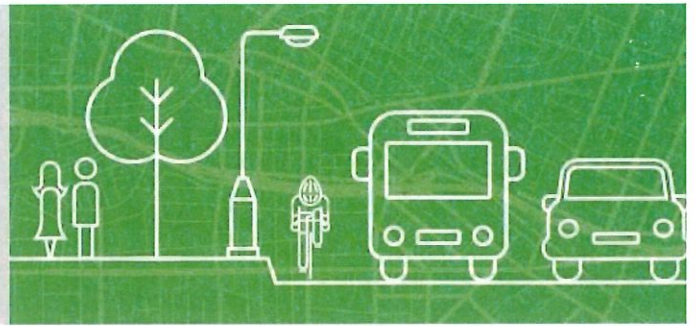


Table 23: Rough Order of Magnitude Cost Estimate - Construction Costs

Item No.	Item	Unit	Estimated Quantity	Unit Cost	Cost
1	Mobilization	LS	1	\$1,110,000	\$1,110,000
2	Monument Preservation And Restoration	LS	1	\$150,000	\$150,000
3	Utility Relocation Coordination	LS	1	\$300,000	\$300,000
4	Storm Water Pollution Prevention Plan	LS	1	\$150,000	\$150,000
5	Traffic Control	LS	1	\$854,000	\$854,000
6	Construct Full Depth Ac Replacement	SF	419,000	\$7	\$2,933,000
7	Remove Existing Full Depth Pavement	SF	419,000	\$3	\$1,257,000
8	Grind And Overlay Hot Mix Asphalt	SF	838,000	\$2.25	\$1,885,500
9	Construct Curb And Gutter	LF	41,600	\$30	\$1,248,000
10	Construct Curb Ramp	EA	64	\$7,500	\$480,000
11	Construct Sidewalk	SF	208,000	\$15	\$3,120,000
12	Construct Concrete Bus Pads	SF	16,000	\$30	\$480,000
13	Concrete Intersection Repairs	SF	35,000	\$45	\$1,575,000
14	Landscaping And Irrigation	SF	110,000	\$5	\$550,000
15	Drainage And Water Quality Treatment	MI	3.3	\$750,000	\$2,475,000
16	Street Lighting Upgrades	LS	1	\$250,000	\$250,000
17	Install RRFBs	EA	3	\$10,000	\$30,000
18	Install HAWK Signals	EA	3	\$150,000	\$450,000
19	Install Decorative Traffic Signals	EA	3	\$400,000	\$1,200,000
20	Standard Traffic Signal Modification	EA	13	\$150,000	\$1,950,000
21	Install Gateway Features/Monument Sign	EA	4	\$100,000	\$400,000
22	Signing And Striping	LS	1	\$450,000	\$450,000
Subtotal					\$23,297,500
30% Contingency					\$6,989,250
Grand Total					\$30,286,750



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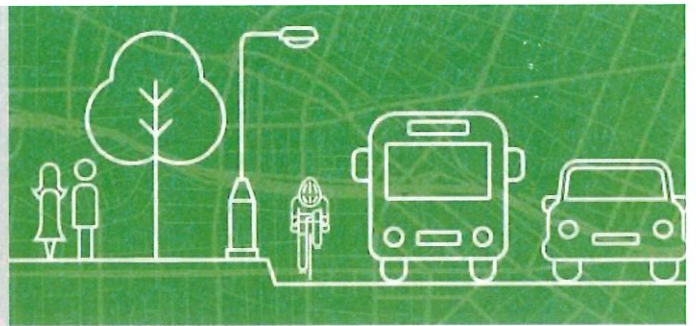


Table 24: Rough Order of Magnitude Cost Estimate- Support Costs

Type of Project Cost		Cost \$
Preliminary Engineering		
Environmental Clearance And Support	5%	\$1,514,400
Plans, Specifications And Estimate (PS&E)	10%	\$3,028,700
Total Preliminary Engineer		\$4,543,100
Right of Way		
Right Of Way Support	2%	\$605,800
Right Of Way Acquisitions	2%	\$605,800
Total Right of Way		\$1,211,600
Construction Engineering		
Construction Engineering And Management	10%	\$3,028,700
Total Project Delivery		\$8,783,400
Total Construction Cost		\$30,286,800
Total Project Cost		\$39,070,200



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9.0 Community Engagement

Input from the community was a cornerstone of the concept development for the Garvey Avenue Complete Street plan. A series of community engagement activities were held to spread project awareness and gather community feedback on the concepts, the full Community Engagement Summary Report is included in **Appendix I**. The following section summarizes the engagement strategies for the project and key messaging/feedback from the public:

COMMUNITY ADVISORY COMMITTEE

A Community Advisory Committee (CAC) was developed to provide more guided feedback in small group settings before taking the concepts to the public. The CAC for Garvey Avenue consisted of Active San Gabriel Valley (Active SGV), Downtown El Monte Business Association (DEMBA), El Monte Police Department Traffic Safety Bureau, LA Metro, Metrolink and a small group of engaged residents and business owners. Three CAC meetings were hosted over the course of the project with the following approach for each round:

- **CAC Meeting 1:** Hosted early in the project development to listen to the Community's concerns on Garvey Avenue and understand the barriers to walking and cycling. Also outline the community's objectives for the study. Key themes included: speeds on Garvey Avenue are not conducive to cycling and there are particular safety concerns.
- **CAC Meeting 2:** Presented various treatment options, with the polling feature, for improvements including different bicycle facilities, pedestrian crossing options and the mini park to understand the preferred option. Results from the polling showed a preference towards buffered bike facilities, HAWK signals at uncontrolled marked crosswalks, attendees did not use on-street parking and did not think that it was necessary; and prefer a mix of parking pockets and no parking along the corridor.
- **CAC Meeting 3:** Presented the preferred Complete Street plan including changes made based on feedback from the CAC and the public. Key themes from the meeting including liking the Class IV bicycle facilities, but requesting larger or taller buffers and requesting that the raised median planting include shade trees.

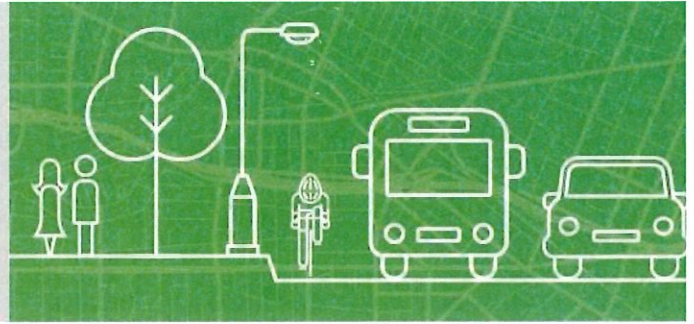
PUBLIC MEETINGS

Three rounds of public meetings were planned throughout the project. Meeting information was posted on decals around the project site, fact sheets distributed at pop-up events, the City website, the City's social media pages to promote public awareness of the meeting. Additionally, the outreach team conducted a business corridor walk visiting over 200 businesses along Garvey Avenue to inform owners of upcoming project meetings. The first round included one virtual and one in-person community meeting. The second round included one virtual meeting.

- **Virtual Public Meeting #1:** Hosted early in the project development to listen to the Community's concerns and understand the barriers to walking and cycling. Also included polling to present different treatment options and have the attendees vote on which they prefer. The majority of attendees drive on Garvey Avenue and stated safety concerns or



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other reasons (did not state) for their barriers to alternative modes of travel. They preferred the Class IV bicycle facility and HAWK signal with curb extensions for pedestrian crossings.

- **Virtual Public Meeting #2:** Presented three corridor concepts to the public and asked them to vote for a favorite. Those in attendance were split on the options 1 and 3.
- **In-Person Public Meeting #3:** The in-person public meeting was held at the El Monte Community Center Auditorium. Presented the Hybrid 4th Option to community members and shared renderings of the preferred Complete Street plan to gauge public reaction. Overall the public was very supportive of the changes and indicated that they would consider non-motorized modes of travel along Garvey Avenue with the project changes.

Given the limited participation from the in-person public workshop in round 1, the approach towards public outreach was revisited to use more pop-up events in lieu of a second in-person public workshop. The pop-up events reached a wider audience and were more effective at collecting feedback.

POP-UP EVENTS

Pop-up events where the project team hosted an informational booth at a City organized event were used for the project because of the high levels of public attendance and participation at these events. The project team attended the following pop-up events:

- **Five Points Plaza:** Held early in the design process to understand how the public currently used Garvey Avenue and what they view as the main barriers to walking, cycling and transit. The majority of people drive on the corridor and have safety concerns (either personal safety or traveling next to vehicles) or think cycling is inconvenient. Key priorities were reducing speeds on Garvey Avenue, providing physically separated bicycle facilities and addressing ADA/connectivity issues on the sidewalks.
- **Farmer's Market:** Presented two corridor concepts to the public and asked them to vote for a favorite. The clear favorite was option 2 which included the Class IV bicycle facility along Garvey. The public were not in favor of the bike lane only option as it did not address safety concerns.
- **Earth Day: Presented** two corridor concepts to the public and asked them to vote for a favorite. The clear favorite was option 2 which included the Class IV bicycle facility along Garvey. The public were not in favor of the bike lane only option as it did not address safety concerns.

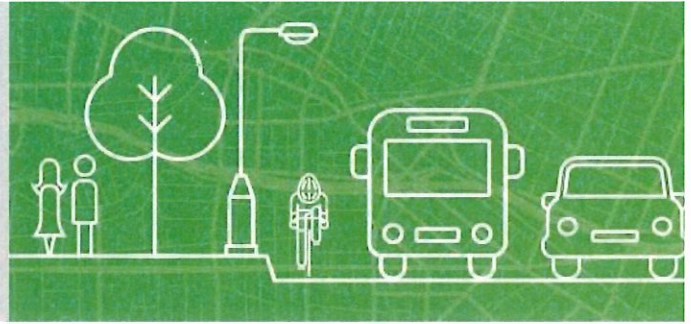
ONLINE SURVEY

An online survey tool was developed to compare options for Garvey Avenue. The tool was accompanied with a video which explained the rationale between each of the concepts for members of the public who were not able to attend the project meetings. Postings on the City's website and social media pages, as well as paid advertisements, were pushed to raise awareness and encourage public participation. Over 300 survey responses were received with the following feedback:

- Strongly in favor of Class IV facility over Class II facility.
- HAWK signals most preferred, then raised medians; then RRFBs.
- The public is open to the idea of introducing more raised medians on Garvey Avenue.



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- Majority of people park in lots off-street when travelling to Garvey Avenue.
- The public is evenly split if parking is necessary.
- Majority of people prefer a mix of no parking and parking pockets.

PHOTO RENDERINGS

Photo renderings were developed for four locations to highlight the changes proposed and demonstrate the transformation along the corridor. These renderings were used as a tool during public outreach to show the changes and gauge the public's reaction. **Figure 24** includes the photo renderings and a corridor overview map to help the viewer orient themselves in the corridor. The existing conditions photo is shown on the left the proposed photo is shown on the right.



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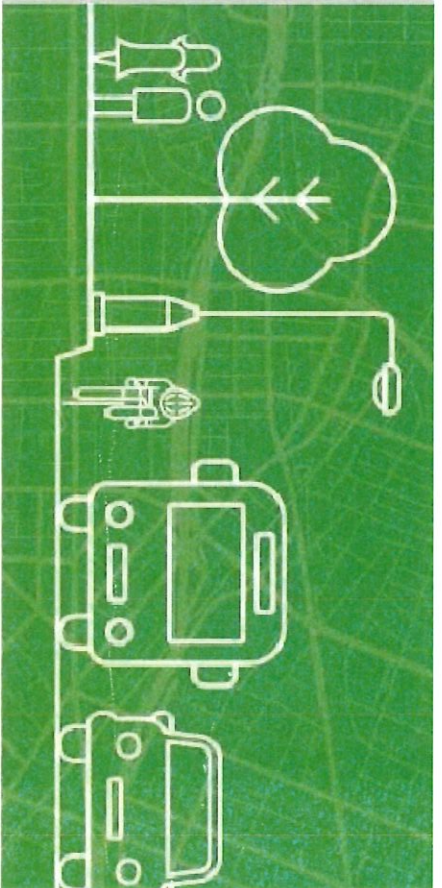


Photo Rendering 1 - Mid-block Crossing on Garvey Avenue East of Merced Avenue

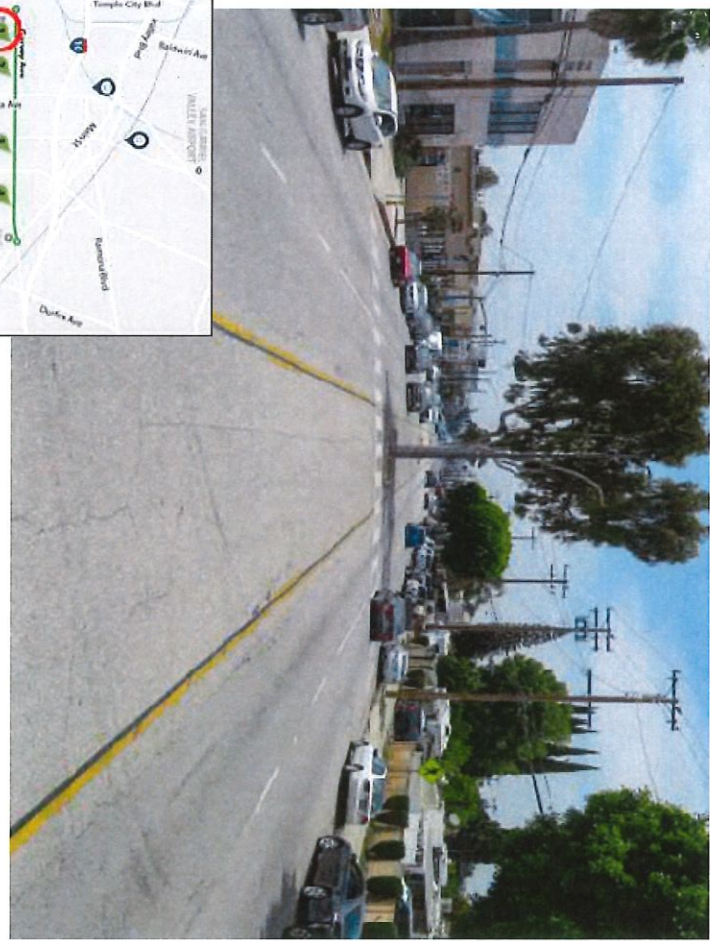


Figure 24



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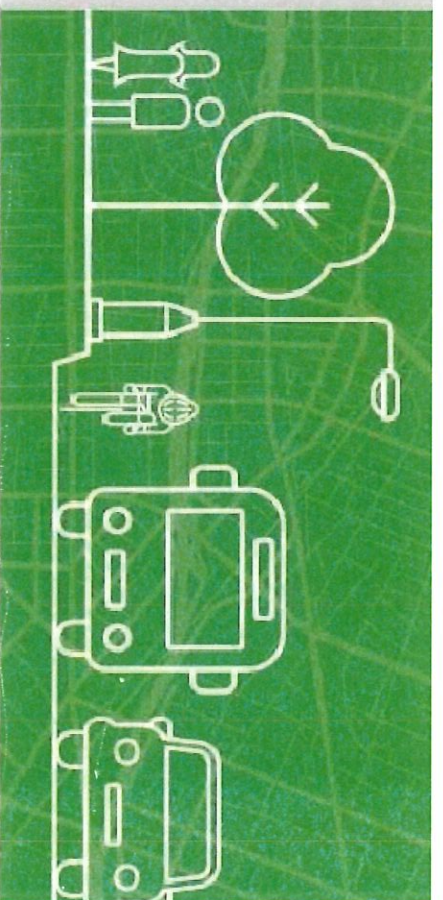
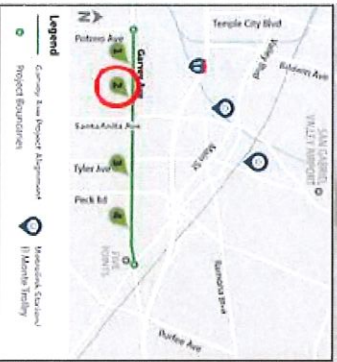
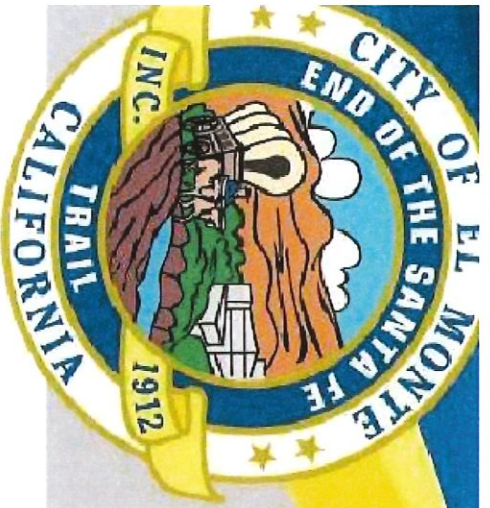


Photo Rendering 2 - Santa Anita Avenue Intersection



Garvey Avenue Complete Street Feasibility Study Report

Figure 24



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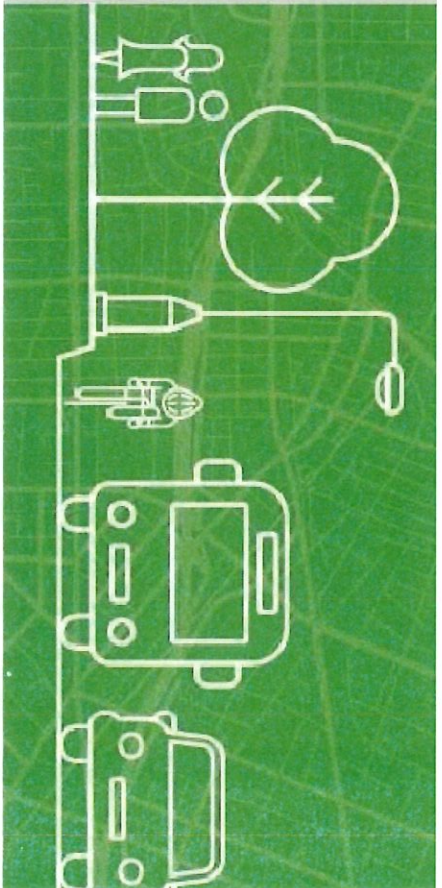
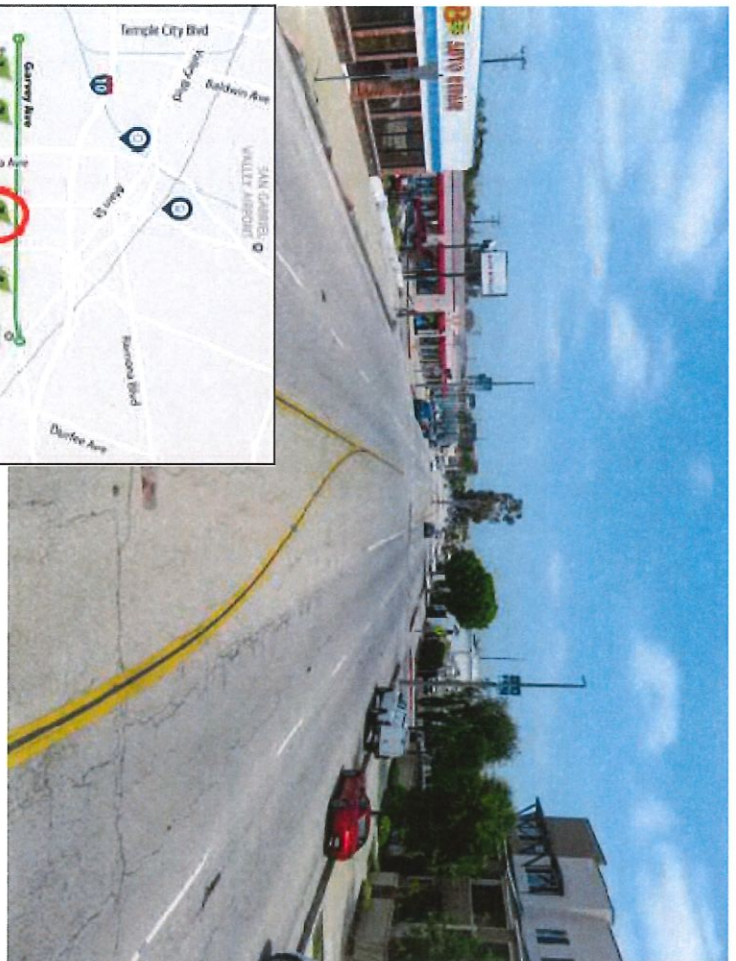


Photo Rendering 3 - Near Consol Avenue Intersection



Legend
 Garvey Ave Project Alignment
 Project Boundaries
 Metrolink Station / El Monte Facility

Garvey Avenue Complete Street Feasibility Study Report

Figure 24



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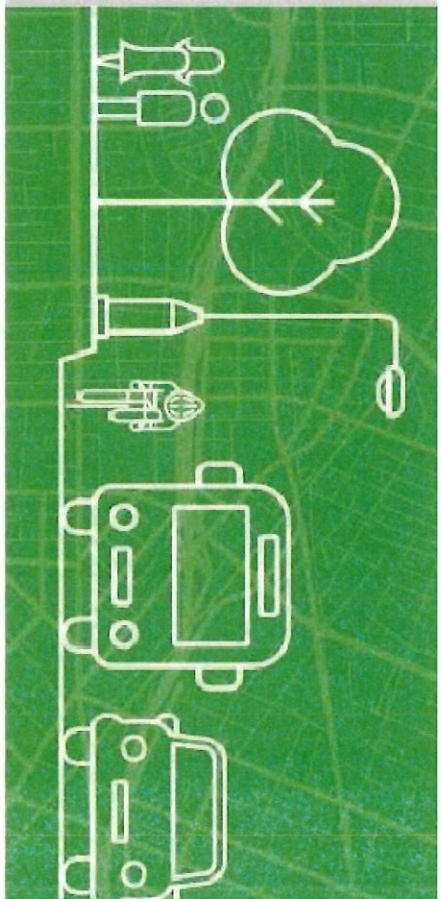


Photo Rendering 4 - At Meeker Avenue

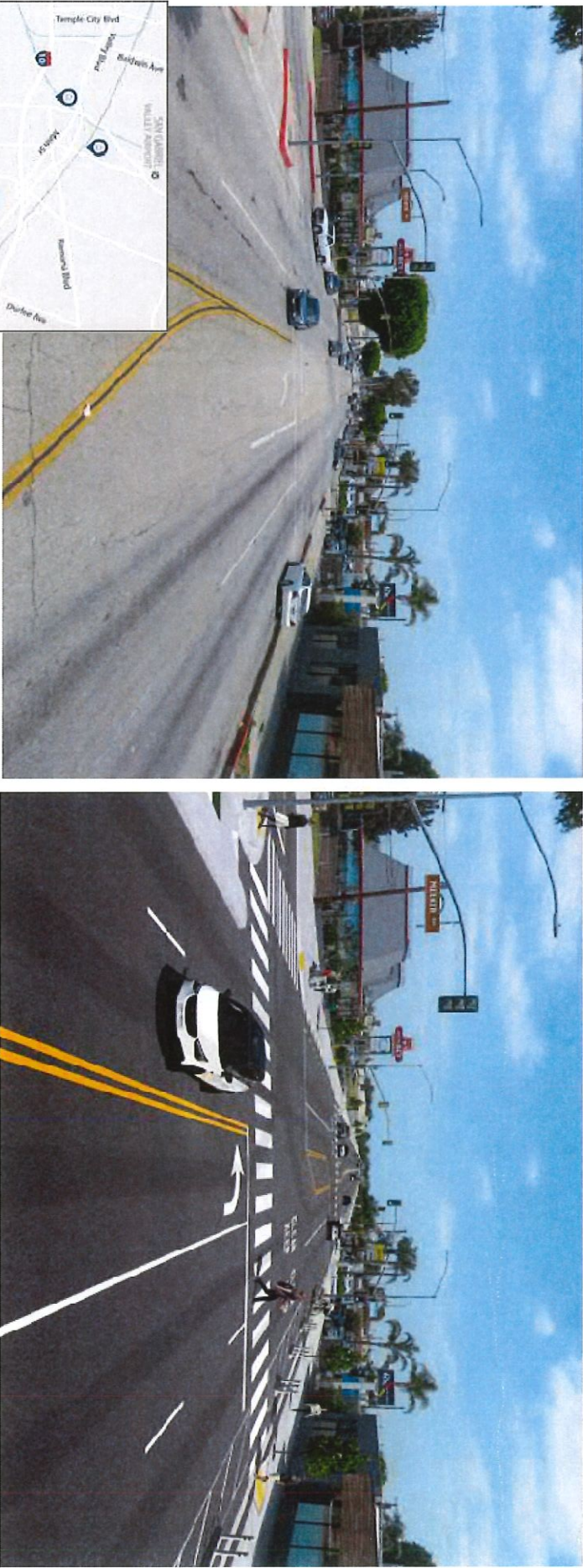
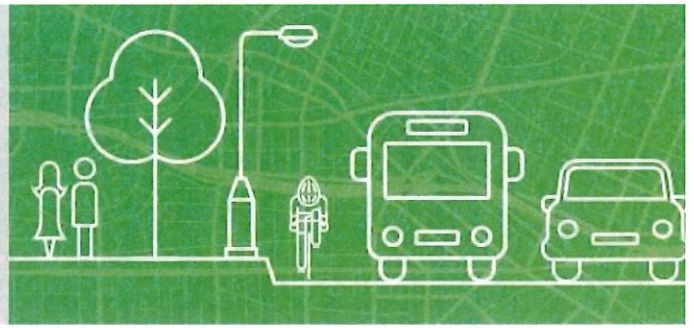


Figure 24



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10.0 Implementation Plan

There are various options to be considered for implementing the project. This section provides options for phasing and suggestions for sources of implementation funding. Flexibility will be needed in the implementation process, with the consideration of timing, to maximize available funding, including grant funding. Upon adoption of a Final Complete Street plan by the City, development projects along the corridor could be conditioned for conformance (e.g., projects with frontage on the corridor or that impact intersections and segments of the corridor), including contributing to a proportion share of the buildout.

The implementation plan for the Complete Street plan focuses on two key areas: phasing and funding. Phasing describes the sequencing of the construction of improvements. While it would be ideal to construct all improvements at the same time, this could be both financially infeasible and impractical. This section explores opportunities for immediate or near-term construction and construction of other more complex or costly elements at a later time as funding becomes available.

The second element of this implementation plan is funding. The implementation plan outlines grant funding programs applicable to this corridor study.

PHASING

Provided below is a potential order of phase improvements, based on complexity and cost. Lower complexity items (top of the list) focus on elements such as signing and striping and marked crosswalks that require no physical modifications to the roadway. They are low cost, high impact improvements that provide an immediate benefit to the community. Most can be constructed independent of other improvements.

Some improvements in the list below include physical modifications to the roadway including medians, sidewalks, and a Class IV separated bikeway. In most cases, these improvements are medium cost and address gaps in the bicycle and pedestrian network, resulting in improved access and safety.

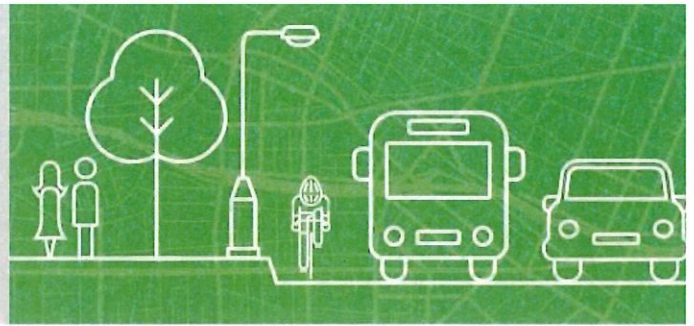
The more expensive and complex improvements are found towards the bottom of the list. They may also include improvements that require right-of-way acquisition such as curb ramp construction and the majority of utility relocation. As a result, these improvements may require a longer time to process the administrative requirements, design and right of way.

Based on the descriptions provide above, the elements of the plan are listed in a potential order of phasing, if implementation is accomplished through a phased approach.

- Repave roadway and remove existing median islands and trees.
- Restripe roadway to include Class IV separate bikeway with curb stops, narrower travel lanes, and conflict zone striping.



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- Install advanced signing and striping at the uncontrolled marked crosswalks.
- Install traffic control at pedestrian crossings.
- Relocate bus stops, construct bus islands and transit stop improvements.
- Install medians with landscaping.
- Reconstruct damaged or uplifted sidewalks, reconstruct driveways and curb ramps to be ADA compliant, install parkway landscaping including utility relocations if required.
- Construct parking pockets, including curb realignment.
- Reconstruct intersections including upgraded traffic signals and traffic signal modifications.

FUNDING PROGRAMS

Funding for planned improvements could require a combination of grants, fee programs and/or developer mitigation. As discussed in this section, a number of grant programs are available to public agencies in Los Angeles County from local programs, state funded programs and federally funded programs that have been leveraged to construct street improvements projects similar to the scope of this corridor study. Most projects of this magnitude will leverage multiple funding sources to see the project from planning through construction.

Table 25 includes a brief description of potential funding programs that may be applicable for the Garvey Avenue Complete Street plan. The purpose of identifying funding sources is to provide the City of El Monte with a forecast of reasonably available funding from traditional revenue sources for funding transportation improvements along Garvey Avenue. The following table outlines Federal, State, and local sources of revenue for funding transportation improvements. It should be noted that funding programs change after each funding cycle and are depending upon the agency and funding source. Therefore, this list should be reviewed and updated as the corridor study moves from this concept development phase to final engineering design and construction.

Grant Programs

The State of California and the federal government award grants for transportation projects ranging from water conservation to active transportation. Caltrans has developed a California Grants Portal that is an effective tool for researching and planning for grant opportunities. The link can be found here: <https://www.grants.ca.gov/>

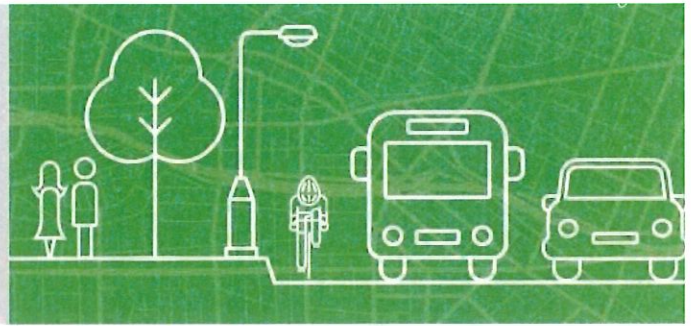
The following grant programs may be applicable to the Complete Street plan for Garvey Avenue.

Measure M

LA County voters approved Measure M with 71.15% support in 2016. The no sunset half-cent sales tax measure funds projects to ease traffic, repair local streets and sidewalks, expand public transportation, earthquake retrofit bridges and subsidize transit fares for students, seniors and persons with disabilities.



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Measure R

A two-thirds majority of LA County voters approved the Measure R half-cent sales tax in 2008 to finance new transportation projects and programs and accelerate those already in the pipeline. The Measure R Expenditure Plan devotes its funds to seven transportation categories: 35% to new rail and bus rapid transit projects; 3% to Metrolink projects; 2% to Metro Rail system improvement projects; 20% to carpool lanes, highways and other highway related improvements; 5% to rail operations; 20% to bus operations; and 15% for Local Return programs.

Safe Streets and Roads for All

The Bipartisan Infrastructure Law (BIL) established the Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over 5 years, 2022-2026. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. Over \$3 billion is still available for future funding rounds.

The SS4A program supports the U.S. Department of Transportation's National Roadway Safety Strategy and our goal of zero roadway deaths using a Safe System Approach. With the latest award announcement in December 2023, SS4A has provided \$1.7 billion in Federal funding to over 1,000 communities in all 50 States and Puerto Rico. SS4A funding awarded to date will improve roadway safety planning for about 70 percent of the nation's population.

Urban Greening Programs

The California Natural Resources Agency has awarded four rounds of grants that fund projects that reduce greenhouse gases by sequestering carbon, decreasing energy consumption and reducing vehicle miles traveled, while also transforming the built environment into places that are more sustainable, enjoyable, and effective in creating healthy and vibrant communities. In 2021, \$28.5 million in grants were awarded for projects across California. Projects in this grant program must either acquire, create, enhance, or expand community parks and green spaces, and/or use natural systems or systems that mimic natural systems to achieve multiple benefits. Parkway and median may be funded by this program. Future funding will be determined annually based on funds available through the Greenhouse Gas Reduction Fund (GGRF).

Stormwater Improvement Grants

The California Water Board has issued two rounds of grant programs that fund planning and implementation of multi-benefit stormwater management projects which may include, but shall not be limited to, green infrastructure, rainwater and stormwater capture projects and stormwater treatment facilities. Round 2 grants were funded in 2019. Future grants through this program are uncertain, however parkway and median improvements may be funded through grants in this program as long as improvements aim to capture and treat stormwater or improve existing stormwater treatment infrastructure.



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Highway Safety Improvement Program

The Highway Safety Improvement Program (HSIP) is a federal funding program aimed at reducing traffic fatalities and serious injuries on public roads. HSIP project selection is data-driven based on crash data with improvements focused on the benefits associated with crash reductions. Lighting, access control, pedestrian and bicycle improvements and other roadway improvements may be funded along the corridor at high crash locations or locations where fatalities or severe injury collisions have occurred. A Local Roadway Safety Plan (LRSP) is required to apply for HSIP grants beginning in 2022.

Rebuilding American Infrastructure with Sustainability and Grant Program

The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program is the latest US Department of Transportation funding program aimed at improving safety, environmental sustainability, quality of life, economic competitiveness, state of good repair, innovation, and partnership. Previously known as TIGER and BUILD grant programs, the latest grant program focuses on projects that demonstrate improvements to racial equity, reduce impacts of climate change, and create good-paying jobs. Over \$1 billion in funding was issued with a maximum of \$100 million per the state. Grants through the TIGER, BUILD and RAISE programs have been issued annually since 2010. This is a highly competitive program but many of the improvements proposed within the Complete Street plan meet the objectives of the grant requirements.

Solutions for Congested Corridors

Issued by the State's Transportation Commission, this grant program requires projects to be included in an adopted regional transportation plan or a comprehensive corridor plan. The projects through this program will focus improvements to state highways, local streets and roads, rail facilities, public transit facilities, bicycle and pedestrian facilities, and restoration or preservation work that protects critical local habitat or open space. Program funding cited is SB-1 and the grant program will be issued in 2022. The Complete Street plan may need to be co-sponsored by other local agencies such as SCAG, LA Metro or Caltrans to be competitive.

Active Transportation Grant Program:

The California Transportation Commission (state) issues Active Transportation Program (ATP-CA) grant funding opportunities on an annual basis. The objective of the corridor study is to increase the proportion of trips accomplished by walking and biking, increasing the safety and mobility of non-motorized users, advancing efforts of regional agencies to achieve greenhouse gas reduction goals, enhancing public health, and providing a broad spectrum of projects to benefit many types of users including disadvantaged communities. Pursuant to statute, the purpose of the program is to encourage increased use of active modes of transportation, such as biking and walking. The goal of the ATP includes advancing the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 2009). Successful grant applications through this program tend to focus on disadvantaged communities and safe routes to school at the



GARVEY AVE COMPLETE STREETS



state level. Bicycle facilities, sidewalk and curb ramps improvements and transit improvements of the Complete Street plan may be eligible.

Development Fee Programs

A development impact fee is a monetary exaction other than a tax or special assessment that is charged by a local governmental agency to an applicant in connection with approval of a development project for the purpose of defraying all or a portion of the cost of public facilities related to the development project. A development impact fee is not a tax or special assessment and must be reasonably related to the cost of the service provided by the local agency. If a development impact fee does not relate to the impact created by development or exceeds the reasonable cost of providing the public service, then the fee may be declared a special tax. For this Complete Street plan, impacts associated with future development may be mitigated by improving pedestrian, bicycle and transit connections along the corridor and in the community.

Development Frontage Improvements

Based on the intended adoption process for this Complete Street plan, the City will be able to condition future private development projects along the corridor, for conformance with the Final Complete Street plan as adopted by the City Council (later in the process). Either through developer contribution programs (described in fee programs above) or through physical improvements, projects may be responsible for constructing improvements such as signal modifications, sidewalk and driveway improvements, striping and multimodal improvements.

Public Works Projects

Roadway improvements along the corridor to repair or slurry seal pavement, replace or repair utilities or other roadway repairs may result in resurfacing the roadway, which provides an opportunity to couple the restriping to Class IV separated bikeway with a public works project. As projects are identified and planned for the corridor, opportunities should be identified to integrate curb modifications and striping to align with the corridor study.



GARVEY AVE

COMPLETE STREETS

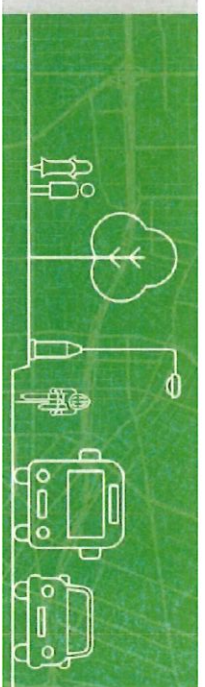


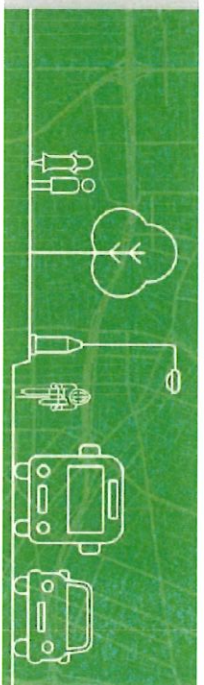
Table 25: Potential Funding Sources

Funding Source	Title	Description	Grant Type
US Department of Transportation (US DOT)	Safe Streets and Roads for All	\$5 billion in appropriated funds over 5 years, 2022-2026. The program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries involving all roadway users, including pedestrians, bicycles, public transit, and micromobility	Competitive
	Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Programs	The SMART program was established to provide grants to eligible public sector agencies to conduct demonstration projects focused on advanced smart community technologies and systems in order to improve transportation efficiency and safety,	Competitive
Federal Highway Administration (FHWA)	Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	Funds for the FY 2023 RAISE grant program. will be awarded on a competitive basis, per statute, for surface transportation infrastructure projects that will improve: safety; environmental sustainability; quality of life; mobility and community connectivity; economic competitiveness and opportunity including tourism; state of good repair; partnership and collaboration; and innovation.	Competitive
	Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation (PROTECT) Program	The vision of the PROTECT Discretionary Grant Program is to fund projects that address the climate crisis by improving the resilience of the surface transportation system, including highways, public transportation, ports, and intercity passenger rail.	Competitive
US Department of Housing and Urban Development (HUD Exchange)	Community Development Block Grant	The Community Development Block Grant (CDBG) Program supports community development activities to build stronger and more resilient communities. To support community development, activities are identified through an ongoing process. Activities may address needs such as infrastructure, economic development projects, public facilities installation, community centers, housing rehabilitation, public services, clearance/acquisition, microenterprise assistance, code enforcement, homeowner assistance, etc.	Formula
	Our Town	Our Town is the National Endowment for the Arts' creative placemaking grants program. These grants support projects that integrate arts, culture, and design activities into efforts that strengthen communities by advancing local economic, physical, and/or social outcomes	Competitive
National Endowment for the Arts	Accelerating Innovative Mobility (AIM)	AIM will highlight FTA's commitment to support and advance innovation in the transit industry	Competitive
	Advanced Driver Assistance Systems (ADAS) for Transit Buses Demonstration and Automated Transit Bus Maintenance and Yard Operations Demonstration Program	Part of FTA's Bus Automation Research program, the Advanced Driver Assistance Systems (ADAS) for Transit Buses Demonstration and Automated Transit Bus Maintenance and Yard Operations Demonstration program provides funding to help improve transit bus safety and efficiency, including in bus yards	Competitive
Federal Transportation Administration (FTA)	All Stations Accessibility Program	The All Stations Accessibility Program provides competitive funding to assist in the financing of capital projects to repair, improve, modify, retrofit, or relocate infrastructure of stations or facilities for passenger use, including load-bearing members that are an essential part of the structural frame; or (2) for planning projects to develop or modify a plan for pursuing public transportation accessibility projects; assessments of accessibility, or assessments of planned modifications to stations or facilities for passenger use.	Competitive
	Better Utilizing Investments to Leverage Development (BUILD)	US DOT's Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants program funds investments in transportation infrastructure, including transit	Competitive
	Enhancing Mobility/Innovation	FTA's Enhancing Mobility Innovation program advances a vision of mobility for all – safe, reliable, equitable, and accessible services that support complete trips for all travelers. The program promotes technology projects that center the passenger experience and encourage people to get on board, such as integrated fare payment systems and user-friendly software for demand-response public transportation.	Competitive

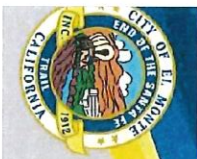


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COMPLETE STREETS

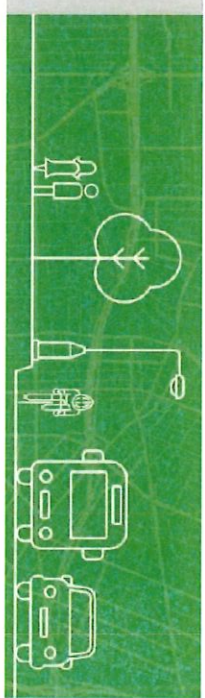


Funding Source	Title	Description	Grant Type
Federal Transportation Administration (FTA)	Surface Transportation Block Grant Program	Provides funding that may be used by states and localities for a wide range of projects to preserve and improve the conditions and performance of surface transportation, including highway, transit, intercity bus, bicycle, and pedestrian projects.	Formula
	Access and Mobility Partnership Grants	This program provides competitive funding to support innovative capital projects for the transportation disadvantaged that will improve the coordination of transportation services and non-emergency medical transportation services	Competitive
	Integrated Mobility Innovation	FTA's Integrated Mobility Innovation (IMI) Program funds projects that demonstrate innovative and effective practices, partnerships, and technologies to enhance public transportation effectiveness, increase efficiency, expand quality, promote safety and improve the traveler experience.	Competitive
	Mobility, Access & Transportation Insecurity: Creating Links to Opportunity Research and Demonstration Program	Funds a research and demonstration effort to improve people's access to affordable transportation, especially in areas that currently lack efficient and convenient transit options and measure the effect of reducing transportation insecurity through improved mobility access on people and their communities.	Competitive
Air Resources Board	Enhanced Mobility of Seniors and Individuals with Disabilities	The goal of this program is to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options.	Competitive
	Congestion Mitigation and Air Quality Program (CMAQ)	CMAQ provides funding to areas in nonattainment or maintenance areas still receive a minimum apportionment of CMAQ funding for either air quality projects or other elements of flexible spending. Funds may be used for any transit capital expenditures otherwise eligible for FTA funding as long as they have an air quality benefit.	Formula
	Pilot Program for Transit Oriented-Development Planning – Section 20005 (b)	The Pilot Program for TOD Planning helps support FTA's mission of improving America's communities through public transportation by providing funding to local communities to integrate land use and transportation planning with a new fixed guideway or core capacity transit capital investment. Comprehensive planning funded through the program must examine ways to 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.	Competitive
Office of Traffic Safety	Sustainable Transportation Equity Project (STEP)	Provides financial support for projects intended to help low-income and disadvantaged communities identify residents' transportation needs and prepare to implement clean transportation and land use projects. (California Climate Investments)	Competitive
	Clean Mobility Options	The Program makes \$20 million available for zero-emissions shared mobility projects (such as car sharing, Bicycle sharing, and on-demand sharing) in disadvantaged and low-income communities, including some tribal and affordable housing communities (California Climate Investments)	Formula
National Association of Realtors	Office of Traffic Safety Grant Program	The Program provides annual funds to prevent serious injury and death resulting from motor vehicle crashes so that all roadway users arrive at their destination safely. Funds can be used for bicycle and pedestrian safety	Competitive
	Placemaking Grants	Placemaking means many things to different people, but NAR looks at placemaking as a way to make communities better places to live by transforming unused and underused sites and "eyesores" into welcoming destinations accessible to everyone in a community	Competitive
California Transportation Commission (CTC)	Local Streets and Roads (LSR) Program	The purpose is to provide approximately \$1.5 billion per year to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and road systems.	Formula
	Solutions for Congested Corridors (SCCP)	Provide funding to achieve a balanced set of transportation, environmental and community access improvements to reduce congestions throughout the state.	Competitive



GARVEY AVE

COMPLETE STREETS

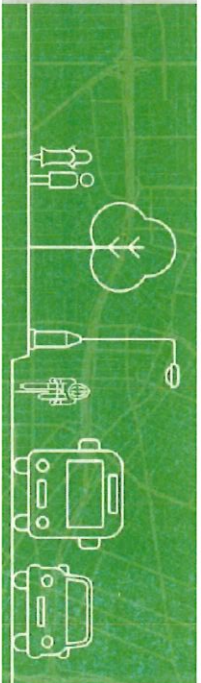


Funding Source	Title	Description	Grant Type
California Transportation Commission (CTC)	State Transportation Improvement Program (STIP)	The STIP is the biennial five-year plan adopted by the Commission for Future Allocations of certain state transportation funds, state highway improvements, intercity rail, and regional highway and transit improvements.	Competitive
	Active Transportation Planning Grants (ATP)	Funding for sidewalks, bike lanes, trails, Safe Routes to School programs, and bicycle and pedestrian plans.	Competitive
	Sustainable Transportation Planning Grants (STP)	Intended to support and implement Regional Transportation Plans, Sustainable Communities Strategies/Alternative Planning Strategies, and to ultimately achieve the State's GHG reduction target.	Competitive
	Highway Safety Improvement Program (HSIP)	The HSIP is a core federal-aid program to States for the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. California's Local HSIP focuses on infrastructure projects with nationally recognized crash reduction factors.	Competitive
California Department of Transportation (Caltrans)	Cooperative Implementation Agreement (CIA)	Provide capital funding and support for planning, design, environmental studies, right of way acquisition and construction of stormwater treatment facilities for drainage areas that capture Caltrans right of way runoff. Project details must be submitted for consideration prior to March and funding determinations are made by June annually.	Formula
	Financial Contribution Only (FCO)	Provide capital funding for construction costs only of stormwater treatment facilities. Funds are available two years after the project initiation report (PIR) approval and projects must be federalized unless an exception is obtained from Caltrans. Project details must be submitted by May of even years to reserve funds and additional project details must be submitted by March of the odd years for Caltrans to develop a PIR.	Formula
	Access for All Program	The California Public Utilities Commission created the TNC Access for All Program to implement Senate Bill (SB) 1376 (Hilli: 2018) which directed the Commission to establish a program relating to accessibility for persons with disabilities, including wheelchair users who need a wheelchair accessible vehicle (MAV).	Competitive
California Natural Resource Agency	Urban Greening	The program supports the development of green infrastructure projects that reduce GHG emissions and provide multiple benefits. (California Climate Investments)	Competitive
Strategic Growth Council and Department of Housing and Community Development	Affordable Housing and Sustainable Communities Program	The Program funds land-use, housing, transportation, and land preservation projects to support infill and compact development that reduce greenhouse gas emissions. The Program included \$550M in its latest round. (California Climate Investments)	Competitive
	Sustainable Communities Program	Technical assistance program that strengthens partnerships with local agencies and strategic partners who are responsible for land use and transportation decisions. The SCP provides opportunities to secure resources to meet diverse planning needs of local communities.	NA
	Local Communities Engagement and Safety Mini Grants	The Go Human Mini Grants Program has provided funding to non-profits and community based organizations to implement local traffic safety projects since 2018. It is aimed to build street-level community resiliency and increase the safety of people most harmed by traffic injuries	NA
Southern California Association of Governments (SCAG)	Measure A	Drafted to meet current and future park access and needs address inequities. An initiative to replace much-needed funding to build, maintain, and improve our local parks, access to parks, beaches, and open space	NA
	Measure M	Authorizes a new one-half cent sales tax starting in 2017 that will help fund major highway and transit projects and bicycle and pedestrian connections, Bicycle share and greenways.	NA
	Measure M Subregional Program	Measure M subregional funds are programmed by the subregions' respective governing/planning entities. San Gabriel Valley COG administers MSP funds through the development of five-year subregional fund programming plans in the San Gabriel Valley.	NA
	Measure R	A two-thirds majority of LA County voters approved the Measure R half-cent sales tax in 2008 to finance new transportation projects and programs and accelerate those already in the pipeline.	NA
Los Angeles County			

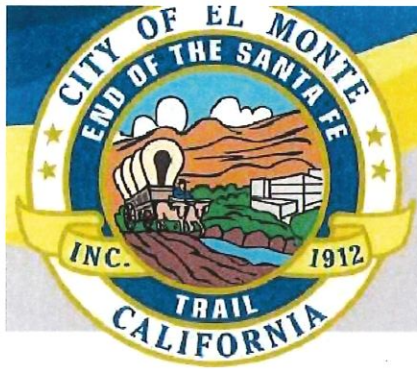


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COMPLETE STREETS

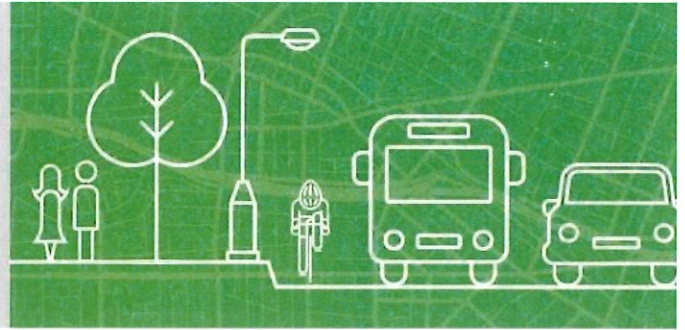


Funding Source	Title	Description	Grant Type
	Measure W (LA County Safe Clean Water Program)	A parcel tax that would increase L.A. County's local water supply, improve water quality, and invest in making communities greener and more livable. Focus on communities that are the most vulnerable to create green streets and complete streets. Prioritizes projects that assist in achieving MS4 permit compliance, utilize Nature Based Solutions and/or provide benefits to Disadvantaged Communities with funds up to \$285 Million per year. Upon approval of Stormwater Investment Plans, project developers enter into Fund Transfer Agreements with the district and receive funds.	NA



GARVEY AVE

COMPLETE STREETS



11.0 Recommendations

Based on the corridor needs, alternatives analysis, mobility assessment, and community engagement, the Garvey Avenue Complete Street Concept plan was developed. It is recommended that the final Complete Street plan **Figure 23** included in **Section 5** is carried forward for funding allocation, design and construction. The elements of this plan are described in detail in Section 5 but key aspects are described below:

- A mix of Class IV and Class II bicycle facilities,
- Pedestrian crossing improvements including refuge islands, HAWK signals, RRFBs and additional signing and striping where suitable,
- Intersection improvements including crosswalk realignments, curb ramp upgrades, and signal timing improvements,
- Transit improvements including bus islands, bus stop relocations and upgrades to bus stop amenities,
- Sidewalk and pavement repairs for accessibility and rideability improvements,
- Cohesive and enhanced streetscape design including new planted medians and new planting on parkway strips with a cohesive plant palette,
- Sustainable solutions including drainage infrastructure to capture and treat street run off from wet or dry weather conditions, integration of new street lighting (solar where feasible), and creating more permeable surfaces.

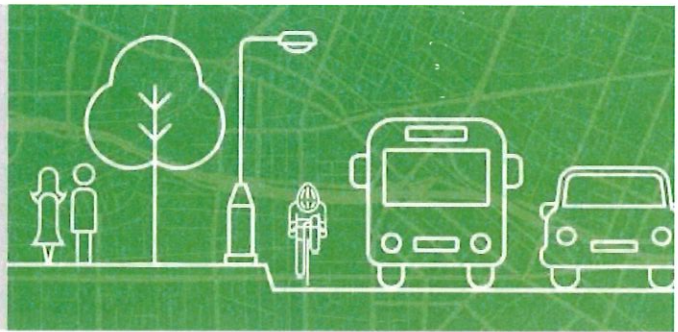
ADDITIONAL CONSIDERATIONS

Before finalizing the designs for the Garvey Avenue Concept Plan, some elements require additional considerations as follows:

- **Streetscape design:** The Complete Street plan includes recommendations for the streetscape design such as a proposed planting palette, street furniture designs, and gateway features. Although these concepts considered and are aligned with the City's Beautification Master Plan, additional outreach should be undertaken in future project phases to obtain community input on the specific elements chosen. Elements such as the gateway signs and street furniture can vary greatly in style and pieces should be selected that align with the community's vision.



GARVEY AVE
COMPLETE STREETS



12.0 Next Steps

The Complete Street plan was presented to City Council in May 2025 for consideration and comment. The next steps for the Garvey Avenue Complete Street plan are as follows:

- City Council to adopt a resolution of this Feasibility Study Report and Final Complete Street plan in February 2026,
- Condition development projects to implement the elements of the Final Complete Street plan where applicable,
- Pursue grant funding to funding the preliminary engineering and construction costs, and
- Final design of the corridor.

The timeline for the next phases of the project are contingent upon receipt of funding.

Component	Material	Specification
Discs	Cast iron, ductile iron, or Ni-Resist	ASTM A126, Class B ASTM A48, Class 40; ASTM A536, Grade 65-45- 12; or ASTM A436, Type 1

The seat shall be an integral part of the valve body. Seats fastened to the disc by any means shall not be allowed. Seat material shall be peroxide cured ethylene propylene (EPDM). Valves shall be Pratt Groundhog, Kennedy AWWA butterfly valve, or approved equal.

The valve seat of all butterfly valves, 16-inches and larger in diameter, shall be tested subject to the following conditions: after the factory coating is applied; tested with operators installed and adjusted; both sides of the valve shall be tested; and the test duration shall be five (5) minutes under test pressure.

- B. Ball Valves 2-Inches and Smaller: Ball valves, 2-inches and smaller, for water service shall be stainless steel, and shall be rated at a pressure of 300 psi WOG at a temperature of 150°F. Valves shall have plastic coated lever operators. Valves shall have full bore ports, screwed ends, and non-blowout stems. Materials of construction shall be as follows:

Component	Material	Specification
Body, ball, stem	Stainless- steel	Type 316, ASTM A276
Seat, seals	Teflon	

Valves shall be Apollo 76 Series, or approved equal.

- C. Resilient Wedge Gate Valves, 3-Inches Through 12-Inches: All gate valves shall be resilient wedge gate valves. Resilient wedge gate valves shall conform to AWWA 509 for sizes 4" through 12". Valves shall be designed for a minimum working pressure of 200 psi, and shall be bubble-tight at that pressure. Valves shall have non-rising stems. Stem nuts shall be independent of the gate and shall be made of solid bronze. Materials of construction shall be as follows:

Component	Material	Specification
Body, Operating Nut, Bonnet, Seal Plate	Ductile Iron	ASTM A53
Wedge	Ductile Iron	ASTM A536, Grade 65-45-12
Encapsulation	EPDM Rubber	
Bonnet and Seal	Stainless-	ASTM A276, Type 316



CITY OF EL MONTE

PUBLIC WORKS DEPARTMENT
CITY COUNCIL AGENDA REPORT

CITY COUNCIL MEETING OF FEBRUARY 25, 2026

January 26, 2026

The Honorable Mayor and City Council
City of El Monte
11333 Valley Boulevard
El Monte, CA 91731

Dear Mayor and City Council:

CONSIDERATION AND APPROVAL OF APPROPRIATION OF FUNDS RELATED TO PROPOSITION 1 GROUNDWATER GRANT PROGRAM (GWGP) AND EL MONTE SS PROPERTIES (EMSSP) FOR GROUNDWATER MONITORING OPERATION COSTS AND CONSULTING SERVICES

IT IS RECOMMENDED THAT THE CITY COUNCIL:

1. Consider and approve appropriation of funds related to Proposition 1 Groundwater Grant Program (GWGP) and El Monte SS Properties (EMSSP) for groundwater monitoring operation costs and consulting services; and
2. Authorize the City Manager, or her designee, to execute any contracts and service agreements in accordance with the grant agreement.

BACKGROUND

The City of El Monte (the "City") oversees the maintenance and operation of the water system and provides drinking water to a portion of the customers in the City. The City's mission is to continue providing reliable, safe drinking water for its customers now and into the future at reasonable rates. The City has four (4) Granular Activated Carbon (GAC) water treatment plants, over 40 miles of pipeline, two (2) reservoirs, nine (9) wells, and 3,877 service connections, serving drinking water to 22,968 residents.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

On April 30, 2025, the City Council authorized a construction contract with ABC Liovin

12.3

HONORABLE MAYOR AND CITY COUNCIL

JANUARY 26, 2026

PAGE 2

Drilling Inc for work related to the State's Proposition 1 (GWGP) and groundwater monitoring. The City, by way of an executed City-Owner Agreement (COA), now acts as the grant administrator in partnership with EMSSP. The City will be reimbursed by EMSSP for all costs associated with its administrator role including legal fees, staff time, contractor costs, etc. This scope of work is to install groundwater monitoring wells at the property to assist in the collection of data to further understand the presence and migration of contaminants in groundwater, as directed by United States Environmental Protection Agency (USEPA).

The City received a State's Proposition 1 Groundwater Grant in the amount of \$1,901,250.

Staff is requesting authorization for the appropriation of funds to execute related GWGP project payments for Fiscal Year 25/26.

FISCAL IMPACT/FINANCING

Approval of this item will have no impact to the General Fund. The Utilities Division will work with the Finance Department to appropriate related GWGP grant funds, payments and reimbursements for Fiscal Year 25/26 from Fund 305.

STRATEGIC PLAN 2023 IMPLEMENTATION

The recommended action will further the City's Strategic Goal 4: Improve Infrastructure/City Fleet and City-Wide Sustainability.

CONCLUSION

It is recommended that the City Council consider and approve the appropriation of funds for recent and future GWGP related grant funds

Respectfully submitted,



ALMA K. MARTINEZ
City Manager



JERRY MORENO
Public Works & Utilities Director

DATE: FEBRUARY 11, 2026
PRESENTED TO EL MONTE CITY COUNCIL
<input type="checkbox"/> APPROVED
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CHIEF DEPUTY CITY CLERK



CITY OF EL MONTE
PUBLIC WORKS & UTILITIES DEPARTMENT
CITY COUNCIL AGENDA REPORT

CITY COUNCIL MEETING OF FEBRUARY 25, 2026

February 9, 2026

The Honorable Mayor and City Council
City of El Monte
11333 Valley Boulevard
El Monte, CA 91731

Dear Mayor and City Council:

CONSIDERATION AND APPROVAL OF AN INCREASE OF THE PURCHASE ORDER WITH SOUTHEAST CONSTRUCTION PRODUCTS FOR STREET MAINTENANCE MATERIALS FROM \$50,000 TO A NOT-TO-EXCEED AMOUNT OF \$97,900

IT IS RECOMMENDED THAT THE CITY COUNCIL:

1. Consider and approve a purchase order increase with Southeast Construction Products for street maintenance materials from \$50,000 to a not-to-exceed amount of \$97,900

BACKGROUND

The Public Works & Utilities Department (the "Department") manages and maintains the public right-of-way infrastructure. This includes asphalt and concrete streets, concrete sidewalks, signs, and street paint. Street maintenance material vendors provide the necessary materials, tools, and supplies needed to maintain the infrastructure.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

Southeast Construction Products has seen extensive use this fiscal year, especially in the procurement of asphalt and concrete mix. More funds are needed if Street Maintenance crews are to continue maintaining City infrastructure.

FISCAL IMPACT/FINANCING

The Department has funds available for the not-to-exceed amount of \$97,900 using the following accounts:

Fund	Account No.	Amount
Measure R Fund	212-67-681-4-0-62110-00000	\$87,900
Water Authority Fund	600-69-696-4-0-62110-00000	\$5,000
Sewer Fund	650-69-693-4-0-62110-00000	\$5,000
	Total Amount	\$97,900

STRATEGIC PLAN 2023 IMPLEMENTATION

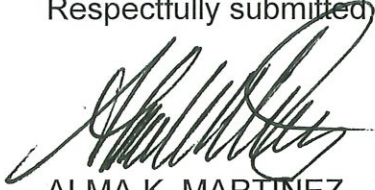
The recommended action will further the City's Strategic Plan Goal 4: Improve Infrastructure/City Fleet and City-Wide Sustainability.

CONCLUSION

It is recommended that the City Council consider and approve a purchase order increase with Southeast Construction Products for street maintenance materials from \$50,000 to a not-to-exceed amount of \$97,900.

HONORABLE MAYOR AND CITY COUNCIL
FEBRUARY 9, 2026
PAGE 3

Respectfully submitted



ALMA K. MARTINEZ
City Manager



JERRY MORENO
Public Works & Utilities Director

DATE: FEBRUARY 25, 2026
PRESENTED TO EL MONTE CITY COUNCIL
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CHIEF DEPUTY CITY CLERK



CITY OF EL MONTE
COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT
CITY COUNCIL AGENDA REPORT

CITY COUNCIL MEETING OF FEBRUARY 25, 2026

February 6, 2026

The Honorable Mayor and City Council
City of El Monte
11333 Valley Boulevard
El Monte, CA 91731

Dear Honorable Mayor and City Council:

CONSIDERATION AND APPROVAL OF A FOURTH AMENDMENT TO A PROFESSIONAL SERVICES AGREEMENT WITH DNA ARCHITECTURE DESIGN INC., FOR THE DESIGN OF HOMEKEY PROGRAM PHASE II: REHABILITATION OF THE M MOTEL PROJECT

IT IS RECOMMENDED THAT THE CITY COUNCIL:

1. Approve a Fourth Amendment to a Professional Services Agreement (the "Agreement") for Design Services with DNA Architecture Design, Inc. (Attachment 1) to amend the Agreement until the City Council's acceptance of a notice of completion for the Homekey Phase 2 Restoration Project;
2. Increase the Agreement amount of \$460,554 by an additional \$76,626 to undertake additional professional services throughout the duration of the construction of the Project for a new not-to-exceed amount of \$537,180; and
3. Authorize the City Manager, or her designee, to make all conforming modifications and edits and execute all implementing documents and approve change orders that may be necessary to cover unforeseen conditions in an amount not-to-exceed 15% of the additional increase of \$11,494.

BACKGROUND

On December 15, 2020, the City acquired the Hilda Solis Rose Court and the Hilda Solis Iris House, (previously known as the M Motel and Budget Inn) located at 10024 and 10038 Valley Boulevard to implement the Homekey Program (the "Project"). As part of the

Homekey Program, the renovated motels will provide temporary interim housing units with onsite wrap-around supportive services for the homeless population.

On August 2, 2022, a Professional Services Agreement and Scope of Services with DNA Architecture Design, Inc. ("DNA") was approved by the City Council for the design of the Homekey Program Phase II for an amount of \$329,775 plus a 15% contingency. The scope of services includes design and preparation of structural, electrical, plumbing, mechanical and fire plans; and construction administration services during the construction phase.

On December 6, 2022, the City Council approved a First Amendment with DNA Architecture Design, Inc. to extend the Agreement date through June 30, 2024. There was no financial impact as a result of this amendment.

On December 5, 2023, the City Council approved a Second Amendment with DNA Architecture Design, Inc. to increase the Agreement amount by \$65,876 to undertake additional professional services for a new, not-to-exceed amount of \$395,651 and re-defined the "Completion Date" to mean the date that is 30 calendar days following the City Council's acceptance of a notice of completion of the Project.

On May 28, 2025, the City Council approved a Third Amendment with DNA Architecture Design, Inc. to increase the Agreement amount by \$64,904 to undertake additional professional services, for a new not-to exceed amount of \$460,544 and re-defined the "Completion Date" to mean until the City Council acceptance of a notice of completion of the Project.

DISCUSSION

Project complications, asbestos abatement and unanticipated building conditions required significant modifications to the original Project plans and increased coordination efforts between DNA and subcontractors. The increased scope requires additional specialties, including engineering, structural engineering and MEP engineering. Additionally, professional services are needed to complete structural deficiencies, electrical configuration, and exterior cladding. These additional services will exceed the current Agreement not-to-exceed amount provided in the Second Amendment, including the allocated 15% contingency.

Staff is requesting that the City Council approve a Fourth Amendment to the Professional Services Agreement with DNA until the City Council accepts to approve a Notice of Completion for the Hilda Solis Rose Court (Homekey Phase II) Project and increase the Agreement not-to-exceed amount by \$76,626 for a new not-to-exceed amount of \$537,180. Staff is also requesting that the City Council delegate authority to the City Manager to approve a contingency in the amount of \$11,494 (15% of the added \$76,626)

for any unforeseen design modifications that may be needed. DNA will continue to provide design and construction administration services during the construction phase.

FISCAL IMPACT

The work in the amount of \$76,626 is budgeted under the HCD Homekey Set-aside CDBG-CV funds and therefore will not have a negative impact on the General Fund.

STRATEGIC PLAN 2023 IMPLEMENTATION

The recommended action will further the City's Strategic Goal 1: Create Strong Community and Economic Development Activities.

CONCLUSION

It is recommended that the City Council approve a Fourth Amendment to a Professional Services Agreement for Design Services with DNA Architecture Design, Inc. (Attachment 1) to (1) amend the Agreement "Completion Date" until the City Council's acceptance of a notice of completion for the Homekey Phase 2 Restoration Project; (2) increase the Agreement amount by \$76,626 for a new not-to-exceed amount of \$537,180 to undertake additional professional services throughout the duration of the construction of the Project; and (3) authorize the City Manager, or her designee, to make all conforming modifications and edits and execute all implementing documents and approve change orders that may be necessary to cover any unforeseen conditions in an amount not-to-exceed 15% of the Agreement.

HONORABLE MAYOR AND CITY COUNCIL
FEBRUARY 6, 2026
PAGE 4

Respectfully submitted,



ALMA K. MARTINEZ
City Manager



STEVE FOWLER
Community & Economic Development Director

Attachments:

1. Fourth Amendment to Professional Services Agreement with DNA Architecture Design, Inc.

DATE: February 25, 2025	
PRESENTED TO EL MONTE CITY COUNCIL	
<input type="checkbox"/>	APPROVED
<input type="checkbox"/>	DENIED
<input type="checkbox"/>	PULLED
<input type="checkbox"/>	RECEIVED AND FILE
<input type="checkbox"/>	CONTINUED
<input type="checkbox"/>	REFERRED TO
CHIEF DEPUTY CITY CLERK	



2026

FOURTH AMENDMENT TO PROFESSIONAL SERVICES AGREEMENT

(Engagement: Design Services for Rehabilitation of the M Motel Homekey Site Located at 10024 Valley Boulevard)

(Parties: DNA Architecture Design, Inc. and City of El Monte)

THIS FOURTH AMENDMENT (hereinafter, "Fourth Amendment") to that certain agreement entitled "Professional Services Agreement", Contract No. 22ED07075, dated August 12, 2022 (hereinafter, the "Master Agreement"), is hereby made and entered into this ____ day of _____ 2026 (hereinafter, the "Effective Date"), by and between the CITY OF EL MONTE, a municipal corporation (hereinafter, "CITY") and DNA ARCHITECTURE DESIGN, INC. (hereinafter, "CONSULTANT"). For purposes of this Fourth Amendment, the capitalized term "Parties" shall refer collectively to both CITY and CONSULTANT. The capitalized term "Party" may refer to either CITY or CONTRACTOR/CONSULTANT, interchangeably as appropriate.

RECITALS

This FOURTH AMENDMENT is made and entered into with respect to the following facts:

WHEREAS, on August 12, 2022, the Parties executed and entered into the Master Agreement for CONSULTANT to provide professional design services for the rehabilitation of the M Motel Homekey Site located at 10024 Valley Boulevard in the City; and

WHEREAS, the Master Agreement was subsequently amended on January 10, 2023, by way of a First Amendment to extend the completion date (hereinafter the "First Amendment"); and

WHEREAS, the Master Agreement was subsequently amended on December 11, 2023, by way of a Second Amendment to redefine the completion date, modify the scope of work, and to increase authorized expenditures (hereinafter, the "Second Amendment"); and

WHEREAS, the Master Agreement was subsequently amended on May 28, 2025, by way of a Third Amendment to increase authorized expenditures (hereinafter, the "Third Amendment"); and

WHEREAS, the Master Agreement, as amended by way of the First, Second, and Third Amendments, is attached and incorporated hereto as **Exhibit "A"**; and

WHEREAS, the Parties now agree to increase authorized expenditures and adjust the City Manager's authority to make modifications and approve change orders; and

WHEREAS, the proposal for additional services dated January 29, 2026, supporting the increase in authorized expenditures, is attached and incorporated hereto as **Exhibit "B"**; and

WHEREAS, the execution of this Fourth Amendment was approved by the El Monte City Council at its Regular Meeting of _____, 2026 under Agenda Item No. _____.

NOW, THEREFORE, in consideration of the mutual agreements contained herein, and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, and intending to be legally bound hereby, the Parties agree as follows:

SECTION 1. Section 1.3 (Compensation) of the Master Agreement is hereby amended to increase the Not-to-Exceed Sum of **FOUR HUNDRED SIXTY THOUSAND FIVE HUNDRED FIFTY-FOUR DOLLARS (\$460,554)** by **SEVENTY-SIX THOUSAND SIX HUNDRED TWENTY-SIX DOLLARS (\$76,626)** for a new Not-to-Exceed Sum of **FIVE HUNDRED THIRTY-SEVEN THOUSAND ONE HUNDRED EIGHTY DOLLARS (\$537,180.00)**. In the event CONSULTANT's total charges for all Work performed under the Master Agreement and all amendments thereto are projected to exceed the Not-to-Exceed Sum prior to completion of the Work, CITY may suspend CONSULTANT's performance pending CITY approval of any additional expenditure authorization.

SECTION 2. Section 1.4 (Contingency) of the Master Agreement is hereby amended in its entirety to state the following:

"The City Council authorizes the City Manager to authorize expenditures in excess of the Not-to-Exceed Sum, provided that such added expenditures do not exceed the aggregate sum of \$11,493 and further provided that such authorization is approved in writing by the City Manager."

SECTION 3. Except as otherwise set forth in this Fourth Amendment, the Master Agreement, as amended by way of the First, Second, and Third Amendments, shall remain binding, controlling, and in full force and effect. Section 6.19 of the Master Agreement notwithstanding, this Fourth Amendment, together with the Master Agreement, First Amendment, Second Amendment, and Third Amendment shall constitute the entire, complete, final, and exclusive expression of the Parties with respect to the matters addressed in all documents, and shall be collectively referred to as the "Agreement."

SECTION 4. In the event of any conflict or inconsistency between the provisions of this Fourth Amendment and the provisions of the Master Agreement, First Amendment, Second Amendment, or Third Amendment, the provisions of this Fourth Amendment shall govern and control to the extent of the conflict or inconsistency and no further.

(SIGNATURES ON NEXT PAGE)

IN WITNESS WHEREOF, the Parties hereto have caused this Fourth Amendment to be executed on the day and year first appearing above.

CITY OF EL MONTE:

CONSULTANT:

By: _____
Alma K. Martinez, City Manager

By: _____

Name: _____

Title: _____

Date: _____

Date: _____

APPROVED AS TO FORM:

By: _____
Richard Padilla, Assistant City Attorney

Date: _____

EXHIBIT "A"

**MASTER AGREEMENT AS AMENDED BY THE
FIRST, SECOND, AND THIRD AMENDMENTS**

EXHIBIT "B"

PROPOSAL FOR ADDITIONAL SERVICES DATED JANUARY 29, 2026

DNA Architecture + Design, Inc.

29 January 2026

Ms. Vanessa Sedano
Housing Manager
City of El Monte
11333 Valley Boulevard
El Monte, CA 91731
REV: 13 March 2025

RE: Project Homekey – Hilda Solis Rose Court
Proposal for Additional Services #3

Ms. Sedano,

We are pleased to submit this proposal for additional services for the above-referenced project. This proposal is based on changes to the original scope of work outlined in the RFP. This work is in addition to our original agreement with the City of El Monte, signed in September 2022 and amended in August 2023.

Description of Additional Services

Initial: 

The project scope has increased to accommodate the discovery of asbestos contamination at the project site during construction. This includes additional meeting time, site visits, design revisions and coordination for all disciplines.

1. Increased CA effort. The project schedule is now indeterminate since the discovery of asbestos. DNA Architecture + Design and consultants have met with City staff and participated in design revisions to support the City's efforts to minimize the mitigation costs.
2. DNA Architecture + Design, Inc and KPFF have met with and continue to consult with City contractors and City staff on revised underground piping scheme to minimize trenching.
3. DNA Architecture + Design, Inc. will commission additional surveying and locating of underground utilities necessary to implement the City's proposed underground piping strategy.
4. DNA Architecture + Design, Inc. and Flores Engineering have revised project scope to relocate electrical conduit to avoid trenching in the primary driveway. This includes mounting electrical to the building exterior.
5. DNA Architecture + Design, Inc. has coordinated with TransTech Engineering, City staff and Tovey Shultz to implement cost-saving revisions at all aspects of the project.

Fee Proposal

Initial: _____

DNA Architecture + Design, Inc. proposes the following lump sum for the services outlined in the above scope of work. This includes all affected disciplines, including architecture, MEP engineering, and civil engineering.

Additional CA Principal	28 hours @ \$240.00	\$ 6,720.00
Additional CA Project Coordinator	36 hours @ \$130.00	\$ 4,680.00
Additional CA to completion	48 hours @ \$150.00	\$ 7,200.00

KPFF: Civil Engineering Studies (NTE)		\$41,700.00
Surveying and Utilities As-Builts		\$ 5,800.00
Invoice 20251112		\$ 5,585.50
Invoice 20251212		\$ 4,940.50

TOTAL		\$76,626.00
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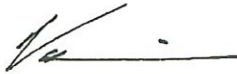
BillingInitial: SF

Invoices will be presented monthly for fees earned to date and reimbursable expenses associated with the work. All invoices are due on receipt, and we respectfully request payment within 15 days.

Authorization + AcceptanceInitial: SF

If you agree with this proposal, please initial it where indicated, sign it in the space below, and return the original to us for our records. Don't hesitate to let us know if you have any questions.

Sincerely,



Valéry Augustin, AIA, NCARB
Principal
California License# C-32614

Accepted by


 Vanessa Sedano

Date



Steven Fowler,
Community Development Director



CITY OF EL MONTE

OFFICE OF THE CITY ATTORNEY
CITY COUNCIL AGENDA REPORT

CITY COUNCIL REGULAR MEETING OF FEBRUARY 25, 2026

February 17, 2026

The Honorable Mayor and City Council
City of El Monte
11333 Valley Boulevard
El Monte, CA 91731

Honorable Mayor and City Council:

A PUBLIC HEARING FOR CONSIDERATION AND APPROVAL OF A RESOLUTION CALLING A JUNE 2, 2026 SPECIAL ELECTION TO BE CONSOLIDATED WITH THE STATEWIDE PRIMARY ELECTION ADMINISTERED BY THE LOS ANGELES COUNTY REGISTRAR-RECORDER/COUNTY CLERK SO THAT EL MONTE VOTERS MAY CONSIDER A BALLOT MEASURE MAKING THE ELECTIVE OFFICES OF CITY CLERK AND CITY TREASURER APPOINTIVE; AND FIRST READING OF AN ORDINANCE EFFECTUATING THE SAME IF SUBJECT TO VOTER APPROVAL

IT IS RECOMMENDED THAT THE CITY COUNCIL:

1. Open the public hearing;
2. Receive presentation from staff;
3. Pose questions to staff;
4. Allow members of the public to offer comment;
5. Pose follow-up questions to staff;
6. Close the public hearing;
7. Move to approve the Resolution calling a special election for voter consideration of a ballot measure making the offices of City Clerk and City Treasurer appointive; and approve for first reading ordinance that effectuates the same subject to voter approval; and
8. Alternatively, the City Council may approve to call the special election subject to splitting the matter into two (2) separate ballot questions and ordinances, one (1) for the City Clerk office and one (1) for the City Treasurer office.

EXECUTIVE SUMMARY

At its meeting of January 14, 2026, the El Monte City Council (“City Council”) received a presentation from the City Attorney’s Office which among other things addressed the process for converting the elective offices of City Clerk and City Treasurer into appointive offices. As discussed, a simple ballot measure would accomplish this, provided however, that the current incumbents would be allowed to complete their terms office. Once phased-out the duties and responsibilities of City Clerk and City Treasurer would be absorbed by designated City employees who would be responsible for discharging those duties.

OVERVIEW

A. Background

State law requires that every general law city, such as the City of El Monte, include among its officials a City Clerk and City Treasurer. The offices may be elective or appointive. In the absence of any action by a city, the default is for the offices to be an elective office. Nevertheless, a city can initiate efforts to make the offices appointive by submitting the matter to the voters. If a measure making the offices appointive is approved by El Monte voters, the City Council could either make the City Clerk and City Treasurer appointments directly or vest the City Manager with the appointment power. In the latter case, the City Clerk and the City Treasurer would be selected by and through the City Manager and subject to the City’s hiring and employment policies and procedures. In this case, the City Clerk and City Treasurer functions would be absorbed into the general duties and functions of designated City employees.

The trend over the past decade has been to transfer City Clerk and City Treasurer offices into appointive offices. According to a 2016 survey by California Common Cause, approximately 75% of City Clerk offices in the State are appointive and approximately 66% of City Treasurer offices are appointment.¹ From 2018 to 2024, approximately 29 California cities have passed ballot measures making the City Clerk and/or the City Treasurer offices appointive.

One argument in support of making these offices appointive is that it enables City’s to select persons who are best qualified to perform the myriad professional and often technical duties associated with the City Clerk and City Treasurer offices. When these positions are elective, the only qualifications are that the persons who run for these offices be residents who are at least 18 years of age and registered voters of a city, nothing more.

The City Clerk’s primary duties are set forth in Government Code Sections 40801-40814. The city clerk administers the democratic process such as elections and access to city

¹ *California Municipal Democracy Index (2016) – Key Findings* published by California Common Cause.

records. The city clerk also keeps meeting minutes; keeps a book of ordinances and resolutions; administer oaths; serves as the custodian of the city seal; serves as the agent for service of process for the city and performs such additional duties as may be prescribed by ordinance.

The City Treasurer's primary duties are set forth in Government Code Section 41001-41005, which require that the Treasurer receive and safely keep all money coming into his/her hands as Treasurer; comply with all laws governing the deposit and securing of public funds and the handling of trust funds in his possession; payout money only on warrants signed by legally designated persons; regularly (at least once each month) submit to the city clerk a written report and accounting of all receipts, disbursements, and fund balances, and file a copy of the same with the legislative body; and perform such duties relative to the collection of city taxes and license fees as are prescribed by ordinance.

By making the two (2) offices appointive, the City Council, either directly or through the City Manager could ensure that the duties and responsibilities of both offices are discharged by person's possessing experience and professional qualifications.

B. Specifics Associated with Proposed Measure.

The term of office for the currently occupied City Clerk and City Treasurer seats are set to expire this year following certification of election result for the City's November 2026 General Municipal Election. Accordingly, if the desire to make the two (2) offices appointive before the start of the November 2026 election cycle, then a ballot measure(s) making both offices appointive would need to be approved by El Monte voters at a special election held June 2, 2026. Even if the measure is approved by the voters at the June 2026 special election, the current incumbents would be entitled to complete their terms of office but in no event would they serve beyond the City Council's certification of election results for the November 3, 2026 General Municipal Election. If the City Council postpones placing a measure on the ballot until November 2026, then even if the measure were to pass at that time, persons elected to the office of City Clerk and City Treasurer at the November 3, 2026 General Municipal Election would be entitled to complete their 4-year terms of office, meaning the offices would not become appointive until the year 2030.

The attached resolution calling for the special election presents the following ballot question to El Monte voters:

2026 Administrative and Election Cost Reduction Measure:	YES [<input type="checkbox"/>]
Shall the elected offices of City Treasurer and City Clerk become appointive offices?	NO [<input type="checkbox"/>]

It should be observed that Government Code Section 36509 specifically requires that the wording of the question be framed substantially in the same question form as is indicated above.²

The measure is accompanied by an ordinance which makes the following substantive changes to the El Monte Municipal Code if the ballot measure is passed:

- City Clerk and City Treasurer offices become appointive upon the end of the term of office for current incumbents. Those terms end in the first week of December 2026, approximately, when the City Council certifies the results of the November 3, 2026 General Municipal Election.
- The office of City Clerk and City Treasurer will not appear on the November 3, 2026 ballot or on any other election ballot of the City thereafter.
- Persons discharging the duties and responsibilities of City Clerk and City Treasurer will become City employees who need not reside in the City.
- Ordinance delegates authority to designate who will discharge the duties and responsibilities of City Clerk and City Treasurer to City Manager but City Council may delegate authority back to itself at any time and set other procedures and qualifications for persons holding these positions.
- All references to City Clerk and City Treasurer in the Municipal Code will no longer refer to individuals who were elected to those positions.

C. Ballot Arguments.

As this is a City-initiated measure, the City Council has priority in terms of deciding whether it will author the Ballot Argument in favor of the measure. The City Council can either author a joint letter or could delegate the authority to one (1) or more members who will then submit the argument on the City Council's behalf. The City Attorney will also be required to submit its own impartial analysis. Arguments for or against the measure as well as the City Attorney impartial analysis are due March 13, 2026. Rebuttals are due March 24, 2026. Accordingly, in addition to approving the measure's placement on the ballot, the City Council will need to decide how it wishes to handle the authoring of arguments.

² Government Code Section 36509 provides in relevant part: "The question shall be printed on the ballots used at the election substantially in one of the following forms: (a) "**Shall the offices of city clerk and city treasurer be appointive?**"; or (b) "Shall the office of city clerk be appointive?"; or (c) "Shall the office of city treasurer be appointive?".

FISCAL IMPACT

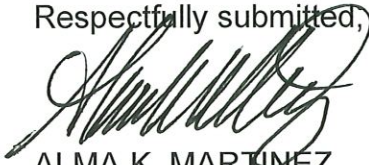
Government Code Section 36509 gives the City the option of presenting the elimination of the City Clerk and City Treasurer offices as a single ballot measure that addresses both or as two (2) separate ballot measures, one (1) addressing the City Clerk office and a second addressing the City Treasurer office. The estimated County Registrar charge for placing a single measure on the ballot is approximately \$260,645, while the charge for breaking the issues up into two (2) separate measures is approximately \$270,679. This does not factor in City Attorney time associated with preparing the measure and City staff time associated with required publications and other administrative cost. It should be noted that once the measure is placed on the ballot, the City is prohibited from spending any public monies for purposes of ballot measure advocacy.

RECOMMENDATION

In order to timely place the ballot measure contemplated above on to the June 2, 2026 ballot, it is recommended that the City Council take the following actions:

1. Approve the attached Resolution calling a special election to place a single ballot question to El Monte voters to make the City Clerk and City Treasurer offices appointive. Alternatively, the City Council may direct that the ballot question be broken into two (2) questions, one (1) for the City Clerk office and one (1) for the City Treasurer office.
2. Approve for first reading the attached Ordinance which effectuates the municipal code changes necessary to effectuate the purpose of the ballot measure. If the ballot question is split into two (2) separate measures, approve the Ordinance for first reading subject to conforming changes that all for a scenario in which one (1) measure passes and one (1) measure does not pass.
3. Decide who will author the ballot arguments.

Respectfully submitted,



ALMA K. MARTINEZ
City Manager



RICHARD PADILLA
Deputy City Attorney

ATTACHMENT(S)

1. Resolution
2. Form of Ordinance

DATE: February 25, 2026
PRESENTED TO EL MONTE CITY COUNCIL
<input type="checkbox"/> APPROVED <input type="checkbox"/> DENIED <input type="checkbox"/> PULLED <input type="checkbox"/> RECEIVE AND FILE <input type="checkbox"/> CONTINUED
<input type="checkbox"/> REFERRED TO
CHIEF DEPUTY CITY CLERK

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL MONTE, CALIFORNIA CALLING A SPECIAL ELECTION TO BE HELD JUNE 2, 2026 FOR EL MONTE VOTERS TO CONSIDER TWO (2) SEPARARE BALLOT MEASURE THAT WOULD CONVERT ELECTIVE OFFICES OF CITY TREASUER AND CITY CLERK INTO APPOINTIVE TITLES PURSUANT TO GOVERNMENT CODE SECTIONS 36508 THROUGH 36510

WHEREAS, pursuant to Government Code Sections 36508 through 36510, at any municipal election, or special election held for that purpose, the City Council may submit to the electors the question whether the elective offices of City Treasurer and City Clerk shall be appointive; and

WHEREAS, the City Council hereby submits to El Monte voters a ballot measure (the "Measure") to convert the elective offices of City Treasurer and City Clerk into appointive offices; and

WHEREAS, concurrent with the approval of this Resolution, the City Council has also approved for first reading an ordinance (hereinafter, "the Ordinance") which, if the Measure is approved by El Monte voters would convert the elective offices of City Treasurer and City Clerk into appointive offices (A true and correct copy of the Ordinance is attached to this Resolution as **Exhibit "A"**); and

WHEREAS, the City Council requests that the Los Angeles County Board of Supervisors ("Board") authorize and direct the Los Angeles County Registrar-Recorder/County Clerk (hereinafter, "the County") to consolidate the City's June 2, 2026, special election with the County-administered election(s) of the same date; and

WHEREAS, the City shall compensate the County for all necessary expenses incurred by the County in providing the special election administration services for the City, including any such additional costs arising out of the placement of the above-described ballot measure on the City's November 4, 2025 ballot; and

WHEREAS, the City Council also wishes to (i) establish deadlines and rules for the submission of written arguments and rebuttals for and against the Measure in accordance with applicable Elections Code procedures; (ii) direct the timely preparation of the City Attorney's impartial analysis; and (iii) provide such other direction as may be necessary to facilitate the placement of the Measure on the ballot.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF EL MONTE, CALIFORNIA, DOES RESOLVE, DECLARE, DETERMINE AND ORDER AS FOLLOWS:

SECTION 1. Recitals. The City Council hereby finds and determines that the foregoing Recitals are true and correct, are incorporated herein and by this reference made an operative part thereof.

SECTION 2. Ballot Measure Question. The City Council does hereby order that the Measure shall be presented and printed upon the ballot submitted to the qualified voters in the manner and form set forth herein. There shall be printed substantially the following ballot question in compliance with Election Code Sections 9051, 13119(b) and 13247:

2026 Administrative and Election Cost Reduction Measure:	YES []
Shall the elected offices of City Treasurer and City Clerk become appointive offices?	NO []

The City Council further requests that the City be granted the letter designation “ ”, if available, such that the Measure may be identified on the ballot as “**Measure** “ ”. If the letter designation “ ” is unavailable, it is requested that the following alternative letter designations be given in order of preference: “ ” and “ ”, also if available.

SECTION 4. Election Procedures.

- A. The ballots to be used at the election shall be in form and content as required by law.
- B. Pursuant to the requirements of Elections Code Sections 10002 and 10403, the City respectfully requests that the County’s governing Board of Supervisors consent and agree to the following:
 - 1. That the June 2, 2026 special municipal election called by the City to present El Monte voters with a City-initiated ballot measure seeking approval of the Ordinance be consolidated with the County-administered Statewide Primary Election of the same date; and
 - 2. That the County’s governing Board of Supervisors consent to having the County render full election services to the City as may be requested by the El Monte City Clerk (hereinafter, the “City Clerk”) with the understanding and agreement that the County will be reimbursed by the City in full for all services so provided; and
 - 3. That the requested election services include: the preparation, printing and mailing of sample ballots and polling place cards; the establishment or appointment of precincts, polling places, and election officers, the preparation, printing, mailing and furnishing of vote-by-mail ballots, making

such publications as are required by law in connection therewith; the furnishing of ballots, voting booths and other necessary supplies or materials for polling places; the canvassing of the returns of the election and the furnishing of the results of such canvassing to the City Clerk of the City of El Monte and the performance of such other election services as may be requested by the City Clerk.

- C. The City Clerk is authorized, instructed and directed to coordinate with the County of Los Angeles Registrar of Voters to procure and furnish any and all ballots, notices, printed matter and supplies, services, equipment and paraphernalia that may be necessary in order to properly and lawfully conduct the election.
- D. The polls for the election shall be open at 7:00 a.m. the day of the election and shall remain open continuously from that time until 8:00 p.m. of the same day when the polls shall be closed, pursuant to Elections Code Section 10242, except as provided in Elections Code Section 14401.
- E. In all particulars not recited in this Resolution, the election shall be held and conducted as provided by law for the holding of municipal elections in the City.
- F. Notice of the time, place, and holding of the election is given and the City Clerk is authorized, instructed, and directed to give further or additional notice of the election, in time, form, and manner as required by law.
- G. All ballots shall be tallied at a central counting place and not at the precincts. Said central counting place shall be at a ballot counting center designated by the County.
- H. The County is authorized to canvass the returns of the City's special election.
- I. The City Clerk shall receive the canvass from the County as it pertains to the election on the measure, and shall certify the results to the City Council, as required by law.
- J. The City's Special Election will be held and conducted in accordance with the provisions of law regulating such elections, including without limitation, Elections Code Section 10418.

SECTION 5. Arguments; Rebuttals and Impartial Analysis.

- A. Direct Arguments For and Against the Measure.
 - 1. The City Council acknowledges Elections Code Section 9282(b) and 9287 which provide as follows:
 - (a) When a measure is placed on the ballot by a legislative body, the legislative body, or a member or members of the legislative body

authorized by that body, or an individual voter who is eligible to vote on the measure, or *bona fide* association of citizens, or a combination of voters and associations, may file a 300 word or less written argument in favor of the measure; and

- (b) If more than one argument in favor of a measure is submitted, the City Clerk shall give preference and priority, in the order named, to the arguments submitted by the following person(s) and entities: (A) the legislative body, or member or members of the legislative body authorized by that body; (B) an individual voter, or *bona fide* association of citizens, or combination of a voter(s) and associations, who are the *bona fide* sponsors or proponents of the measure; (C) a *bona fide* associations of citizens; and (D) individual voters who are eligible to vote on the measure.

Provided such argument is submitted by or before the deadline for submitting ballot arguments, the City Council, by motion, reserves the right to designate and delegate one (1) or more of its members to author an argument in favor of the City's measure and recognition of Elections Code Section 9283 which limits the number of signatories to the argument to five, prescribe a process or criteria for determining who should be selected to sign.

2. Arguments against the proposed ballot measure, if any, shall also be subject to the provisions of Elections Code Sections 9282 and 9287.
3. The deadline date and time for submitting arguments for or against the measure to the City Clerk is **March 13, 2026**, by **5:30 p.m.**, after which time no arguments for or against the measure will be accepted. Arguments for or against the measure **may not exceed 300 words** in length. Each argument shall be filed with the City Clerk, signed, and include the printed name(s) and signature(s) of the author(s) submitting it, or if submitted on behalf of an organization, the name of the organization, and the printed name and signature of at least one of its principal officers who is the author of the argument.
4. The City Clerk shall comply with all provisions of law establishing priority of arguments for printing and distribution to the voters, and shall take all necessary actions to cause the selected arguments to be printed and distributed to the voters.

B. Rebuttal Arguments.

1. Pursuant to Elections Code Sections 9285 and 9287, when the City Clerk selects the arguments for and against the City-initiated measure to be printed and distributed to the voters, the City Clerk will send a copy of the argument in favor of the measure to the authors of the argument against the measure, and a copy of the argument against the authors of the argument

in favor of the measure.

2. The authors of the respective arguments for and against the measure or persons designated by them may then prepare and submit rebuttal arguments not exceeding 250 words in length. The deadline for submitting rebuttal arguments to the City Clerk is **March 24, 2026**, by **5:30 p.m.** after which time no rebuttal arguments will be accepted. Rebuttal arguments shall be printed in the same manner as the direct arguments. Each rebuttal argument shall immediately follow the direct argument which it seeks to rebut.
- C. City Attorney's Impartial Analysis. Pursuant to Elections Code Section 9280, the City Council directs the City Clerk to transmit a copy of the measure to the City Attorney so that the City Attorney may prepare an impartial analysis of the measure, not to exceed 500 words in length. The impartial analysis should explain what the measure will do if approved and enacted and how that impacts/changes existing law. The City Attorney shall transmit its impartial analysis to the City Clerk, who shall cause the analysis to be published in the voter information guide along with the ballot measure as provided by law. The Impartial Analysis shall be filed no later than **March 13, 2026**. In the event the entire text of the measure is not printed on the ballot, nor in the voter information portion of the sample ballot, there shall be printed immediately below the impartial analysis, in no less than 10-font bold type, the following: "The above statement is an impartial analysis of Ordinance or Measure. If you desire a copy of the Ordinance or Measure, please call the City Clerk's Office at 626-580-2001 and a copy will be mailed at no cost to you."
- D. Delivery of Materials. Any materials that must be submitted to the City Clerk must be delivered in person to the Office of the City Clerk located at **El Monte City Hall – East, Office of the City Clerk, 11333 Valley Boulevard, El Monte, California 91731**. Except as otherwise provided in this paragraph, materials delivered to the City Clerk must be delivered during regular business hours which are Monday through Thursday from 7:30 A.M. to 5:30 P.M.

SECTION 7. Manner of Placement on the Ballot. The City Clerk is delegated discretion to direct the County to undertake one of the following placement options: (a) Print a 75 word abbreviated ballot measure text (prescribed by law) only; (b) Print a 75 word abbreviated ballot measure text and include Official Sample Ballot Notice advising voters to call the City Clerk's Office and request a free copy of the ballot measure enclosure (OR) that the city will be sending voters a supplemental mailing; or (c) Print a 75 word abbreviated ballot measure text and include Full Ballot Measure Enclosure Text in the Official Sample Ballot Booklet.

SECTION 8. City Clerk Tasks.

- A. Delivery of Resolution to County: The City Clerk shall certify to the passage and adoption of this Resolution and enter it into the book of original resolutions. The City Council directs the City Clerk to deliver copies of this Resolution,

including the Ordinance to the Clerk of the County's governing Board of Supervisors and to the Registrar-Recorder/County Clerk for the County of Los Angeles.

- B. Publication of Ballot Measure Synopsis: As required by Elections Code Section 12111, the City Clerk shall publish a synopsis of the measure at least one time, not later than one week before the date of the June 2, 2026 election in a newspaper of general circulation in the City or as may otherwise be permitted by law. The notice shall be headed "Measure to be Voted On" in conspicuous type and shall be substantially in the following form:

"MEASURE TO BE VOTED ON

Notice is hereby given that the following measure is to be voted on at a special municipal election to be held in the City of El Monte, on Tuesday, the 2nd day of June 2026.

[Text of synopsis of measure]

Dated _____

City Clerk"

SECTION 9. Public Examination. Pursuant to Elections Code Section 9295, this measure will be available for public examination for no fewer than ten (10) calendar days prior to being submitted for printing in the voter information guide. The Clerk shall post notice in the Clerk's office of the specific dates that the examination period will run.

SECTION 10. CEQA. The City Council hereby finds and determines that the ballot measure relates to organizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment, and therefore is not a project within the meaning of the California Environmental Quality Act ("CEQA") and the State CEQA Guidelines, section 15378(b)(5).

SECTION 11. Severability. If any provision of this Resolution or the application thereof to any person or circumstance is held invalid, such invalidity shall not affect other provisions or applications of the Resolution which can be given effect without the invalid provision or application, and to this end the provisions of this Resolution are severable. The City Council hereby declares that it would have adopted this Resolution irrespective of the invalidity of any particular portion thereof.

SECTION 12. Effective Date of Resolution. This Resolution shall take effect immediately upon its adoption. The City Clerk shall certify to the adoption of this Resolution which shall be effective upon its adoption. The City Clerk is hereby directed to file a certified copy of this Resolution with the County's governing Board of Supervisors and the Registrar-Recorder/County Clerk for the County of Los Angeles.

PASSED, APPROVED AND ADOPTED by the City Council of the City of El Monte at its special meeting on this 25th day of February, 2026.

Jessica Ancona, Mayor
City of El Monte

ATTEST:

Gabriel Ramirez, City Clerk
City of El Monte

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) SS:
CITY OF EL MONTE)

I, Gabriel Ramirez, City Clerk of the City of El Monte, hereby certify that the foregoing Resolution No. _____ was passed and adopted by the City Council of the City of El Monte at a regular meeting held on the 25th day of February, 2026 and that said Resolution was adopted by the following vote, to-wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Gabriel Ramirez, City Clerk
City of El Monte

EXHIBIT "A"

FORM OF ORDINANCE

ORDINANCE NO. _____

AN ORDINANCE OF THE PEOPLE OF THE CITY OF EL MONTE, CALIFORNIA CONVERTING THE ELECTED OFFICES OF CITY TREASURER AND CITY CLERK INTO APPOINTIVE OFFICES PURSUANT TO GOVERNMENT CODE SECTIONS 36508 THROUGH 36510 AND MAKING CORRESPONDING AMENDMENTS TO THE EL MONTE MUNICIPAL CODE TO REFLECT THIS CHANGE

WHEREAS, pursuant to Government Code Section 36508, at any municipal election, or special election held for that purpose, the City Council may submit to the electors the question whether the elective office of City Treasurer shall be appointed by the City Council; and

WHEREAS, at its Regular Meeting of _____, 2026, the El Monte City Council approved Resolution No. _____ dated _____ 2026, which called for a Special Election to be held on June 2, 2026, for El Monte voters to consider a ballot measure and related ordinance that converts the elected offices of City Treasurer and City Clerk into appointive offices (the "Measure"); and

WHEREAS, the ballot question presented to El Monte voters was as follows:

2026 Administrative and Election Cost Reduction Measure:	YES [<input type="checkbox"/>]
Shall the elected offices of City Treasurer and City Clerk become appointive offices?	NO [<input type="checkbox"/>]

WHEREAS, this Ordinance was provisionally approved by the City Council for first reading and second reading on _____ 2026 and _____, 2026, respectively, subject to the requirement that the ballot measure authorizing the implementation of this Ordinance is in fact approved by El Monte voters at a special municipal election held June 2, 2026; and

WHEREAS, the ballot measure seeking approval of this Ordinance was approved by a simple majority of votes cast at the City's special municipal election of June 2, 2026, by a final count of _____ "Yes" votes (or _____ % "Yes") to _____ "No" votes (or _____ % "No"); and

WHEREAS, at its meeting of [REDACTED], 2026, the City Council approved Resolution No. [REDACTED] which acknowledged the conduct of the June 2, 2026 special municipal election and declared the results of the same: the ballot measure authorizing the implementation of this Ordinance was approved by El Monte voters.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF EL MONTE, CALIFORNIA DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1. The facts set forth in the recitals above are true and correct.

SECTION 2. In recognition of the results of the City's Special Election held June 2, 2026, the elected offices of "City Treasurer" (or simply "Treasurer") and "City Clerk" as referenced throughout the El Monte Municipal Code and other policies of the City, are hereby made appointive offices in accordance with Government Code Sections 36508 through 36510. The offices of City Treasurer and City Clerk shall not appear on the City's November 3, 2026 General Municipal Election ballot nor shall they appear on the ballot of any other subsequent City election unless El Monte voters approve a new ballot measure restoring those offices as elective offices. The conversion of the City Treasurer and City Clerk offices to appointive offices shall take effect at the conclusion of terms of office of the current elected/appointed incumbents for those offices or upon their written resignation from the same but in no event later than the date and time at which the City Council approves a Resolution Reciting the Fact of the City's November 3, 2026 General Municipal Election and Declaring the Results of the same. It is the intent of this Ordinance that the powers, duties and responsibilities of the City Clerk and the City Treasurer shall be performed by employees of the City designated to discharge the duties and responsibilities of the City Clerk and the City Treasurer as those duties and responsibilities may be prescribed and spelled-out under the El Monte Municipal Code and applicable State law.

SECTION 3. The El Monte Municipal Code is hereby amended by the addition of a new Chapter 2.13 (City Clerk and City Treasurer) which shall state the following:

Chapter 2.13 – City Clerk and City Treasurer

Sections:

2.13.010 Appointive Offices.

At a special election held June 2, 2026, El Monte voters approved ballot Measure [REDACTED] which converted the elective offices of City Clerk and City Treasurer to appointive offices in accordance with Government Code Sections 36508 through 36510. The conversion from elective offices to appointive took effect at the conclusion of the term of office of the incumbents serving in those offices at the time of the June 2, 2026 Special Election or upon their written resignation to the same but in no event later than the date and time at which the El Monte City Council approved a Resolution Reciting the Fact of the City's November 3, 2026 General Municipal Election and Declaring the Results of the same.

2.13.020 Designation of City Employees To Discharge the Duties of City Clerk and City Treasurer

- A. *As authorized under Government Code Section 36510, the power to designate the person(s) who shall serve as City Clerk and City Treasurer or who are otherwise designated to discharge any or all of the duties and responsibilities of the same shall be vested with the City Council who in turn may delegate such authority to the City Manager. The foregoing notwithstanding, as of the effective date of the ordinance establishing this chapter, the authority to designate the person(s) who shall serve as City Clerk and City Treasurer or who are otherwise designated to discharge any or all of the duties and responsibilities of the same is delegated to the City Manager unless and until such time as the City Council rescinds, or modifies the terms, of such delegation of authority by ordinance or resolution in the City Council's sole and absolute discretion.*
- B. *All references in the El Monte Municipal Code to the terms "City Clerk" or "City Treasurer" shall refer to the person(s) designated to service in that capacity pursuant to this chapter.*

2.13.030 Qualifications.

- A. *Any person designated to serve as City Clerk or City Treasurer or who is otherwise designated to discharge any or all of the duties and responsibilities of the same must be an employee of the City who meets such professional qualifications as may be established and from time-to-time amended and modified by the City Manager and/or the City Council.*
- B. *As provided under Government Code Section 36510, persons designated to serve as City Clerk or City Treasurer or who are otherwise designated to discharge certain duties and responsibilities of City Clerk or City Treasurer need not be residents of the City of El Monte.*
- C. *The City Council by subsequent ordinance may amend and/or modify the qualification requirements set forth under this section, above, provided that any such requirements are not in conflict with applicable State law.*

2.13.040 Duties and Powers.

Those City employees designated to serve as City Clerk or City Treasurer, or who are otherwise designated to discharge certain duties and responsibilities of the City Clerk or the City Treasurer, shall perform all such duties and responsibilities in accordance with applicable provisions of the El Monte Municipal Code and State law.

SECTION 4. Paragraph (A) of Section 2.05.010 (Filling vacancies) of Chapter 2.05 (Filling City Council Vacancies) of Title 2 (Administration and Personnel) of the El Monte Municipal Code is hereby amended in its entirety to state the following:

- A. *Vacancies to the elective offices of City Councilmember shall be filled in accordance with those applicable procedures prescribed by Government Code Section 36512 as the same may be amended or modified from time to time by the legislature.*

SECTION 5. It is understood that the amendments and modifications to the El Monte Municipal Code as prescribed by this Ordinance are for purposes of harmonizing the provisions of the El Monte Municipal Code with the intent of the ballot question presented to El Monte voters. Accordingly, any future modifications or amendments to the provisions modified or amended herein shall not require a subsequent vote of the people provided that any such modifications or amendments are consistent and are not in conflict with the requirement that the offices of City Clerk and City Treasurer remain appointive as opposed to elective.

SECTION 6. If any provision of this Ordinance or the application thereof to any person or circumstance is held invalid, the remainder of the Ordinance and the application of such provision to other persons or circumstances shall not be affected thereby.

SECTION 7. This Ordinance and the action taken hereunder is not a “project” within the meaning of the California Environmental Quality Act codified as section 21000 *et seq.* of the *Public Resources Code* (“CEQA”) because it will not result in a direct or reasonably foreseeable indirect physical change in the environment nor does it involve any commitment to any specific project which may result in a potentially significant physical impact on the environment.

SECTION 8. The Mayor shall sign and the City Clerk shall attest to the passage of this Ordinance, provided that this Ordinance shall not take effect unless the ballot measure making the offices of City Clerk and City Treasurer is approved by El Monte voters at the June 2, 2026 Special Election as confirmed by the canvass of election results. The City Clerk shall timely cause the same to be published in the official newspaper once the Ordinance becomes effective. The Ordinance shall become effective upon the City Council’s approval of a resolution Reciting the Fact of the City’s June 2, 2026 Special Election and Declaring the Results of the Same.

PASSED, APPROVED AND ADOPTED this ____ day of _____ 2026.

Jessica Ancona, Mayor

ATTEST:

Gabriel Ramirez, City Clerk

CERTIFICATION

I, Gabriel Ramirez, City Clerk of the City of El Monte, California, do hereby certify that the foregoing is a full, true, and correct copy of Ordinance No. [REDACTED] which was introduced for first reading by the El Monte City Council ("City Council") at its Regular meeting of February [REDACTED] 2026 and was approved by the City Council for second reading at its Regular Meeting of March [REDACTED] 2026, subject to approval by El Monte voters at a Special Election held June 2, 2026. Following the approval of this Ordinance by El Monte voters as reflected in City Council Resolution No. [REDACTED] dated July [REDACTED], 2026 which Recites the Fact of the June 2, 2026 Special Election and Declares the Results of the Same, the City Council finally approved this Ordinance by the following vote of the City Council:

AYES:

NAYS:

ABSENT:

ABSTAINED:

Gabriel Ramirez, City Clerk



CITY OF EL MONTE

PUBLIC WORKS DEPARTMENT
CITY COUNCIL AGENDA REPORT

CITY COUNCIL MEETING OF FEBRUARY 25, 2026

February 10, 2026

The Honorable Mayor and City Council
City of El Monte
11333 Valley Boulevard
El Monte, CA 91731

Dear Mayor and City Council:

CONSIDERATION AND AUTHORIZATION TO RECEIVE A PRESENTATION FROM ACTIVE SGV REGARDING EL MONTE'S CLEAN MOBILITY NEXUS INITIATIVE

IT IS RECOMMENDED THAT THE CITY COUNCIL:

1. Receive a brief presentation from ActiveSGV regarding El Monte's Clean Mobility Nexus Project and pose questions as needed.

BACKGROUND

In November 2023, City staff applied for a Sustainable Transportation and Equity Project ("STEP") grant with the California Air Resources Board ("CARB"). STEP's objective is to increase transportation equity and increase access to clean transportation options. In early 2024, the City was awarded \$6,703,420 in STEP grant funds to implement five (5) programs within the City. These programs, collectively known as El Monte's Clean Mobility Nexus Initiative, include:

- Procure five (5) electric buses; procure and install a dual-port DC fast charging station for the new buses;
- Procure and install seven (7) dual-port Level 2 charging stations for public use;
- Purchase 20 electric vehicles to house throughout the City and launch a car share program;
- Offer 250 subsidized subscriptions for e-bikes; and
- Conduct community engagement to promote and educate residents of the various programs.

The Clean Mobility Nexus Initiative Project (the Project) will give residents clean, affordable travel options to meet their individual needs. The Project will be implemented in partnership with Active San Gabriel Valley (ActiveSGV) and Mobility Development Operations (MDO).

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

As Project activities ramp up for 2026, City staff and ActiveSGV desire to provide City Council with an overview of the Clean Mobility Nexus Initiative, an update on the Project's progress, and insight into the upcoming activities planned for the community.

FISCAL IMPACT

This recommended action has no impact on the General Fund. The CARB STEP grant funds cover the program costs.

STRATEGIC PLAN 2023 IMPLEMENTATION

The recommended action will further the City's Strategic Goal 4: Improve Infrastructure/City Fleet and City-Wide Sustainability.

CONCLUSION

It is recommended that the City Council receive the presentation of ActiveSGV regarding El Monte's Clean Mobility Nexus Initiative Project and pose questions as needed.

Respectfully submitted,



ALMA K. MARTINEZ
City Manager



JERRY M. MORENO
Public Works & Utilities Director

DATE: February 11, 2026
PRESENTED TO EL MONTE CITY COUNCIL
<input type="checkbox"/> APPROVED
<input type="checkbox"/> DENIED
<input type="checkbox"/> PULLED
<input type="checkbox"/> RECEIVED AND FILE
<input type="checkbox"/> CONTINUED
<input type="checkbox"/> REFERRED TO
CHIEF DEPUTY CITY CLERK



CITY OF EL MONTE

FINANCE DEPARTMENT CITY COUNCIL AGENDA REPORT

CITY COUNCIL MEETING OF FEBRUARY 25, 2026

February 9, 2026

The Honorable Mayor and City Council
City of El Monte
11333 Valley Boulevard
El Monte, CA 91731

Dear Mayor and City Council:

CONSIDERATION AND APPROVAL OF A PROFESSIONAL SERVICES AGREEMENT WITH HDL COREN & CONE FOR PROPERTY TAX CONSULTING/AUDIT SERVICES FOR AN AMOUNT NOT-TO-EXCEED \$105,000.

IT IS RECOMMENDED THAT THE CITY COUNCIL:

1. Approve the Professional Services Agreement ("Agreement") with HdL Coren & Cone ("HdLCC") for Property Tax Consulting/Audit Services for a three and a half (3.5) fiscal year term ending June 30, 2029, for an aggregate amount not-to-exceed \$105,000; and
2. Authorize the City Manager to make all conforming modifications and edits and execute all implementing documents pertaining to the Agreement with HdLCC.

BACKGROUND

The City of El Monte requires Property Tax/ Audit Services as part of its property tax management efforts. The City uses property tax data-based reports and data analysis to effectively manage the City Property Tax Base and identify and recover revenue misallocated within the City, or to other jurisdictions.

On December 22, 2025, the City researched and selected six (6) Tax Consulting firms capable of providing Property Tax Consulting/Audit Services and issued a Request for Quotes to those firms accordingly.

On December 22, 2025, the City received a response from one (1) of the firms indicating that they were unable to provide Property Tax Consulting Services. This reduced the solicitation reach from six (6) to five (5) firms.

On January 12, 2026, the published deadline for the Quotes to be submitted, the City received one (1) Quote. The remaining four (4) firms did not provide a proposal or email response and were deemed non-responsive.

The firm submitting a Quote was as follows:

- HdL Coren & Cone

After careful review and consideration of the Quote received, and review of past services rendered to the City by HdLCC, staff confirmed that HdLCC was experienced and qualified to provide the solicited services. Staff have subsequently recommended that the City award HdLCC.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

HdLCC has provided Property Tax Consulting/Audit Services for the City since 2019 and currently provides ongoing services to over 280 California agencies. HdLCC maintains annual property tax records and data for 44 California counties, including all agencies within those counties. The size of the database plus a sophisticated computer system uniquely qualifies HdLCC to provide the most comprehensive property tax analysis available in California. Additionally, HdLCC’s robust staff experience in finance, management, auditing, economic development, redevelopment and legislative advocacy positions them to provide prompt and knowledgeable responses to inquiries and relevant and timely information on issues impacting the City’s property tax.

FISCAL IMPACT/FINANCING

The Property Tax Consulting/Audit Services with HdLCC have been included in the budget for FY 2025-26 and will continue to be budgeted through the full contract term ending in FY 2028-29.

Based on the nature of the fee schedule/structure, and historical expenditures, staff recommend the fiscal year cost breakdown for the services will be as follows:

SERVICE/ FISCAL YEAR COVERED	FY BASE SERVICE FEE	FY CONTINGENT FEE(S)	FY NOT-TO-EXCEED
Property Tax Consulting/Audit Services Fiscal Year 2025-26	\$ 10,355.00	<ul style="list-style-type: none"> ▪ 25% of net tax revenues recovered; and ▪ Additional as needed services charged at Hourly Rate. 	\$15,000.00
Property Tax Consulting/Audit Services Fiscal Year 2026-27	\$ 20,710* +CCPI Adjustment	<ul style="list-style-type: none"> ▪ 25% of net tax revenues recovered; and 	\$30,000

SERVICE/ FISCAL YEAR COVERED	FY BASE SERVICE FEE	FY CONTINGENT FEE(S)	FY NOT-TO-EXCEED
		<ul style="list-style-type: none"> ▪ Additional as needed services charged at Hourly Rate. 	
Property Tax Consulting/Audit Services Fiscal Year 2027-28	\$ 20,710* +CCPI Adjustment	<ul style="list-style-type: none"> ▪ 25% of net tax revenues recovered; and ▪ Additional as needed services charged at Hourly Rate. 	\$30,000
Property Tax Consulting/Audit Services Fiscal Year 2028-29	\$ 20,710* +CCPI Adjustment	<ul style="list-style-type: none"> ▪ 25% of net tax revenues recovered; and ▪ Additional as needed services charged at Hourly Rate. 	\$30,000
TOTAL COST			\$105,000.00

Additional services will be subject to the hourly rate schedule provided. All additional services will be presented as a separate service Quote/Work Order.

The Agreement services with HdLCC will be appropriated from the General Fund using Account No. 100-31-311-1-0-61110-00000.

CONFORMITY TO THE 2023 CITYWIDE STRATEGIC PLAN

On November 7, 2023, under Agenda Item No. 12.5, the City Council adopted the 2023 Citywide Strategic Plan Goals and Objectives.

The recommended action will further the City’s Strategic Plan Goal 2 Enhance Financial Stability.

CONCLUSION

It is recommended that the City Council approve the Agreement with HdLCC for Property Tax Consulting/Audit Services for a three and a half (3.5) fiscal year term ending June 30, 2029, for an aggregate amount not-to-exceed \$105,000; and authorize the City Manager to make all conforming modifications and edits and execute all implementing documents pertaining to the Agreement with HdLCC.

Respectfully submitted,

Respectfully submitted,



ALMA K. MARTINEZ
City Manager



ANGEL F. CASTELLANOS
Finance Director

Attachment(s):

1. Request for Quotes
2. Quote – HdL Coren & Cone
3. Professional Services Agreement with HdL Coren & Cone

DATE: <i>February 25, 2026</i>
PRESENTED TO EL MONTE CITY COUNCIL
<input type="checkbox"/> APPROVED
<input type="checkbox"/> DENIED
<input type="checkbox"/> PULLED
<input type="checkbox"/> RECEIVE AND FILE
<input type="checkbox"/> CONTINUED
<input type="checkbox"/> REFERRED TO
CHIEF DEPUTY CITY CLERK



CITY OF EL MONTE

FINANCE DEPARTMENT
CITY COUNCIL AGENDA REPORT

ATTACHMENT 1

Request for Quotes



CITY OF EL MONTE

REQUEST FOR QUOTES: PROPERTY TAX CONSULTING/AUDIT SERVICES

SCOPE OF SERVICES

1. BASE SERVICES

1.1. *Analysis and Identification of Misallocation Errors*

- A. In the first year, and as necessary thereafter, but not less than once every five (5) years, Consultant shall conduct an analysis to identify and verify in the City parcels on the secured Property Tax Roll which are not properly attributed to a City, and will provide the correct TRA designation to the proper County agency. Typical errors include parcels assigned to incorrect TRAs within the City or an adjacent city, and TRAs allocated to wrong taxing agencies.
- B. Consultant shall annually reconcile the annual auditor-controller assessed valuations report to the assessor's lien date rolls and identify discrepancies.
- C. Consultant shall annually review parcels on the unsecured Property Tax Roll to identify inconsistencies such as value variations, values being reported to a mailing address rather than the situs address, and errors involving TRAs (to the extent records are available).

1.2. *Annual Services*

Annually, after the Property Tax Roll is available:

- A. Consultant shall establish a database for City available through Consultant's online property tax application.
- B. Utilizing the database, Consultant will provide:
 - 1. A listing of the major property owners in the City including the assessed value of their property;
 - 2. A listing of the major property taxpayers, including an estimate of the property taxes;
 - 3. A listing of property tax transfers which occurred since the prior lien date;
 - 4. A listing of parcels that have not changed ownership since the enactment of Proposition XIII A;
 - 5. A comparison of property within the City by county-use code designation;
 - 6. A listing by parcel of new construction activity utilizing city building department data, including building permits with assessor parcel numbers and project completion dates, to identify non-residential parcels with new construction



CITY OF EL MONTE

REQUEST FOR QUOTES: PROPERTY TAX CONSULTING/AUDIT SERVICES

activity and to provide reports for use in the City's preparation of Gann (Propositions 4 and 111) State Appropriation Limit calculations.

7. A listing of multiple owned parcels;
8. A listing of absentee owner parcels;
9. Calculate an estimate of property tax revenue anticipated to be received for the fiscal year by the City. This estimate is based upon the initial information provided by the County and is subject to modification. This estimate shall not be used to secure the indebtedness of the City;
10. Development of historical trending reports involving taxable assessed values for the City, median and average sales prices, foreclosure activity and related economics trends; and
11. Upon written request, analyses based on geographic areas designated by the City to include assessed valuations and square footage computations for use in community development planning.

1.3. Quarterly Services/Monthly Services

The Consultant shall perform the following services quarterly:

- A. A listing of property tax appeals filed on properties in the City (Selected Counties).
- B. A listing of property transfers that have occurred since the last report.
- C. Monthly update of Consultant's web-based software program to include parcel transfer data and, in select counties, appeal updates.

1.4. On-Going Consultation

Consultant will serve as the City's resource staff on questions relating to property tax and assist in estimating current year property tax revenues. On-going consultation would include, but not be limited to, inquiries resolved through the use of the City's database.

2. OPTIONAL SERVICES

The following services are available on a time and materials basis:

2.1. Specified Data



CITY OF EL MONTE

REQUEST FOR QUOTES: PROPERTY TAX CONSULTING/AUDIT SERVICES

Generation of specialized data-based reports which would require additional programming, the purchase of additional data, costs for county staff research, or similar matters not necessary to carry out services outlined in Section 1.

2.2. County Research

Any research with County agencies for which Consultant does not have a current database.

2.3. Bond Services

Bond services are available for a fixed negotiated fee, including:

- A. Tax Allocation Bonds fiscal consultant reports;
- B. Mello-Roos Special Tax studies.

2.4. Additional Meetings Requested

Meetings in excess of the annual meeting to review the analysis of property tax data, trending information, and other findings with Consultant shall be considered an Optional Service.

3. ADDITIONAL SERVICES

The City shall have the right to add, remove, or modify tasks as specified in this Scope of Services. Any such changes or modifications to the Scope of Services will be negotiated with the Consultant recommended for award and incorporated into the Contract as an itemized task and/or through an hourly rate schedule.



CITY OF EL MONTE

FINANCE DEPARTMENT
CITY COUNCIL AGENDA REPORT

ATTACHMENT 2

Quote – HdL Coren & Cone

City of El Monte

PROPOSAL FOR PROPERTY TAX MANAGEMENT AND INFORMATION SERVICES

January 12, 2026

HdL  Coren & Cone

SUBMITTED BY

HdL Coren & Cone
120 S. State College Blvd., Ste 200
Brea, CA 92821
hdlcompanies.com

CONTACT

Paula Cone
T: 714.879.5000
E: pcone@hdlccpropertytax.com

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LETTER OF TRANSMITTAL

January 12, 2026

City of El Monte
Joanna N. Ruiz
Finance Department – City Hall East
11333 Valley Blvd
El Monte, CA 91731

Dear Ms. Ruiz,

Thank you for your interest in our Property Tax Services. In response, enclosed is our firm's proposal to provide property tax management, audit and information services for the City of El Monte.

Founded in 1992, HdL Coren & Cone (HdLCC) developed the first computer software in California for tracking county, city and special district property tax revenues. HdLCC was the first in the State to go beyond using parcel data for allocation audits by developing specialized reports and models to assist government agencies by using the data for parcel administration, focused economic development strategies and revenue projections. The staff consists of 14 highly qualified analysts, auditors and information systems technology professionals.

HdLCC currently provides ongoing services to over 280 California agencies. The Company maintains annual property tax records for Los Angeles County back to 1992. HdLCC's experienced team has worked with a number of key county staff and is thoroughly familiar with county property tax procedures in California.

Specific advantages that HdLCC has for performance of the services being sought by the City of El Monte include:

- HdLCC maintains property tax data for 44 California counties, including all agencies within those counties. The size of the database plus a sophisticated computer system uniquely qualifies HdLCC to provide the most comprehensive property tax analysis available in California.
- All HdLCC staff works from our centrally located headquarters in Brea, California. The decision to operate out of a single location allows the Company to minimize overhead costs and thereby lower service fees, maximize coordination of client services, protect the Company's substantial databases and allows for immediate response to requests for information or assistance.

We look forward to reviewing this proposal with you in greater detail and demonstrating how our services and software products can benefit the City of El Monte.

Sincerely,



Paula Cone, President
HdL Coren & Cone

II QUALIFICATIONS

A. Company History and Qualifications

HdL Coren & Cone (HdLCC) was founded in 1992 and developed California's first computerized property tax management program. In addition, the firm provides clients with parcel tax administration and successor agency consulting. HdLCC is a California "C" Corporation which has been serving cities and special districts for over 30 years. All HdLCC staff work from our centrally located headquarters in Brea, California. The decision to operate out of a single location allows the company to minimize overhead costs and thereby lower service fees, maximize coordination of client services, protect the company's substantial databases and allows for immediate response to requests for information or assistance.

HdL Coren & Cone



HdLCC provides property tax management services to over 280 California public agencies. The company consists of a team of seasoned professionals with decades of experience in every aspect of local government including finance, management, auditing, economic development, redevelopment and legislative advocacy. This ensures prompt and knowledgeable response to inquiries and provides for relevant and timely information on issues impacting the City's property tax.

HdLCC maintains property tax data from 44 California counties, including all cities and successor agency project areas in those counties. Our data resources include 15-30 years of historical data in most counties, and the company maintains more than thirty years of annual property tax records for Los Angeles County.

Property taxes in California have evolved into an extremely complex system that requires experience and expertise to fully monitor. There are two broad categories of property (real and personal), three tax rolls (secured, unsecured and state assessed), and numerous peculiarities such as possessory interest and the distribution of tax revenue from private aircraft. The revenues generated by the property tax system need to be distributed to a myriad of taxing entities including cities, counties, schools, special districts and successor agencies. The company's extensive property tax information systems allow us to perform tax audits and provide information and analysis from a city's property tax data to city staff quickly and accurately.

The firm's staff have performed thousands of secured and unsecured property tax audits for client agencies over the past twenty-five years and recovered millions of dollars in misallocated property tax revenue. Our management team and staff pride themselves on being highly responsive to client needs and cordial in our contacts with county staff. This philosophy has served our clients and the company well. This is evident by the fact that 65% of our property tax audit and information services clients have been using our services for more than 10 years and 55% of our clients have been under contract for more than 15 years.

HdLCC is a Corporate Partner of the League of California Cities and California State Association of Counties and works extensively with the State Association of County Auditors, California Society of Municipal Finance Officers (CSMFO) anticipation and planning of programs to strengthen local government revenues, and monitoring of legislative actions which impact local governments.



California State Association
of County Auditors

II QUALIFICATIONS

B. The HdLCC Advantage

The **HdLCC Advantage** includes:

Exceptional Personnel: HdLCC's service team is comprised of individuals with extensive experience in property tax assessment, administration, auditing, economic development and financial management. All the firms' key personnel have worked in or with public agencies and thoroughly understand their challenges and needs. This ensures prompt and knowledgeable response to inquiries and provides for relevant and timely information.

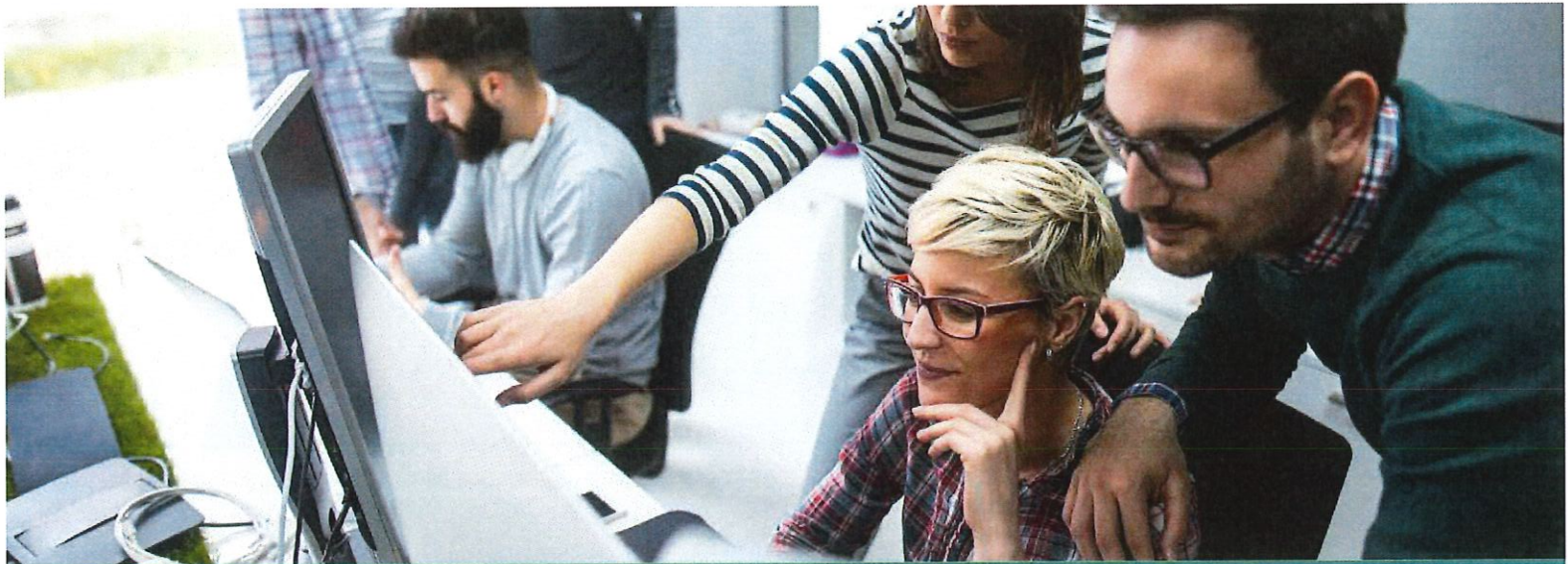
HdLCC employs a staff of three full-time information technology professionals with expertise in applications development, network design and maintenance, database management and technical support. These staff members continually work on developing and enhancing the firm's technological capabilities.

Comprehensive Audits: HdLCC's audit team has developed specialized databases and audit techniques and is thoroughly familiar with the County of Los Angeles. This familiarity, and excellent working relationships with County departments, will allow El Monte to recover misallocated property tax revenue in a timely manner.

Accurate Forecasting: HdLCC has developed a comprehensive, detail-oriented forecast tool that includes the major components necessary for crafting an accurate budget forecast for property tax revenue. The forecasts provided include a 1-year and 5-year forecast and allow for interaction by staff with data entry points for developing a more precise estimate. Our base estimates are within 1-2% of actual receipts for more than 85% of our clients.

Insightful Reports and Timely Services: HdLCC's analysis is performed in context with the surrounding region to better inform our clients of the real estate trends we are seeing and the similarities and differences with other agencies for comparative purposes. The service includes a custom newsletter that can be shared with Council, staff and the community.

Easy-to-Use Software: HdLCC will provide El Monte's staff with access to the firm's web-based property tax software which affords city staff a user-friendly tool for parcel look-up and will display parcel ownership, valuation, sales and building/land characteristic information and links with the County GIS maps.



III KEY PERSONNEL

HdLCC staff consists of 14 highly qualified analysts, auditors and information systems technology professionals. Below is a current listing of our key staff:



Paula Cone - President

After spending 24 years in municipal government in finance and city management, Mrs. Cone completed the development of the first cost-effective and accurate program for identifying, monitoring, auditing and correcting property tax misallocations. In addition, HdLCC provides real estate trending information that has become integral to cities and special districts understanding the impact of changes within their jurisdictions and that translation to revenues received. HdL Coren & Cone provides property tax management, audit and analytical services to more than 280 cities and special districts in 44 counties in California. She oversees the day-to-day operation in the company's property tax management, client support, budget forecast projections and client interface. Ms. Cone earned her Bachelor's degree from California State University at Long Beach. She is former Parks and Recreation Director and Assistant City Manager of the City of Lawndale.



David Schey – Vice President

David has over 30 years of experience with HdLCC since joining the firm in 1994. His prior experience includes service as Planning Director, Community Development Director and Deputy Director of Redevelopment as well as having provided development and consulting services to municipal clients. As a principal with HdLCC, David has provided client services in connection with tax allocation bonds; property tax and tax increment issues; tax sharing calculation; and analysis of legislative actions. David has spoken at numerous conferences and seminars sponsored by the California Redevelopment Association and the League of California Cities. In addition to his professional work in connection with local government, David served for over six years as a member and chairman of both the Planning Commission and Parks and Recreation Commission. Education: Bachelor of Arts, University of California; Los Angeles, California; Bachelor of Arts, California State University; Long Beach, California; Master of Public Administration, University of Southern California; Los Angeles, California.



Nichole Cone – Vice President

Nichole has over 20 years of property tax analytical and processing experience, and specializes in understanding the data received from Assessor & Auditor, used for secured and unsecured parcel audits, and property tax analysis. Ms. Cone joined HdLCC in 1992. She oversees the acquisition and processing of county assessor and auditor controller data into HdLCC's database. Preparation and production of property tax reports and client data sets are also under Ms. Cone's direction. She oversees the staff responsible for the HdLCC Comprehensive Annual Financial Report product and fields many of the general day to day client inquires. Ms. Cone was instrumental in our system redesign which closely mirrors the systems used by counties. Education: Bachelor of Arts, Loyola Marymount University, Los Angeles, California.

III KEY PERSONNEL



Darren Hernandez – Principal

Darren joined HdL Coren & Cone as a Principal in January 2021 following a long career in public service. Prior to joining HdLCC, he served with the City of Santa Clarita for seventeen years, first as Director of Administrative Services and subsequently as Deputy City Manager. Among the projects Darren coordinated for Santa Clarita, some include the creation of a citywide Open Space Preservation District; creation of the Santa Clarita Public Library; creation of a citywide Landscape Maintenance District; and coordination of sixteen annexations of unincorporated territory including negotiation of property tax transfer agreements between the city and Los Angeles County. He also served as a member of the Oversight Board of the Successor Agency. Education: Bachelor of Arts, State University of New York at New Paltz, he studied public finance as a graduate student at the Maxwell School of Citizenship and Public Affairs at Syracuse University.



Joel Hermann – IT Director

In addition to Mr. Hermann supervising and directing our IT staff, and oversight of the HdLCC network and client web application, he designs, implements, and maintains several of HdLCC's data entry, processing and mining applications. He and his staff also administer City and Special District direct assessments processing for placement on the annual tax roll. He works closely with client City and Special District staff and provides technical support for our client applications. Joel studied Computer Science at the University of California – Riverside, and Data Science at Western Governors University.

IV REFERENCES

HdLCC Property Tax Services

HdLCC currently provides property tax services in 44 counties, to over 280 cities and special districts.

City of Baldwin Park – Client Since 1994

Project Description: Property tax management, audit, and information services

Contact: Rose Tam, Finance Director, 626.960.011 Ext. 288

Email: rtam@baldwinpark.com

City of Pico Rivera – Client Since 1994

Project Description: Property tax management, audit, and information services

Contact: Angelina Garcia, Assistant City Manager, 562.801.4391

Email: angelinag@pico-rivera.org

City of Temple City – Client Since 1992

Project Description: Property tax management, audit, and information services

Contact: Alex Kung, Administrative Services Director, 626.285.2171

Email: akung@templecity.us



85%

HdLCC's budget estimates are within 1.5% of actual receipts for more than 85% of our clients.

V SCOPE OF SERVICES

A. Property Tax Services

Using HdLCC's custom software, a data set of all parcels in the City or Agency will be established. This data is prepared from the Los Angeles County Lien Date Rolls that is purchased annually in July. HdLCC updates the original County roll with any transfers in ownership, which have occurred between the lien date and the current month and updates the ownership information (name and mailing address), date of transfer, sale price, and document (deed) number monthly.

1. Audit Method and Approach

To achieve the highest audit and recovery results, HdLCC employs the following audit techniques and programs:

a. Identification and Correction of Errors

HdLCC has the technology, methodology and trained staff to analyze all secured parcels and unsecured assessments within the City and Successor Agency to identify costly errors resulting in the misallocation of property taxes.

The company has the ability to audit the secured and unsecured property tax rolls two ways, first reviewing the entire county to find parcels miscoded to other jurisdictions; and second, reviewing the parcels within the city, county or agency to ensure that each is coded to the appropriate taxing entity. To date, we have recovered in excess of \$100 million in net revenue for our client agencies in 44 counties statewide. Our advanced technology, accuracy and track record have placed us in a unique position to be hired by cities to find additional revenues after audits have been performed by prior consultants. In addition, by filing audit results with the County Assessor in a timely manner, we can assure that the repetitive errors from previous years will not continue.

Upon approval of the contract, the company will perform an analysis of the Assessor Rolls to identify all parcels on both the secured and unsecured tax rolls and verify that parcel assessed valuations and the resulting taxes are correctly allocated to the City or its Successor Agency. This analysis is accomplished through the use of specialized computer software, assessor maps, city GIS maps, city records, other pertinent documents, and field investigations. The review will include the lien date secured and unsecured data for the current tax year as well as historical data back for a total of two (2) tax years and be performed no less than every other year.

b. Reports and Analytical Services

HdLCC furnishes a variety of reports detailing property and revenue trends for the entire city and for custom defined geographic areas. These reports can be used for budgeting purposes, planning, economic development and public information. Among the reports available are top 25, 50, 100-property owner/taxpayer listings, multiple ownership properties, non-owner occupied parcels, identification of property ownership transfers for tracking of reassessments. We also provide the City with quarterly reports of successful, pending and historical assessment appeals.

HdL Coren & Cone will reconcile the annual Auditor/Controller Assessed Valuations Report and will furnish a breakdown of assessed values within the City and Successor Agency.

The identification of escaping revenue through the use of property tax data sets has been a targeted focus for HdLCC during the past 30 years. With the reduction of tax revenues through legislated Educational Revenue Augmentation Fund (ERAF), cities, counties, agencies and special districts have been focusing on ways to increase the limited resources already stretched thin.

V SCOPE OF SERVICES

The company will provide the following reports based on the current year lien date rolls and will provide the reports annually, quarterly or monthly as appropriate: Reports are also available from prior years if requested.

- A five-year history of the values within the City, and custom (city defined) geographic areas;
- A listing of the largest value changes, positive and negative between tax years;
- An annual parcel listing of properties with parcel number changes between tax years identifying parcel splits and combines;
- A listing of the major property owners for the City including the combined assessed values of their property and property use code designation;
- A listing and summary of property transfers which occurred since the lien date ordered by month;
- A listing of parcels that have not changed ownership since the enactment of Proposition 13;
- A comparison of property within the City by county use-code designation;
- A multiple year comparison of growth by use code designation over a 5-year period;
- A listing by parcel of new construction activity to identify non-residential parcels with new construction activity and to provide reports for use in the City's preparation of Proposition 4 and 111 State Appropriation Limit calculations;
- Calculate an estimate of property tax revenue anticipated to be received for the current fiscal year by the City based upon the initial information provided by the County and subject to modification. This estimate shall not be used to secure the indebtedness of the City.
- Analyses based on geo areas designated by the City to include assessed valuations and square footage computations for use in economic analysis and community development planning.
- Tracking of Proposition 8 reductions and restorations
- Median sale price data for current year and prior years for comparison
- Five-year budget projections for the city general fund, Successor Agency, special districts, and Vehicle License Fee in Lieu revenues. This report is interactive for tax modeling.
- Newsletter summary for public and elected distribution.

c. Information Provided Quarterly or Monthly

- HdL Coren & Cone prepares reports including a listing of property tax appeals filed on properties in the city and former RDA project areas. These reports are prepared for both the City General Fund and Successor Agency and include a history of all appeals filed; the disposition of those appeals, successful appeals, pending appeals, and a report to assist the City/Successor Agency in determining the potential impact of pending appeals.
- A listing of property transfers that have occurred since the last report will be available through the software provided and updated on a monthly basis. This data will include the new owner/seller of the property, new mailing address if not the situs address, the date of sale, the sale price when verified, document number, and transaction type.
- The average and median single family sale price report is sent to all clients quarterly and includes the same data for all client agencies within the same County.

V SCOPE OF SERVICES

d. Property Tax Application and Database

HdLCC provides a web-based software application to clients as a user-friendly tool to access the City's property tax data. HdLCC provides updates to the data portion of the product on a monthly basis to reflect changes in ownership, updated appeals filings, and deed recordings.

As modifications and enhancements are made to the program, clients receive the enhanced version of the software at no additional cost.

Training will be provided to city staff within the first two months after the execution of the agreement for property tax management and audit services and is available annually for new staff members or staff requiring a refresher course. If additional training sessions are required, the fees in the compensation section under hourly fees will be charged.

The help manual available within the program is easy to navigate and user friendly. HdLCC staff is available Monday through Friday, 8 a.m. to 5 p.m. to answer questions and assist staff on the use of the software. Assistance is available either by phone or via email.

The City will be granted a site license for the application, providing no limit to the number of users. HdLCC will not charge an annual maintenance fee for the software program. Periodically, as the program changes and product enhancements are developed, upgrades or new releases of the software are issued at no additional cost to the client.

Secured Assessment Details

Parcel: 0577-007-023 [Details](#)

Is Flagged

Use Category: Industrial
Use Code: 3330
Warehousing Over 50000 Sq Ft, 1 story
Owner: GIC EL MONTE LLC CP

DBA:
Mail Name: GIC EL MONTE LLC
Mail Addr: 3333 MICHELSON DR, STE 1050
IRVINE, CA 92612
Absentee: Taxable:

TRA: 11944
Location: 4200 SHIRLEY AVE
City: EL MONTE
Zip Code: 91721
Agency: Northwest El Monte 11944 RP
Exem Desc:
Net AV: \$120,460,627
NOG: \$0
General Fund Revenue: \$64,854,60
Successor Agency Revenue: \$1,057,169,08
Tax Bill: \$0.00

Year	Land	Imprmts.	Fixtures	Pers.Prop.	Subtotal	Exems	Net Total	% Change	Taxable
2025	\$50,246,690	\$62,163,937	\$0	\$0	\$120,460,627	\$0	\$120,460,627	2.00%	<input checked="" type="checkbox"/>
2024	\$57,152,619	\$60,845,877	\$0	\$0	\$118,048,650	\$0	\$118,048,650	2.46%	<input checked="" type="checkbox"/>

Value History

General

Sales

No Associated Sales.

Overlays

Appeals

No Associated Appeals.

Map View: 2025-26, Entire City Of El Monte, Other Filters 0

Map Info: Asmt Name: 0577-007-023, Use Code: 3330, Use Description: Industrial, Owner Name: GIC EL MONTE LLC, Situs Address: 4200 SHIRLEY AVE, Taxable Value: \$120,460,627

Map Controls: Roads, Aerial, Layers, Flagged: 0, Selected: 0

V SCOPE OF SERVICES

e. Successor Agency Services

Successor Agency Services including but not limited to:

- Annual tax increment projections and, as requested, cash flow analysis for the Successor Agency by Project Area.
- Review of Redevelopment Obligation Payment Schedules (ROPS) as requested.
- Provide property tax information to the Oversight Board at the direction of the Successor Agency.
- Provide access to the Oversight Board to City and former redevelopment agency documents at the direction of the Successor Agency.
- Monitor the County distribution of tax-sharing revenues to the taxing entities of the former redevelopment agency.
- Advice and consultation on the City/Successor Agency's preparation of required reports, such as revenue projections; review of Recognized Obligation Payment Schedules (ROPS), submittals to the Oversight Board and/or County or State agencies, and new or revised legislative requirements.
- Analysis of legislative and judicial matters impacting Redevelopment Property Tax Trust Fund (RPTTF) revenues to the Successor Agency and to the City.

f. Proposed Work Plan/Staffing Schedule

The methodology that the company follows in identifying, correcting and recovering property tax errors includes the following:

Task I	Establishment of County Data Set
Task II	Identify and Correct Errors
Task III	Prepare Reports
Task IV	Ongoing Analysis

During the term of the contract, we serve as the resource staff to the City on questions relating to property tax. This includes being "on-call" to assist with any property tax issues. On-going consultation would include, but not be limited to inquiries resolved through use of the City data base. All requests for information based upon the County's property tax data sets are provided without additional costs. Special reports, additional research, or requests requiring additional computer programming may entail some additional costs. Attendance at City and/or Successor Agency meetings will be billed at our hourly rates. Optional services will only be provided upon written notice to proceed by the City.

V SCOPE OF SERVICES

Timeline for Property Tax Analysis and Audit Services

- County assessment rolls are purchased annually in July.
- The property data program will be available for access via the internet within 30 days of the execution of the agreement. Parcel data will be updated monthly to include the most current ownership information due to parcel transfers.
- The first secured audit will be performed and submitted to the Assessor no later than 60 days from the date of the contract. Future audits will be performed no less than once every two years and submitted no later than March 1st.
- The unsecured audits for the City will be completed and submitted to the County Assessor for corrective action within 120 days of receipt of county rolls. The City will receive file copies of submittals simultaneous with submissions to the County Assessor.
- Data collection from the county assessor's and auditor controller's offices for reports is performed in August and September each year and preliminary reports will be delivered to the City prior to the end of January annually.
- The final tax ratio percentages are available from the auditor controller's office annually in February/March. Final reports will be prepared and delivered prior to the end of April annually.

g. Legislative Updates

HdLCC monitors and reports on issues related to property tax and coordinates with City Staff in connection with passed and potential property tax legislation and regulations.

h. Consultation

Annual reports presented by a principal or associate of the firm to any City staff member interested in the detailed analysis including property tax revenue estimates performed by HdLCC of the City's annual property assessed values released by the assessor. Since property data is not confidential, these reports can be shared with staff. Understanding the budget implications of the data released in late summer and presented in late Fall is timely for mid-year budget reviews.

HdLCC also serves as the City's property tax staff for consultation and questions related to budgeting, revenue collection, the mechanics of property tax allocation and potential changes in the legislation that may impact local agencies. Training is provided free of charge on the use of the web-based software which is updated monthly with ownership changes and appeal information where available.

VI FEES

A. Property Tax Services

Based on the number of parcels within El Monte (18,643), our standard fixed fee (the "Base Fixed Fee") for property tax services is **\$5,177.50 per quarter**, (\$20,710 per year). The Base Fixed Fee shall be adjusted annually by the California Consumer Price Index (CCPI) California All Urban Consumers index for all items as determined by the California Department of Industrial Relations as measured from February to February.

In addition to the Base Fixed Fee, we will receive a contingent fee of 25% of net tax revenues recovered for the City through the audits we perform. Net tax revenues mean the taxes received by the City through our audit efforts.

B. Additional Services

Work that is requested by the City that is beyond the scope of services in this proposal shall be charged on a time and material basis. No work shall be performed without prior written approval by the City. Fees for these services are as follows:

	Hourly Rate
Partner	\$250
Principal	\$225
Programmer	\$200
Associate	\$175
Senior Analyst	\$125
Analyst	\$90
Administrative	\$70



VII SAMPLE REPORT PACKAGE

Historical Reports.

Assessed Value History
Sales Value History
Appeals History

Growth Comparisons.

Top 40 Secured Value Changes
Use Category Summary
Growth by Use Category
Property Tax Dollar Breakdown
Proposition 8 Recapture History
Top Ten Property Taxpayers

Reports for Revenue Projections.

Property Tax Revenue Summary
5 Year Budget Estimate



CITY OF EL MONTE

FINANCE DEPARTMENT
CITY COUNCIL AGENDA REPORT

ATTACHMENT 3

Professional Services Agreement with HdL Coren & Cone



2026

PROFESSIONAL SERVICES AGREEMENT

(Engagement: Property Tax Consulting Services)
(Parties: HdL Coren & Cone and City of El Monte)

THIS PROFESSIONAL SERVICES AGREEMENT (hereinafter, "Agreement") is made and entered into this 15th day of January 2026 (hereinafter, the "Effective Date"), by and between the CITY OF EL MONTE, a municipal corporation (hereinafter, "CITY") and HdL COREN & CONE (hereinafter, "CONSULTANT"). For the purposes of this Agreement, CITY and CONSULTANT may be referred to collectively by the capitalized term "Parties." The capitalized term "Party" may refer to CITY or CONSULTANT interchangeably, as appropriate.

RECITALS

WHEREAS, CITY requires professional property tax management, audit, and information services (hereinafter, collectively, the "Project"); and

WHEREAS, CITY staff has determined that CONSULTANT possesses the experience, skills, and training necessary to competently provide such services to CITY; and

WHEREAS, the execution of this Agreement was approved by the El Monte City Council at its Regular Meeting of _____ under Agenda Item No. _____.

NOW, THEREFORE, for and in consideration of the mutual covenants and conditions herein contained, CITY and CONSULTANT agree as follows:

I.

ENGAGEMENT TERMS

1.1 TERM: This Agreement shall have a term commencing as of the Effective Date and shall expire automatically on June 30, 2029 (hereinafter, the "Term"). Nothing in this Section shall operate to prohibit or otherwise restrict the CITY's ability to terminate this Agreement at any time for convenience or for cause as provided under Article V (Termination), below.

1.2 SCOPE OF SERVICES:

A. Subject to the terms and conditions of this Agreement, CONSULTANT agrees to provide the services and tasks described in that certain Request for Quotes of CITY entitled "Request for Quotes – Property Tax Consulting Services," (hereinafter, "CITY RFQ") and the written proposal of

CONSULTANT entitled "Proposal for Property Tax Management and Information Services," dated January 12, 2026 (hereinafter, the "CONSULTANT PROPOSAL" or "Scope of Work"). The CITY RFQ and CONSULTANT PROPOSAL are attached and incorporated hereto as **Exhibit "A"** and **"B"** respectively. The term "Scope of Work" shall be a collective reference to the CITY RFQ and the CONSULTANT Proposal. The capitalized term "Work" shall be a collective reference to all the various services and tasks referenced in the Scope of Work. In the event of any conflict or inconsistency between the provisions of the document entitled CITY RFQ and the provisions of the document entitled CONSULTANT Proposal, the requirements of the document entitled CITY RFQ shall govern and control but only to the extent of the conflict or inconsistency and no further. In the event of any conflict or inconsistency between the provisions of the Scope of Work and the provisions of this Agreement to which the Scope of Work is attached, the provisions of this Agreement shall govern and control.

1.3 PROSECUTION OF WORK:

- A. Time is of importance for this Agreement and every provision contained herein. The Work shall commence upon mutual consent of the Parties subsequent to the CITY'S issuance of a written Notice to Proceed. CONSULTANT shall perform the various tasks identified in, and within the timeframes set forth in, the Scope of Work, and shall complete all of the Work in accordance with the schedule and timeline established by the Parties;
- B. CONSULTANT shall perform the Work continuously and with due diligence so as to complete the Work by the completion date provided by CITY. CONSULTANT shall cooperate with CITY and in no manner interfere with the work of CITY, its employees or other consultants, contractors or agents;
- C. CONSULTANT shall not claim or be entitled to receive any compensation or damage because of the failure of CONSULTANT, or its subconsultants, to have related services or tasks completed in a timely manner;
- D. CONSULTANT shall at all times enforce strict discipline and good order among CONSULTANT's employees; and
- E. CONSULTANT, at its sole expense, shall pay all sales, consumer, use or other similar taxes required by law.

1.4 COMPENSATION: CONSULTANT's compensation for the performance of all Work contemplated under this Agreement shall be as follows: (1) an amount not to exceed Fifteen Thousand Dollars (\$15,000.00) for the term period of January 15, 2026 through June 30, 2026; (2) an amount not to exceed Thirty Thousand Dollars (\$30,000.00) for the term period of July 1, 2026 through June 30, 2027; (3) an amount not to exceed Thirty Thousand Dollars (\$30,000.00) for the term period of July 1, 2027 through June 30, 2028, and (4) an amount not to exceed Thirty

Thousand Dollars (\$30,000.00) for the term period of July 1, 2028 through June 30, 2029. The foregoing notwithstanding, CONSULTANT's total compensation for the performance of all Work contemplated under this Agreement shall not exceed the total budgeted sum of **ONE HUNDRED FIVE THOUSAND DOLLARS (\$105,000.00)** (hereinafter, the "Not-to-Exceed Sum") during the Term of this Agreement, unless such added expenditure is first approved by the City Council. In the event CONSULTANT's charges are projected to exceed the Not-to-Exceed Sum prior to the expiration of this Agreement, CITY may suspend CONSULTANT's performance for the relevant Work pending CITY approval of any anticipated expenditures in excess of the Not-to-Exceed Sum or any other CITY approved amendment to the compensation terms of this Agreement.

- 1.5 PAYMENT OF COMPENSATION: The Not-to-Exceed Sum will be paid to CONSULTANT in quarterly increments as the Work is completed. Following the conclusion of each calendar quarter, CONSULTANT will submit to CITY an itemized invoice indicating the services performed and tasks completed during the recently concluded calendar quarter, including services and tasks performed and the reimbursable out-of-pocket expenses incurred. If the amount of CONSULTANT's quarterly compensation is a function of hours worked by CONSULTANT's personnel, the invoice should indicate the number of hours worked in the recently concluded calendar quarter, the persons responsible for performing the Work, the rate of compensation at which such services and tasks were performed, the subtotal for each task and service performed and a grand total for all services performed. Within thirty (30) calendar days of receipt of each invoice, CITY will notify CONSULTANT in writing of any disputed amounts included in the invoice. Within forty-five (45) calendar days of receipt of each invoice, CITY will pay all undisputed amounts included on the invoice. CITY will not withhold applicable taxes or other authorized deductions from payments made to CONSULTANT.
- 1.6 ACCOUNTING RECORDS: CONSULTANT will maintain complete and accurate records with respect to all matters covered under this Agreement for a period of three (3) years after the expiration or termination of this Agreement. CITY will have the right to access and examine such records, without charge, during normal business hours. CITY will further have the right to audit such records, to make transcripts therefrom and to inspect all program data, documents, proceedings, and activities.
- 1.7 ABANDONMENT BY CONSULTANT: In the event CONSULTANT ceases to perform the Work agreed to under this Agreement or otherwise abandons the undertaking contemplated herein prior to the expiration of this Agreement or prior to completion of any or all tasks set forth in the Scope of Work, CONSULTANT will deliver to CITY immediately and without delay, all materials, records and other work product prepared or obtained by CONSULTANT in the performance of this Agreement. Furthermore, CONSULTANT will only be compensated for the reasonable value of the services, tasks and other Work performed up to the time of cessation or abandonment, less a deduction for any damages, costs or additional expenses which CITY may incur as a result of CONSULTANT's cessation or abandonment.

- 1.8 EXTRA WORK: At any time during the term of this Agreement, CITY may request that CONSULTANT perform Extra Work. If authorized by CITY, Extra Work will be compensated at the rates and manner set forth in this Agreement. The City Manager will have authority to approve Extra Work within ten percent (10%) of the total compensation. As used herein, "Extra Work" means any work which is determined by CITY to be necessary for the proper completion of the Project, but which the Parties did not reasonably anticipate would be necessary at the execution of this Agreement. CONSULTANT shall not perform, nor be compensated for, Extra Work without written authorization from the CITY.

II.
PERFORMANCE OF AGREEMENT

- 2.1 CITY'S REPRESENTATIVE: The CITY hereby designates Veronica Alvarez, Deputy Director of the Finance Department (hereinafter, the "City Representative"), to act as its representative for the performance of this Agreement. The City Representative or his designee will act on behalf of the CITY for all purposes under this Agreement. CONSULTANT will not accept directions or orders from any person other than the City Representative or his designee.
- 2.2 CONSULTANT REPRESENTATIVE: CONSULTANT hereby designates Paula Cone, President (hereinafter, "Consultant Representative"), to act as its representative for the performance of this Agreement. Consultant Representative will have full authority to represent and act on behalf of the CONSULTANT for all purposes under this Agreement. Consultant Representative or his designee will supervise and direct the performance of the Work, using his best skill and attention, and will be responsible for all means, methods, techniques, sequences and procedures and for the satisfactory coordination of all portions of the Work under this Agreement. Notice to the Consultant Representative will constitute notice to CONSULTANT.
- 2.3 COORDINATION OF SERVICE; CONFORMANCE WITH REQUIREMENTS: CONSULTANT agrees to work closely with CITY staff in the performance of the Work and this Agreement and will be reasonably available to CITY staff and the City Representative at all reasonable times. All work prepared by CONSULTANT will be subject to inspection and approval by City Representative or his or her designees.
- 2.4 STANDARD OF CARE; PERFORMANCE OF EMPLOYEES: CONSULTANT represents, acknowledges and agrees to the following:
- A. CONSULTANT will perform all Work skillfully, competently and to the highest standards of CONSULTANT's profession;
 - B. CONSULTANT shall at all times employ such force, plant, materials, and tools as will be sufficient in the opinion of the CITY to perform the Services within the time limits established, and as provided herein. It is understood and agreed that said tools, equipment, apparatus, facilities, labor, and

material shall be furnished and said Services performed and completed as required by the Agreement, and subject to the approval of the CITY's authorized representative;

- C. CONSULTANT will perform all Work in a manner reasonably satisfactory to the CITY;
- D. CONSULTANT will comply with all applicable federal, state and local laws and regulations, including the conflict of interest provisions of Government Code Section 1090 and the Political Reform Act (Government Code Section 81000 et seq.). CONSULTANT shall be liable for all violations of such laws and regulations in connection with Services. If CONSULTANT performs any work knowing it to be contrary to such laws, rules and regulations, CONSULTANT shall be solely responsible for all costs arising therefrom;
- E. CONSULTANT understands the nature and scope of the Work to be performed under this Agreement as well as any and all schedules of performance;
- F. All of CONSULTANT's employees and agents possess sufficient skill, knowledge, training and experience to perform those services and tasks assigned to them by CONSULTANT; and
- G. All of CONSULTANT's employees and agents (including, but not limited to, subcontractors and subconsultants) possess all licenses, permits, certificates, qualifications and approvals of whatever nature that are legally required to perform the tasks and services contemplated under this Agreement and all such licenses, permits, certificates, qualifications and approvals will be maintained throughout the term of this Agreement and made available to CITY for copying and inspection.

The Parties acknowledge and agree that CONSULTANT will perform, at CONSULTANT's own cost and expense and without any reimbursement from CITY, any services necessary to correct any errors or omissions caused by CONSULTANT's failure to comply with the standard of care set forth under this Section or by any like failure on the part of CONSULTANT's employees, agents, contractors, subcontractors and subconsultants. Such effort by CONSULTANT to correct any errors or omissions will be commenced immediately upon their discovery by either Party and will be completed within seven (7) calendar days from the date of discovery or such other extended period of time authorized by the City Representative in writing and in his sole and absolute discretion. The Parties acknowledge and agree that CITY's acceptance of any work performed by CONSULTANT or on CONSULTANT's behalf will not constitute a release of any deficiency or delay in performance. The Parties further acknowledge, understand and agree that CITY has relied upon the foregoing representations of CONSULTANT, including but not limited to the representation that CONSULTANT possesses the skills, training, knowledge and experience necessary to perform the Work skillfully, competently and to the highest standards of CONSULTANT's profession.

- 2.5 ASSIGNMENT: The skills, training, knowledge and experience of CONSULTANT are material to CITY's willingness to enter into this Agreement. Accordingly, CITY has an interest in the qualifications and capabilities of the person(s) who will perform the services and tasks to be undertaken by CONSULTANT or on behalf of CONSULTANT in the performance of this Agreement. In recognition of this interest, CONSULTANT agrees that it will not assign or transfer, either directly or indirectly or by operation of law, this Agreement or the performance of any of CONSULTANT's duties or obligations under this Agreement without the prior written consent of the CITY. In the absence of CITY's prior written consent, any attempted assignment or transfer will be ineffective, null and void and will constitute a material breach of this Agreement.
- 2.6 SUBSTITUTION OF KEY PERSONNEL: CONSULTANT has represented to CITY that certain key personnel will perform and coordinate the Services under this Agreement. Should one or more of such personnel become unavailable, CONSULTANT may substitute other personnel of at least equal competence upon written approval of CITY. In the event that CITY and CONSULTANT cannot agree as to the substitution of key personnel, CITY shall be entitled to terminate this Agreement for cause. As discussed below, any personnel who fail or refuse to perform the Services in a manner acceptable to the CITY, or who are determined by the CITY to be uncooperative, incompetent, a threat to the adequate or timely completion of the Project or a threat to the safety of persons or property, shall be promptly removed from the Project by the CONSULTANT at the request of the CITY.
- 2.7 CONTROL AND PAYMENT OF SUBORDINATES; INDEPENDENT CONTRACTOR: The Work will be performed by CONSULTANT or under CONSULTANT's strict supervision. CONSULTANT will determine the means, methods and details of performing the Work subject to the requirements of this Agreement. CITY retains CONSULTANT on an independent contractor basis and not as an employee. CONSULTANT reserves the right to perform similar or different services for other principals during the term of this Agreement, provided such work does not unduly interfere with CONSULTANT's competent and timely performance of the Work contemplated under this Agreement and provided the performance of such services does not result in the unauthorized disclosure of CITY's confidential or proprietary information. Any additional personnel performing the Work under this Agreement on behalf of CONSULTANT are not employees of CITY and will at all times be under CONSULTANT's exclusive direction and control. CONSULTANT will pay all wages, salaries and other amounts due to such personnel and will assume responsibility for all benefits, payroll taxes, Social Security and Medicare payments and the like. CONSULTANT will be responsible for all reports and obligations respecting such additional personnel, including, but not limited to: Social Security taxes, income tax withholding, unemployment insurance, disability insurance, workers' compensation insurance and the like.
- 2.8 REMOVAL OF EMPLOYEES OR AGENTS: If any of CONSULTANT's officers, employees, agents, contractors, subcontractors or subconsultants is determined by the City Representative to be uncooperative, incompetent, a threat to the

adequate or timely performance of the tasks assigned to CONSULTANT, a threat to persons or property, or if any of CONSULTANT's officers, employees, agents, contractors, subcontractors or subconsultants fail or refuse to perform the Work in a manner acceptable to the CITY, such officer, employee, agent, contractor, subcontractor or subconsultant will be promptly removed by CONSULTANT and will not be reassigned to perform any of the Work.

- 2.9 COMPLIANCE WITH LAWS: CONSULTANT will keep itself informed of and in compliance with all applicable federal, state or local laws to the extent such laws control or otherwise govern the performance of the Work. CONSULTANT's compliance with applicable laws will include, without limitation, compliance with all applicable Cal/OSHA requirements, Federal Labor Standards Provisions including the prevailing wage requirements of the DBRA, and all applicable regulations of the U.S. Department of Housing and Urbanization.
- 2.10 NON-DISCRIMINATION: CONSULTANT represents that it is an equal opportunity employer and it shall not discriminate against any subconsultant, employee or applicant for employment because of race, religion, color, national origin, handicap, ancestry, sex or age. Such non-discrimination shall include, but not be limited to, all activities related to initial employment, upgrading, demotion, transfer, recruitment or recruitment advertising, layoff or termination.
- 2.11 INDEPENDENT CONTRACTOR STATUS: The Parties acknowledge, understand and agree that CONSULTANT and all persons retained or employed by CONSULTANT are, and will at all times remain, wholly independent contractors and are not officials, officers, employees, departments or subdivisions of CITY. CONSULTANT will be solely responsible for the negligent acts and/or omissions of its employees, agents, contractors, subcontractors and subconsultants. CONSULTANT and all persons retained or employed by CONSULTANT will have no authority, express or implied, to bind CITY in any manner, nor to incur any obligation, debt or liability of any kind on behalf of, or against, CITY, whether by contract or otherwise, unless such authority is expressly conferred to CONSULTANT under this Agreement or is otherwise expressly conferred by CITY in writing.

III. INSURANCE

- 3.1 DUTY TO PROCURE AND MAINTAIN INSURANCE: Prior to the beginning of and throughout the duration of the Work, CONSULTANT will procure and maintain policies of insurance that meet the requirements and specifications set forth under this Article. CONSULTANT will procure and maintain the following insurance coverage, at its own expense:
- A. Commercial General Liability Insurance: CONSULTANT will procure and maintain Commercial General Liability Insurance ("CGL Coverage") as broad as Insurance Services Office Commercial General Liability coverage (occurrence Form CG 0001) or its equivalent. Such CGL Coverage will have minimum limits of no less than One Million Dollars (\$1,000,000.00) per

occurrence and Two Million Dollars (\$2,000,000.00) in the general aggregate for bodily injury, personal injury, property damage, operations, products and completed operations, and contractual liability.

- B. Automobile Liability Insurance: CONSULTANT will procure and maintain Automobile Liability Insurance as broad as Insurance Services Office Form Number CA 0001 covering Automobile Liability, Code 1 (any auto). Such Automobile Liability Insurance shall have minimum limits of no less than One Million Dollars (\$1,000,000.00) per accident for bodily injury and property damage.
- C. Workers' Compensation Insurance/ Employer's Liability Insurance: A policy of workers' compensation insurance in such amount as will fully comply with the laws of the State of California and which will indemnify, insure and provide legal defense for both CONSULTANT and CITY against any loss, claim or damage arising from any injuries or occupational diseases occurring to any worker employed by or any persons retained by CONSULTANT in the course of carrying out the Work contemplated in this Agreement.
- D. Errors & Omissions Insurance: For the full term of this Agreement and for a period of three (3) years thereafter, CONSULTANT will procure and maintain Errors and Omissions Liability Insurance appropriate to CONSULTANT's profession. Such coverage will have minimum limits of no less than Two Million Dollars (\$2,000,000.00) per claim.
- E. Cyber Security: Cyber Security coverage to include technology/professional liability insurance, intellectual property infringement, and data protection liability insurance. CONSULTANT shall procure and maintain coverage for cyber liabilities and financial loss resulting or arising from acts, errors, or omissions, in connection with data maintenance, hosting, software development and other information technology services provide under this Agreement. Coverage shall include protection for liability arising from: intellectual property infringement arising out of software and/or content (excluding patent infringement and misappropriation of trade secrets); breaches of security; violation or infringement of any right, privacy, breach of federal, state, or foreign security and/or privacy laws or regulations including: data theft, damage, destruction, or corruption, including without limitation, unauthorized access, unauthorized use, identity theft, theft of personally identifiable information or confidential corporate information, transmission of a computer virus or other type of malicious code; and participation in a denial of service attack on a third party. The minimum limits shall be Two Million Dollars (\$2,000,000.00) for each and every claim and in the aggregate.
- F. Umbrella or Excess Liability Policy: The insurance limits for Commercial General Liability, Automobile Liability, Employer's Liability, Errors & Omissions, and Cyber Security Insurance, as specified in this Agreement, may be satisfied by a combination of primary insurance policies and an

Umbrella or Excess Liability Policy. The Umbrella or Excess Liability Policy must provide coverage at least as broad as, and apply in excess of, the underlying primary policies ("follow form") and cover the same exposures as required herein. The combined total limits must meet or exceed the minimums specified.

- 3.2 ADDITIONAL INSURED REQUIREMENTS: The CGL Coverage and the Automobile Liability Insurance will contain an endorsement naming the CITY and CITY's elected and appointed officials, officers, employees, agents and volunteers as additional insureds.
- 3.3 REQUIRED CARRIER RATING: All varieties of insurance required under this Agreement will be procured from insurers admitted in the State of California and authorized to issue policies directly to California insureds. Except as otherwise provided elsewhere under this Article, all required insurance will be procured from insurers who, according to the latest edition of the Best's Insurance Guide, have an A.M. Best's rating of no less than A:VII. CITY may also accept policies procured by insurance carriers with a Standard & Poor's rating of no less than BBB according to the latest published edition the Standard & Poor's rating guide. As to Workers' Compensation Insurance/ Employer's Liability Insurance, the City Representative is authorized to authorize lower ratings than those set forth in this Section.
- 3.4 PRIMACY OF CONSULTANT'S INSURANCE: All policies of insurance provided by CONSULTANT will be primary to any coverage available to CITY or CITY's elected or appointed officials, officers, employees, agents or volunteers. Any insurance or self-insurance maintained by CITY or CITY's elected or appointed officials, officers, employees, agents or volunteers will be in excess of CONSULTANT's insurance and will not contribute with it.
- 3.5 WAIVER OF SUBROGATION: All insurance coverage provided pursuant to this Agreement will not prohibit CONSULTANT or CONSULTANT's officers, employees, agents, subcontractors or subconsultants from waiving the right of subrogation prior to a loss. CONSULTANT hereby waives all rights of subrogation against CITY, its officials, officers, employees, agents and volunteers.
- 3.6 VERIFICATION OF COVERAGE: CONSULTANT acknowledges, understands and agrees, that CITY's ability to verify the procurement and maintenance of the insurance required under this Article is critical to safeguarding CITY's financial well-being and, indirectly, the collective well-being of the residents of the CITY. Accordingly, CONSULTANT warrants, represents and agrees that it will furnish CITY with original certificates of insurance and endorsements evidencing the coverage required under this Article on forms satisfactory to CITY in its sole and absolute discretion. The certificates of insurance and endorsements for each insurance policy will be signed by a person authorized by that insurer to bind coverage on its behalf and will be on forms provided by the CITY if requested. All certificates of insurance and endorsements will be received and approved by CITY as a condition precedent to CONSULTANT's commencement of any Work. Upon CITY's written request, CONSULTANT will also provide CITY with certified copies

of all required insurance policies and endorsements.

- 3.7 FAILURE TO MAINTAIN COVERAGE: In the event any policy of insurance required under this Agreement does not comply with these specifications or is canceled and not replaced immediately so as to avoid a lapse in the required coverage, CITY has the right but not the duty to obtain the insurance it deems necessary and any premium paid by CITY will be promptly reimbursed by CONSULTANT or CITY will withhold amounts sufficient to pay premium from CONSULTANT payments. In the alternative, CITY may cancel this Agreement effective upon notice.
- 3.8 SPECIAL RISKS OR CIRCUMSTANCES. CITY reserves the right to modify these requirements, including limits, based on the nature of the risk, prior experience, insurer, coverage, or other special circumstances. Any amendment to the insurance requirements of this Article shall be memorialized and approved in the form of a written amendment to this Agreement, signed by the Parties. The requirement for written amendments, modifications, or supplements cannot be waived and any attempted waiver will be void or invalid.

IV. INDEMNIFICATION

- 4.1 The Parties agree that CITY and CITY's elected and appointed officials, officers, employees, agents and volunteers (hereinafter, the "CITY Indemnitees") should, to the fullest extent permitted by law, be protected from any and all loss, injury, damage, claim, lawsuit, cost, expense, attorneys' fees, litigation costs, or any other cost arising out of or in any way related to the performance of this Agreement. Accordingly, the provisions of this indemnity provision are intended by the Parties to be interpreted and construed to provide the CITY Indemnitees with the fullest protection possible under the law. CONSULTANT acknowledges that CITY would not enter into this Agreement in the absence of CONSULTANT's commitment to indemnify, defend and protect CITY as set forth herein. Notwithstanding the foregoing, to the extent CONSULTANT's services are subject to Civil Code Section 2782.8, the above indemnity shall be limited, to the extent required by Civil Code Section 2782.8, to Claims that arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of the CONSULTANT. CONSULTANT's obligation to indemnify shall not be restricted to insurance proceeds, if any, received by the CITY, its officials, officers, employees, agents or volunteers.
- 4.2 To the fullest extent permitted by law, CONSULTANT shall indemnify, hold harmless and defend the CITY Indemnitees from and against all liability, loss, damage, expense, cost (including without limitation reasonable attorneys' fees, expert fees and all other costs, and fees of litigation) of every nature arising out of or in connection with CONSULTANT's performance of work hereunder or its failure to comply with any of its obligations contained in this Agreement, except such loss or damage which is caused by the sole negligence or willful misconduct of the CITY.

- 4.3 CITY shall have the right to offset against the amount of any compensation due to CONSULTANT under this Agreement, any amount due to CITY from CONSULTANT as a result of CONSULTANT's failure to either pay CITY promptly for any costs associated with CONSULTANT's obligations to indemnify the CITY Indemnitees under this Article, or related to CONSULTANT's failure to either (i) pay taxes on amounts received pursuant to this Agreement, or (ii) comply with applicable workers' compensation laws.
- 4.4 The obligations of CONSULTANT under this Article will not be limited by the provisions of any workers' compensation act or similar act. CONSULTANT expressly waives its statutory immunity under such statutes or laws as to CITY and CITY's elected and appointed officials, officers, employees, agents, and volunteers.
- 4.5 CONSULTANT agrees to obtain executed indemnity agreements with provisions identical to those set forth herein this Article from each and every subcontractor or any other person or entity involved by, for, with or on behalf of CONSULTANT in the performance of this Agreement. In the event CONSULTANT fails to obtain such indemnity obligations from others as required herein, CONSULTANT agrees to be fully responsible and indemnify, hold harmless and defend CITY and CITY's elected and appointed officials, officers, employees, agents, and volunteers from and against any and all claims and losses, costs or expenses for any damage due to death or injury to any person and injury to any property resulting from any alleged intentional, reckless, negligent, or otherwise wrongful acts, errors or omissions of CONSULTANT's subcontractors or any other person or entity involved by, for, with or on behalf of CONSULTANT in the performance of this Agreement. Such costs and expenses shall include reasonable attorneys' fees incurred by counsel of CITY's choice.
- 4.6 CITY does not and shall not waive any rights that it may possess against CONSULTANT because of the acceptance by CITY, or the deposit with CITY, of any insurance policy or certificate required pursuant to this Agreement. This hold harmless and indemnification provision shall apply regardless of whether or not any insurance policies are determined to be applicable to the claim, demand, damage, liability, loss, cost, or expense.
- 4.7 This Article and all provisions contained herein (including but not limited to the duty to indemnify, defend, and hold free and harmless) shall survive the termination or normal expiration of this Agreement and is in addition to any other rights or remedies which the CITY may have at law or in equity.

V.
TERMINATION

- 5.1 TERMINATION WITHOUT CAUSE: CITY may immediately terminate this Agreement at any time for convenience and without cause by giving prior written notice of CITY's intent to terminate this Agreement which notice shall specify the effective date of such termination. Upon such termination for convenience, CONSULTANT will be compensated only for those services and tasks which have

been performed by CONSULTANT up to the effective date of the termination. CONSULTANT may not terminate this Agreement except for cause as provided under Section 5.2, below. If this Agreement is terminated as provided herein, CITY may require CONSULTANT to provide all finished or unfinished Documents and Data, as defined in Section 6.1, below, and other information of any kind prepared by CONSULTANT in connection with the performance of the Work. CONSULTANT will be required to provide such Documents and Data within fifteen (15) calendar days of CITY's written request. No actual or asserted breach of this Agreement on the part of CITY pursuant to Section 5.2, below, will operate to prohibit or otherwise restrict CITY's ability to terminate this Agreement for convenience as provided under this Section.

5.2 EVENTS OF DEFAULT; BREACH OF AGREEMENT:

- A. In the event either Party fails to perform any duty, obligation, service or task set forth under this Agreement (or fails to timely perform or properly perform any such duty, obligation, service or task set forth under this Agreement), an event of default (hereinafter, "Event of Default") will occur. For all Events of Default, the Party alleging an Event of Default will give written notice to the defaulting Party (hereinafter referred to as a "Default Notice") which will specify: (i) the nature of the Event of Default; (ii) the action required to cure the Event of Default; (iii) a date by which the Event of Default will be cured, which will not be less than the applicable cure period set forth under Sections 5.2B and 5.2C, below, or if a cure is not reasonably possible within the applicable cure period, to begin such cure and diligently prosecute such cure to completion. The Event of Default will constitute a breach of this Agreement if the defaulting Party fails to cure the Event of Default within the applicable cure period or any extended cure period allowed under this Agreement.
- B. CONSULTANT will cure the Event of Default within the following time periods:
- i. Within ten (10) business days of CITY's issuance of a Default Notice for any failure of CONSULTANT to timely provide CITY or CITY's employees or agents with any information and/or written reports, documentation or work product which CONSULTANT is obligated to provide to CITY or CITY's employees or agents under this Agreement. Prior to the expiration of the 10-day cure period, CONSULTANT may submit a written request for additional time to cure the Event of Default upon a showing that CONSULTANT has commenced efforts to cure the Event of Default and that the Event of Default cannot be reasonably cured within the 10-day cure period. The foregoing notwithstanding, CITY will be under no obligation to grant additional time for the cure of an Event of Default under this Section 5.2B.i. that exceeds seven (7) calendar days from the end of the initial 10-day cure period; or
 - ii. Within fourteen (14) calendar days of CITY's issuance of a Default Notice for any other Event of Default under this Agreement. Prior to the

expiration of the 14-day cure period, CONSULTANT may submit a written request for additional time to cure the Event of Default upon a showing that CONSULTANT has commenced efforts to cure the Event of Default and that the Event of Default cannot be reasonably cured within the 14-day cure period. The foregoing notwithstanding, CITY will be under no obligation to grant additional time for the cure of an Event of Default under this Section 5.2B.ii that exceeds thirty (30) calendar days from the end of the initial 14-day cure period.

In addition to any other failure on the part of CONSULTANT to perform any duty, obligation, service or task set forth under this Agreement (or the failure to timely perform or properly perform any such duty, obligation, service or task), an Event of Default on the part of CONSULTANT will include, but will not be limited to the following: (i) CONSULTANT's refusal or failure to perform any of the services or tasks called for under the Scope of Work; (ii) CONSULTANT's failure to fulfill or perform its obligations under this Agreement within the specified time or if no time is specified, within a reasonable time; (iii) CONSULTANT's and/or its employees' disregard or violation of any federal, state, local law, rule, procedure or regulation; (iv) the initiation of proceedings under any bankruptcy, insolvency, receivership, reorganization, or similar legislation as relates to CONSULTANT, whether voluntary or involuntary; (v) CONSULTANT's refusal or failure to perform or observe any covenant, condition, obligation or provision of this Agreement; and/or (vi) CITY's discovery that a statement representation or warranty by CONSULTANT relating to this Agreement is false, misleading or erroneous in any material respect.

- C. CITY will cure any Event of Default asserted by CONSULTANT within forty-five (45) calendar days of CONSULTANT's issuance of a Default Notice, unless the Event of Default cannot reasonably be cured within the 45-day cure period. Prior to the expiration of the 45-day cure period, CITY may submit a written request for additional time to cure the Event of Default upon a showing that CITY has commenced its efforts to cure the Event of Default and that the Event of Default cannot be reasonably cured within the 45-day cure period. The foregoing notwithstanding, an Event of Default dealing with CITY's failure to timely pay any undisputed sums to CONSULTANT as provided under Section 1.3, above, will be cured by CITY within five (5) calendar days from the date of CONSULTANT's Default Notice to CITY.
- D. CITY, in its sole and absolute discretion, may also immediately suspend CONSULTANT's performance under this Agreement pending CONSULTANT's cure of any Event of Default by giving CONSULTANT written notice of CITY's intent to suspend CONSULTANT's performance (hereinafter, a "Suspension Notice"). CITY may issue the Suspension Notice at any time upon the occurrence of an Event of Default. Upon such suspension, CONSULTANT will be compensated only for those services and tasks which have been rendered by CONSULTANT to the reasonable satisfaction of CITY up to the effective date of the suspension. No actual or asserted breach of this Agreement on the part of CITY will operate to prohibit or otherwise restrict CITY's ability to suspend this Agreement as

provided herein.

- E. No waiver of any Event of Default or breach under this Agreement will constitute a waiver of any other or subsequent Event of Default or breach. No waiver, benefit, privilege, or service voluntarily given or performed by a Party will give the other Party any contractual rights by custom, estoppel, or otherwise.
- F. The duties and obligations imposed under this Agreement and the rights and remedies available hereunder will be in addition to and not a limitation of any duties, obligations, rights and remedies otherwise imposed or available by law. In addition to any other remedies available to CITY at law or under this Agreement in the event of any breach of this Agreement, CITY, in its sole and absolute discretion, may also pursue any one or more of the following remedies:
 - i. Upon written notice to CONSULTANT, the CITY may immediately terminate this Agreement in whole or in part;
 - ii. Upon written notice to CONSULTANT, the CITY may extend the time of performance;
 - iii. The CITY may proceed by appropriate court action to enforce the terms of the Agreement to recover damages for CONSULTANT's breach of the Agreement or to terminate the Agreement; or
 - iv. The CITY may exercise any other available and lawful right or remedy.

CONSULTANT will be liable for all legal fees plus other costs and expenses that CITY incurs upon a breach of this Agreement or in the CITY's exercise of its remedies under this Agreement.

- G. In the event CITY is in breach of this Agreement, CONSULTANT's sole remedy will be the suspension or termination of this Agreement and/or the recovery of any unpaid sums lawfully owed to CONSULTANT under this Agreement for completed services and tasks.

5.3 SCOPE OF WAIVER: No waiver of any default or breach under this Agreement will constitute a waiver of any other default or breach, whether of the same or other covenant, warranty, agreement, term, condition, duty or requirement contained in this Agreement. No waiver, benefit, privilege, or service voluntarily given or performed by a Party will give the other Party any contractual rights by custom, estoppel, or otherwise.

5.4 SURVIVING ARTICLES, SECTIONS AND PROVISIONS: The termination of this Agreement pursuant to any provision of this Article or by normal expiration of its term or any extension thereto will not operate to terminate any Article, Section or provision contained herein which provides that it will survive the termination or normal expiration of this Agreement.

VI.
MISCELLANEOUS PROVISIONS

- 6.1 DOCUMENTS & DATA; LICENSING OF INTELLECTUAL PROPERTY: All Documents and Data will be and remain the property of CITY without restriction or limitation upon their use or dissemination by CITY. For purposes of this Agreement, the term "Documents and Data" means and includes all reports, analyses, correspondence, plans, designs, notes, summaries, strategies, charts, schedules, spreadsheets, calculations, lists, data compilations, documents or other materials developed and/or assembled by or on behalf of CONSULTANT in the performance of this Agreement and fixed in any tangible medium of expression, including but not limited to Documents and Data stored digitally, magnetically and/or electronically. This Agreement creates, at no cost to CITY, a perpetual license for CITY to copy, use, reuse, disseminate and/or retain any and all copyrights, designs, and other intellectual property embodied in all Documents and Data. CONSULTANT will require all subcontractors and subconsultants working on behalf of CONSULTANT in the performance of this Agreement to agree in writing that CITY will be granted the same right to copy, use, reuse, disseminate and retain Documents and Data prepared or assembled by any subcontractor or subconsultant as applies to Documents and Data prepared by CONSULTANT in the performance of this Agreement.
- 6.2 CONFIDENTIALITY: All data, documents, discussion, or other information developed or received by CONSULTANT or provided for performance of this Agreement are deemed confidential and will not be disclosed by CONSULTANT without prior written consent by CITY. CITY will grant such consent of disclosure as legally required. Upon request, all CITY data will be returned to CITY upon the termination or expiration of this Agreement. CONSULTANT will not use CITY's name or insignia, photographs, or any publicity pertaining to the Work in any magazine, trade paper, newspaper, television or radio production or other similar medium without the prior written consent of CITY.
- 6.3 FALSE CLAIMS ACT: CONSULTANT warrants and represents that neither CONSULTANT nor any person who is an officer of, in a managing position with, or has an ownership interest in CONSULTANT has been determined by a court or tribunal of competent jurisdiction to have violated the False Claims Act, 31 U.S.C., Section 3789 et seq. and the California False Claims Act, Government Code Section 12650 et seq.
- 6.4 NOTICES: All notices permitted or required under this Agreement will be given to the respective Parties at the following addresses, or at such other address as the respective Parties may provide in writing for this purpose:

CONSULTANT:

CITY:

HdL COREN & CONE
120 S. State College Blvd.,
Suite 200
Brea, CA 92821
Phone: (714) 879-5000
Email: PCone@hdlccpropertytax.com
Attn: Paula Cone

City of El Monte
Department of Finance
11333 Valley Boulevard
El Monte, CA 91731
Phone: (626) 580-2029
Email: VALvarez@elmonteca.gov
Attn: Veronica Alvarez, Deputy
Finance Director

Such notices will be deemed effective when personally delivered or successfully transmitted by facsimile as evidenced by a fax confirmation slip or when mailed, forty-eight (48) hours after deposit with the United States Postal Service, first class postage prepaid and addressed to the Party at its applicable address.

- 6.5 COOPERATION; FURTHER ACTS: The Parties will fully cooperate with one another and will take any additional acts or sign any additional documents as are reasonably necessary, appropriate or convenient to achieve the purposes of this Agreement.
- 6.6 SUBCONTRACTING: CONSULTANT will not subcontract any portion of the Work required by this Agreement, except as expressly stated herein, without the prior written approval of CITY. Subcontracts (including without limitation subcontracts with subconsultants), if any, will contain a provision making them subject to all provisions stipulated in this Agreement, including provisions relating to insurance requirements and indemnification.
- 6.7 CITY'S RIGHT TO EMPLOY OTHER CONSULTANTS: CITY reserves the right to employ other contractors in connection with the various projects worked upon by CONSULTANT.
- 6.8 PROHIBITED INTERESTS: CONSULTANT warrants, represents and maintains that it has not employed nor retained any company or person, other than a *bona fide* employee working solely for CONSULTANT, to solicit or secure this Agreement. Further, CONSULTANT warrants and represents that it has not paid, nor has it agreed to pay, any company or person, other than a *bona fide* employee working solely for CONSULTANT, any fee, commission, percentage, brokerage fee, gift or other consideration contingent upon or resulting from the award or making of this Agreement. For breach or violation of this warranty, CITY will have the right to rescind this Agreement without liability. For the term of this Agreement, no member, officer or employee of CITY, during the term of his or her service with CITY, will have any direct interest in this Agreement, or obtain any present or anticipated material benefit arising therefrom.
- 6.9 TIME IS OF THE ESSENCE: Time is of the essence for each and every provision of this Agreement.
- 6.10 GOVERNING LAW AND VENUE: This Agreement will be interpreted and governed according to the laws of the State of California. In the event of litigation between the Parties, venue, without exception, will be in the Los Angeles County

Superior Court of the State of California. If, and only if, applicable law requires that all or part of any such litigation be tried exclusively in federal court, venue, without exception, will be in the Central District of California located in the City of Los Angeles, California.

- 6.11 ATTORNEYS' FEES: If either Party commences an action against the other Party, legal, administrative or otherwise, arising out of or in connection with this Agreement, the prevailing Party in such litigation will be entitled to have and recover from the losing Party reasonable attorneys' fees and all other costs of such action.
- 6.12 SUCCESSORS AND ASSIGNS: This Agreement will be binding on the successors and assigns of the Parties.
- 6.13 NO THIRD-PARTY BENEFIT: There are no intended third-party beneficiaries of any right or obligation assumed by the Parties. All rights and benefits under this Agreement inure exclusively to the Parties.
- 6.14 CONSTRUCTION OF AGREEMENT: This Agreement will not be construed in favor of, or against, either Party but will be construed as if the Parties prepared this Agreement together through a process of negotiation and with the advice of their respective attorneys.
- 6.15 SEVERABILITY: If any portion of this Agreement is declared invalid, illegal, or otherwise unenforceable by a court of competent jurisdiction, the remaining provisions will continue in full force and effect.
- 6.16 AMENDMENT; MODIFICATION: No amendment, modification or supplement of this Agreement will be valid or binding unless executed in writing and signed by both Parties, subject to CITY approval. The requirement for written amendments, modifications or supplements cannot be waived and any attempted waiver will be void and invalid.
- 6.17 CAPTIONS: The captions of the various articles, sections and paragraphs are for convenience and ease of reference only, and do not define, limit, augment, or describe the scope, content, or intent of this Agreement.
- 6.18 INCONSISTENCIES OR CONFLICTS: In the event of any conflict or inconsistency between the provisions of this Agreement and any of the exhibits attached hereto, the provisions of this Agreement will control.
- 6.19 ENTIRE AGREEMENT: This Agreement, including all attached exhibits, constitutes the entire, complete, final and exclusive expression of the Parties with respect to the matters addressed herein and supersedes all other agreements or understandings, whether oral or written, which may have been entered into between CITY and CONSULTANT prior to the execution of this Agreement. Any statements, representations, or other agreements, whether oral or written, made by either Party that is not embodied herein will not be valid or binding on the Parties. No amendment, modification or supplement to this Agreement will be valid

and binding unless in writing and duly executed by the Parties pursuant to Section 6.16, above.

- 6.20 FORCE MAJEURE: The Completion Date shall be extended in the event of any delays due to unforeseeable causes beyond the control of CONSULTANT and without the fault or negligence of CONSULTANT, including but not limited to severe weather, fires, earthquakes, floods, epidemics, quarantine restrictions, riots, strikes, freight embargoes, wars, litigation, and/or acts of any governmental agency, including the CITY, if the CONSULTANT shall within three (3) calendar days of the commencement of such delay notify the City Representative in writing of the causes of the delay. The City Representative shall ascertain the facts and the extent of delay, and extend the time for performing the services for the period of the enforced delay when and if in the judgment of the City Representative such delay is justified. The City Representative's determination shall be final and conclusive upon the parties to this Agreement. In no event shall CONSULTANT be entitled to recover damages against the CITY for any delay in the performance of this Agreement, however caused, CONSULTANT's sole remedy being extension of the Agreement pursuant to this Section.
- 6.21 COUNTERPARTS: This Agreement will be executed in three (3) original counterparts each of which will be of equal force and effect. No handwritten or typewritten amendment, modification or supplement to any one counterpart will be valid or binding unless made to all three counterparts in conformity with Section 6.16, above. One fully executed original counterpart will be delivered to CONSULTANT and the remaining two original counterparts will be retained by CITY.

(SIGNATURES ON NEXT PAGE)

IN WITNESS WHEREOF, the Parties hereto have caused this Agreement to be executed the day and year first appearing in this Agreement, above.

CITY OF EL MONTE:

HdL COREN & CONE

By: _____
Alma K. Martinez, City Manager

By: _____
Paula Cone, President

Date: _____

Date: _____

APPROVED AS TO FORM:

By: _____
Richard Padilla, Assistant City Attorney

Date: _____

EXHIBIT "A"
CITY REQUEST FOR QUOTES



CITY OF EL MONTE

REQUEST FOR QUOTES: PROPERTY TAX CONSULTING/AUDIT SERVICES

SCOPE OF SERVICES

1. BASE SERVICES

1.1. *Analysis and Identification of Misallocation Errors*

- A. In the first year, and as necessary thereafter, but not less than once every five (5) years, Consultant shall conduct an analysis to identify and verify in the City parcels on the secured Property Tax Roll which are not properly attributed to a City, and will provide the correct TRA designation to the proper County agency. Typical errors include parcels assigned to incorrect TRAs within the City or an adjacent city, and TRAs allocated to wrong taxing agencies.
- B. Consultant shall annually reconcile the annual auditor-controller assessed valuations report to the assessor's lien date rolls and identify discrepancies.
- C. Consultant shall annually review parcels on the unsecured Property Tax Roll to identify inconsistencies such as value variations, values being reported to a mailing address rather than the situs address, and errors involving TRAs (to the extent records are available).

1.2. *Annual Services*

Annually, after the Property Tax Roll is available:

- A. Consultant shall establish a database for City available through Consultant's online property tax application.
- B. Utilizing the database, Consultant will provide:
 - 1. A listing of the major property owners in the City including the assessed value of their property;
 - 2. A listing of the major property taxpayers, including an estimate of the property taxes;
 - 3. A listing of property tax transfers which occurred since the prior lien date;
 - 4. A listing of parcels that have not changed ownership since the enactment of Proposition XIII A;
 - 5. A comparison of property within the City by county-use code designation;
 - 6. A listing by parcel of new construction activity utilizing city building department data, including building permits with assessor parcel numbers and project completion dates, to identify non-residential parcels with new construction



CITY OF EL MONTE

REQUEST FOR QUOTES: PROPERTY TAX CONSULTING/AUDIT SERVICES

activity and to provide reports for use in the City's preparation of Gann (Propositions 4 and 111) State Appropriation Limit calculations.

7. A listing of multiple owned parcels;
8. A listing of absentee owner parcels;
9. Calculate an estimate of property tax revenue anticipated to be received for the fiscal year by the City. This estimate is based upon the initial information provided by the County and is subject to modification. This estimate shall not be used to secure the indebtedness of the City;
10. Development of historical trending reports involving taxable assessed values for the City, median and average sales prices, foreclosure activity and related economics trends; and
11. Upon written request, analyses based on geographic areas designated by the City to include assessed valuations and square footage computations for use in community development planning.

1.3. Quarterly Services/Monthly Services

The Consultant shall perform the following services quarterly:

- A. A listing of property tax appeals filed on properties in the City (Selected Counties).
- B. A listing of property transfers that have occurred since the last report.
- C. Monthly update of Consultant's web-based software program to include parcel transfer data and, in select counties, appeal updates.

1.4. On-Going Consultation

Consultant will serve as the City's resource staff on questions relating to property tax and assist in estimating current year property tax revenues. On-going consultation would include, but not be limited to, inquiries resolved through the use of the City's database.

2. OPTIONAL SERVICES

The following services are available on a time and materials basis:

2.1. Specified Data



CITY OF EL MONTE

REQUEST FOR QUOTES: PROPERTY TAX CONSULTING/AUDIT SERVICES

Generation of specialized data-based reports which would require additional programming, the purchase of additional data, costs for county staff research, or similar matters not necessary to carry out services outlined in Section 1.

2.2. County Research

Any research with County agencies for which Consultant does not have a current database.

2.3. Bond Services

Bond services are available for a fixed negotiated fee, including:

- A. Tax Allocation Bonds fiscal consultant reports;
- B. Mello-Roos Special Tax studies.

2.4. Additional Meetings Requested

Meetings in excess of the annual meeting to review the analysis of property tax data, trending information, and other findings with Consultant shall be considered an Optional Service.

3. ADDITIONAL SERVICES

The City shall have the right to add, remove, or modify tasks as specified in this Scope of Services. Any such changes or modifications to the Scope of Services will be negotiated with the Consultant recommended for award and incorporated into the Contract as an itemized task and/or through an hourly rate schedule.

EXHIBIT "B"
CONSULTANT PROPOSAL

City of El Monte

PROPOSAL FOR PROPERTY TAX MANAGEMENT AND INFORMATION SERVICES

January 12, 2026

HdL  Coren & Cone

SUBMITTED BY

HdL Coren & Cone
120 S. State College Blvd., Ste 200
Brea, CA 92821
hdlcompanies.com

CONTACT

Paula Cone
T: 714.879.5000
E: pcone@hdlccpropertytax.com

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I LETTER OF TRANSMITTAL

January 12, 2026

City of El Monte
Joanna N. Ruiz
Finance Department – City Hall East
11333 Valley Blvd
El Monte, CA 91731

Dear Ms. Ruiz,

Thank you for your interest in our Property Tax Services. In response, enclosed is our firm's proposal to provide property tax management, audit and information services for the City of El Monte.

Founded in 1992, HdL Coren & Cone (HdLCC) developed the first computer software in California for tracking county, city and special district property tax revenues. HdLCC was the first in the State to go beyond using parcel data for allocation audits by developing specialized reports and models to assist government agencies by using the data for parcel administration, focused economic development strategies and revenue projections. The staff consists of 14 highly qualified analysts, auditors and information systems technology professionals.

HdLCC currently provides ongoing services to over 280 California agencies. The Company maintains annual property tax records for Los Angeles County back to 1992. HdLCC's experienced team has worked with a number of key county staff and is thoroughly familiar with county property tax procedures in California.

Specific advantages that HdLCC has for performance of the services being sought by the City of El Monte include:

- HdLCC maintains property tax data for 44 California counties, including all agencies within those counties. The size of the database plus a sophisticated computer system uniquely qualifies HdLCC to provide the most comprehensive property tax analysis available in California.
- All HdLCC staff works from our centrally located headquarters in Brea, California. The decision to operate out of a single location allows the Company to minimize overhead costs and thereby lower service fees, maximize coordination of client services, protect the Company's substantial databases and allows for immediate response to requests for information or assistance.

We look forward to reviewing this proposal with you in greater detail and demonstrating how our services and software products can benefit the City of El Monte.

Sincerely,



Paula Cone, President
HdL Coren & Cone

II QUALIFICATIONS

A. Company History and Qualifications

HdL Coren & Cone (HdLCC) was founded in 1992 and developed California's first computerized property tax management program. In addition, the firm provides clients with parcel tax administration and successor agency consulting. HdLCC is a California "C" Corporation which has been serving cities and special districts for over 30 years. All HdLCC staff work from our centrally located headquarters in Brea, California. The decision to operate out of a single location allows the company to minimize overhead costs and thereby lower service fees, maximize coordination of client services, protect the company's substantial databases and allows for immediate response to requests for information or assistance.

HdL Coren & Cone



HdLCC provides property tax management services to over 280 California public agencies. The company consists of a team of seasoned professionals with decades of experience in every aspect of local government including finance, management, auditing, economic development, redevelopment and legislative advocacy. This ensures prompt and knowledgeable response to inquiries and provides for relevant and timely information on issues impacting the City's property tax.

HdLCC maintains property tax data from 44 California counties, including all cities and successor agency project areas in those counties. Our data resources include 15-30 years of historical data in most counties, and the company maintains more than thirty years of annual property tax records for Los Angeles County.

Property taxes in California have evolved into an extremely complex system that requires experience and expertise to fully monitor. There are two broad categories of property (real and personal), three tax rolls (secured, unsecured and state assessed), and numerous peculiarities such as possessory interest and the distribution of tax revenue from private aircraft. The revenues generated by the property tax system need to be distributed to a myriad of taxing entities including cities, counties, schools, special districts and successor agencies. The company's extensive property tax information systems allow us to perform tax audits and provide information and analysis from a city's property tax data to city staff quickly and accurately.

The firm's staff have performed thousands of secured and unsecured property tax audits for client agencies over the past twenty-five years and recovered millions of dollars in misallocated property tax revenue. Our management team and staff pride themselves on being highly responsive to client needs and cordial in our contacts with county staff. This philosophy has served our clients and the company well. This is evident by the fact that 65% of our property tax audit and information services clients have been using our services for more than 10 years and 55% of our clients have been under contract for more than 15 years.

HdLCC is a Corporate Partner of the League of California Cities and California State Association of Counties and works extensively with the State Association of County Auditors, California Society of Municipal Finance Officers (CSMFO) anticipation and planning of programs to strengthen local government revenues, and monitoring of legislative actions which impact local governments.



California State Association
of County Auditors

II QUALIFICATIONS

B. The HdLCC Advantage

The **HdLCC Advantage** includes:

Exceptional Personnel: HdLCC's service team is comprised of individuals with extensive experience in property tax assessment, administration, auditing, economic development and financial management. All the firms' key personnel have worked in or with public agencies and thoroughly understand their challenges and needs. This ensures prompt and knowledgeable response to inquiries and provides for relevant and timely information.

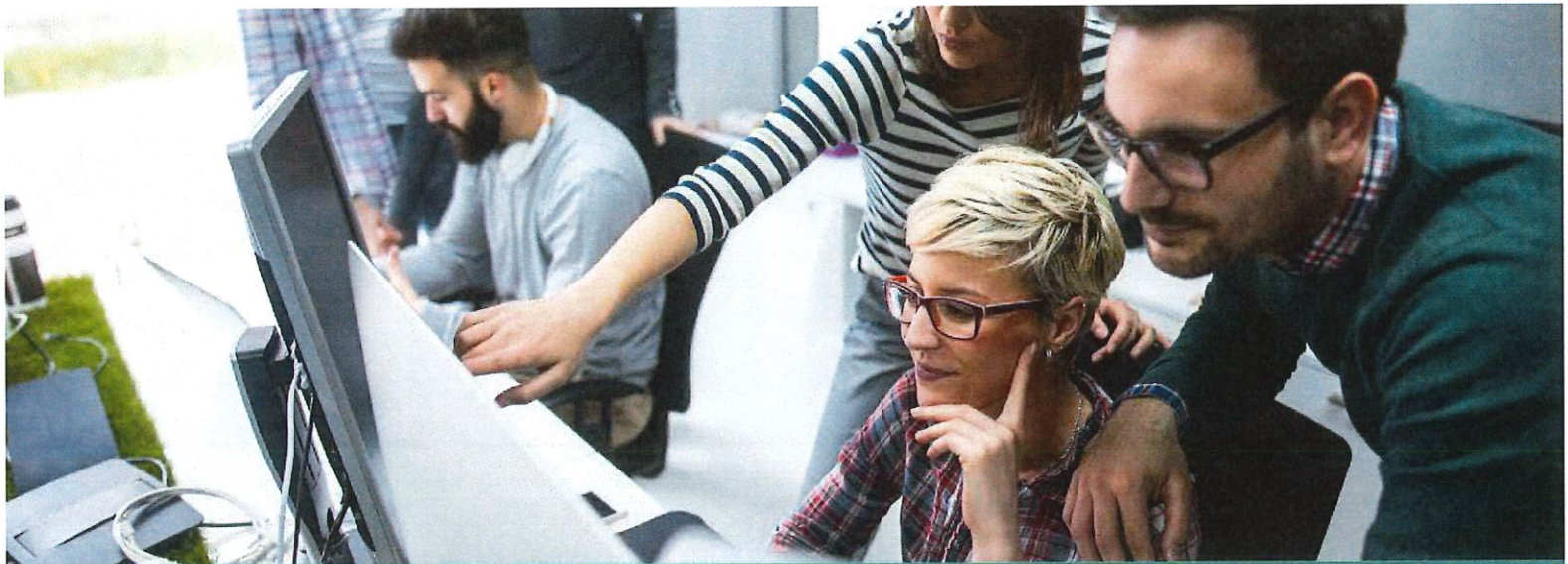
HdLCC employs a staff of three full-time information technology professionals with expertise in applications development, network design and maintenance, database management and technical support. These staff members continually work on developing and enhancing the firm's technological capabilities.

Comprehensive Audits: HdLCC's audit team has developed specialized databases and audit techniques and is thoroughly familiar with the County of Los Angeles. This familiarity, and excellent working relationships with County departments, will allow El Monte to recover misallocated property tax revenue in a timely manner.

Accurate Forecasting: HdLCC has developed a comprehensive, detail-oriented forecast tool that includes the major components necessary for crafting an accurate budget forecast for property tax revenue. The forecasts provided include a 1-year and 5-year forecast and allow for interaction by staff with data entry points for developing a more precise estimate. Our base estimates are within 1-2% of actual receipts for more than 85% of our clients.

Insightful Reports and Timely Services: HdLCC's analysis is performed in context with the surrounding region to better inform our clients of the real estate trends we are seeing and the similarities and differences with other agencies for comparative purposes. The service includes a custom newsletter that can be shared with Council, staff and the community.

Easy-to-Use Software: HdLCC will provide El Monte's staff with access to the firm's web-based property tax software which affords city staff a user-friendly tool for parcel look-up and will display parcel ownership, valuation, sales and building/land characteristic information and links with the County GIS maps.



III KEY PERSONNEL

HdLCC staff consists of 14 highly qualified analysts, auditors and information systems technology professionals. Below is a current listing of our key staff:



Paula Cone - President

After spending 24 years in municipal government in finance and city management, Mrs. Cone completed the development of the first cost-effective and accurate program for identifying, monitoring, auditing and correcting property tax misallocations. In addition, HdLCC provides real estate trending information that has become integral to cities and special districts understanding the impact of changes within their jurisdictions and that translation to revenues received. HdL Coren & Cone provides property tax management, audit and analytical services to more than 280 cities and special districts in 44 counties in California. She oversees the day-to-day operation in the company's property tax management, client support, budget forecast projections and client interface. Ms. Cone earned her Bachelor's degree from California State University at Long Beach. She is former Parks and Recreation Director and Assistant City Manager of the City of Lawndale.



David Schey – Vice President

David has over 30 years of experience with HdLCC since joining the firm in 1994. His prior experience includes service as Planning Director, Community Development Director and Deputy Director of Redevelopment as well as having provided development and consulting services to municipal clients. As a principal with HdLCC, David has provided client services in connection with tax allocation bonds; property tax and tax increment issues; tax sharing calculation; and analysis of legislative actions. David has spoken at numerous conferences and seminars sponsored by the California Redevelopment Association and the League of California Cities. In addition to his professional work in connection with local government, David served for over six years as a member and chairman of both the Planning Commission and Parks and Recreation Commission. Education: Bachelor of Arts, University of California; Los Angeles, California; Bachelor of Arts, California State University; Long Beach, California; Master of Public Administration, University of Southern California; Los Angeles, California.



Nichole Cone – Vice President

Nichole has over 20 years of property tax analytical and processing experience, and specializes in understanding the data received from Assessor & Auditor, used for secured and unsecured parcel audits, and property tax analysis. Ms. Cone joined HdLCC in 1992. She oversees the acquisition and processing of county assessor and auditor controller data into HdLCC's database. Preparation and production of property tax reports and client data sets are also under Ms. Cone's direction. She oversees the staff responsible for the HdLCC Comprehensive Annual Financial Report product and fields many of the general day to day client inquiries. Ms. Cone was instrumental in our system redesign which closely mirrors the systems used by counties. Education: Bachelor of Arts, Loyola Marymount University, Los Angeles, California.

III KEY PERSONNEL



Darren Hernandez – Principal

Darren joined HdL Coren & Cone as a Principal in January 2021 following a long career in public service. Prior to joining HdLCC, he served with the City of Santa Clarita for seventeen years, first as Director of Administrative Services and subsequently as Deputy City Manager. Among the projects Darren coordinated for Santa Clarita, some include the creation of a citywide Open Space Preservation District; creation of the Santa Clarita Public Library; creation of a citywide Landscape Maintenance District; and coordination of sixteen annexations of unincorporated territory including negotiation of property tax transfer agreements between the city and Los Angeles County. He also served as a member of the Oversight Board of the Successor Agency. Education: Bachelor of Arts, State University of New York at New Paltz, he studied public finance as a graduate student at the Maxwell School of Citizenship and Public Affairs at Syracuse University.



Joel Hermann – IT Director

In addition to Mr. Hermann supervising and directing our IT staff, and oversight of the HdLCC network and client web application, he designs, implements, and maintains several of HdLCC's data entry, processing and mining applications. He and his staff also administer City and Special District direct assessments processing for placement on the annual tax roll. He works closely with client City and Special District staff and provides technical support for our client applications. Joel studied Computer Science at the University of California – Riverside, and Data Science at Western Governors University.

IV REFERENCES

HdLCC Property Tax Services

HdLCC currently provides property tax services in 44 counties, to over 280 cities and special districts.

City of Baldwin Park – Client Since 1994

Project Description: Property tax management, audit, and information services

Contact: Rose Tam, Finance Director, 626.960.011 Ext. 288

Email: rtam@baldwinpark.com

City of Pico Rivera – Client Since 1994

Project Description: Property tax management, audit, and information services

Contact: Angelina Garcia, Assistant City Manager, 562.801.4391

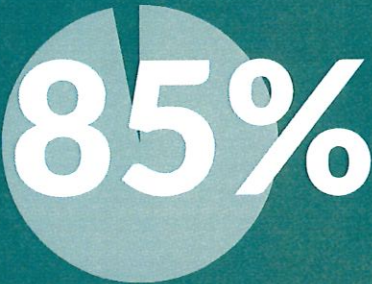
Email: angelinag@pico-rivera.org

City of Temple City – Client Since 1992

Project Description: Property tax management, audit, and information services

Contact: Alex Kung, Administrative Services Director, 626.285.2171

Email: akung@templecity.us



85%

HdLCC's budget estimates are within 1.5% of actual receipts for more than 85% of our clients.

V SCOPE OF SERVICES

A. Property Tax Services

Using HdLCC's custom software, a data set of all parcels in the City or Agency will be established. This data is prepared from the Los Angeles County Lien Date Rolls that is purchased annually in July. HdLCC updates the original County roll with any transfers in ownership, which have occurred between the lien date and the current month and updates the ownership information (name and mailing address), date of transfer, sale price, and document (deed) number monthly.

1. Audit Method and Approach

To achieve the highest audit and recovery results, HdLCC employs the following audit techniques and programs:

a. Identification and Correction of Errors

HdLCC has the technology, methodology and trained staff to analyze all secured parcels and unsecured assessments within the City and Successor Agency to identify costly errors resulting in the misallocation of property taxes.

The company has the ability to audit the secured and unsecured property tax rolls two ways, first reviewing the entire county to find parcels miscoded to other jurisdictions; and second, reviewing the parcels within the city, county or agency to ensure that each is coded to the appropriate taxing entity. To date, we have recovered in excess of \$100 million in net revenue for our client agencies in 44 counties statewide. Our advanced technology, accuracy and track record have placed us in a unique position to be hired by cities to find additional revenues after audits have been performed by prior consultants. In addition, by filing audit results with the County Assessor in a timely manner, we can assure that the repetitive errors from previous years will not continue.

Upon approval of the contract, the company will perform an analysis of the Assessor Rolls to identify all parcels on both the secured and unsecured tax rolls and verify that parcel assessed valuations and the resulting taxes are correctly allocated to the City or its Successor Agency. This analysis is accomplished through the use of specialized computer software, assessor maps, city GIS maps, city records, other pertinent documents, and field investigations. The review will include the lien date secured and unsecured data for the current tax year as well as historical data back for a total of two (2) tax years and be performed no less than every other year.

b. Reports and Analytical Services

HdLCC furnishes a variety of reports detailing property and revenue trends for the entire city and for custom defined geographic areas. These reports can be used for budgeting purposes, planning, economic development and public information. Among the reports available are top 25, 50, 100-property owner/taxpayer listings, multiple ownership properties, non-owner occupied parcels, identification of property ownership transfers for tracking of reassessments. We also provide the City with quarterly reports of successful, pending and historical assessment appeals.

HdL Coren & Cone will reconcile the annual Auditor/Controller Assessed Valuations Report and will furnish a breakdown of assessed values within the City and Successor Agency.

The identification of escaping revenue through the use of property tax data sets has been a targeted focus for HdLCC during the past 30 years. With the reduction of tax revenues through legislated Educational Revenue Augmentation Fund (ERAF), cities, counties, agencies and special districts have been focusing on ways to increase the limited resources already stretched thin.

V SCOPE OF SERVICES

The company will provide the following reports based on the current year lien date rolls and will provide the reports annually, quarterly or monthly as appropriate: Reports are also available from prior years if requested.

- A five-year history of the values within the City, and custom (city defined) geographic areas;
- A listing of the largest value changes, positive and negative between tax years;
- An annual parcel listing of properties with parcel number changes between tax years identifying parcel splits and combines;
- A listing of the major property owners for the City including the combined assessed values of their property and property use code designation;
- A listing and summary of property transfers which occurred since the lien date ordered by month;
- A listing of parcels that have not changed ownership since the enactment of Proposition 13;
- A comparison of property within the City by county use-code designation;
- A multiple year comparison of growth by use code designation over a 5-year period;
- A listing by parcel of new construction activity to identify non-residential parcels with new construction activity and to provide reports for use in the City's preparation of Proposition 4 and 111 State Appropriation Limit calculations;
- Calculate an estimate of property tax revenue anticipated to be received for the current fiscal year by the City based upon the initial information provided by the County and subject to modification. This estimate shall not be used to secure the indebtedness of the City.
- Analyses based on geo areas designated by the City to include assessed valuations and square footage computations for use in economic analysis and community development planning.
- Tracking of Proposition 8 reductions and restorations
- Median sale price data for current year and prior years for comparison
- Five-year budget projections for the city general fund, Successor Agency, special districts, and Vehicle License Fee in Lieu revenues. This report is interactive for tax modeling.
- Newsletter summary for public and elected distribution.

c. Information Provided Quarterly or Monthly

- HdL Coren & Cone prepares reports including a listing of property tax appeals filed on properties in the city and former RDA project areas. These reports are prepared for both the City General Fund and Successor Agency and include a history of all appeals filed; the disposition of those appeals, successful appeals, pending appeals, and a report to assist the City/Successor Agency in determining the potential impact of pending appeals.
- A listing of property transfers that have occurred since the last report will be available through the software provided and updated on a monthly basis. This data will include the new owner/seller of the property, new mailing address if not the situs address, the date of sale, the sale price when verified, document number, and transaction type.
- The average and median single family sale price report is sent to all clients quarterly and includes the same data for all client agencies within the same County.

V SCOPE OF SERVICES

d. Property Tax Application and Database

HdLCC provides a web-based software application to clients as a user-friendly tool to access the City's property tax data. HdLCC provides updates to the data portion of the product on a monthly basis to reflect changes in ownership, updated appeals filings, and deed recordings.

As modifications and enhancements are made to the program, clients receive the enhanced version of the software at no additional cost.

Training will be provided to city staff within the first two months after the execution of the agreement for property tax management and audit services and is available annually for new staff members or staff requiring a refresher course. If additional training sessions are required, the fees in the compensation section under hourly fees will be charged.

The help manual available within the program is easy to navigate and user friendly. HdLCC staff is available Monday through Friday, 8 a.m. to 5 p.m. to answer questions and assist staff on the use of the software. Assistance is available either by phone or via email.

The City will be granted a site license for the application, providing no limit to the number of users. HdLCC will not charge an annual maintenance fee for the software program. Periodically, as the program changes and product enhancements are developed, upgrades or new releases of the software are issued at no additional cost to the client.

Secured Assessment Details

Parcel: 0577-007-023 Details ?
 Is Flagged:
 Use Category: Industrial
 Use Code: 3330
 Warehouse, Over 50000 Sq Ft, 1 story
 Owner: GIC EL MONTE LLC CP
 DBA:
 Mail Name: GIC EL MONTE LLC
 Mail Addr: 3538 MICHELSON DR STE 1050
 IRVINE, CA 92612
 Absentee: Taxable:

TRA: 11944
 Location: 4200 SHIRLEY AVE
 City: EL MONTE
 Zip Code: 91731
 Agency: Northwest El Monte ID#4 RP
 Exem Desc:
 Net Ass: \$120,460,627
 HOM: \$0
 General Fund Revenue: \$64,854,609
 Successor Agency Revenue: \$1,057,169,608
 Tax Bill: \$9,000

Year	Land	Imprvmts.	Fixtures	Pers.Prop.	Subtotal	Exems	Net Total	% Change	Taxable
2025	\$50,288,690	\$62,161,937	\$0	\$0	\$120,460,627	\$0	\$120,460,627	2.00%	<input checked="" type="checkbox"/>
2024	\$47,852,618	\$108,45,877	\$0	\$0	\$116,098,495	\$0	\$116,098,495	2.00%	<input checked="" type="checkbox"/>
2023	\$46,000,000	\$110,000,000	\$0	\$0	\$116,000,000	\$0	\$116,000,000	2.00%	<input checked="" type="checkbox"/>

Value History

General

Sales

Overlays

Appeals

Map: Roads Aerial

Asmt Num: 0577-007-023
 Use Code: 3330
 Use Description: Industrial
 Owner Name: GIC EL MONTE LLC
 Situs Address: 4200 SHIRLEY AVE
 Taxable Value: \$120,460,627

Flagged: 0 Selected: 0

V SCOPE OF SERVICES

e. Successor Agency Services

Successor Agency Services including but not limited to:

- Annual tax increment projections and, as requested, cash flow analysis for the Successor Agency by Project Area.
- Review of Redevelopment Obligation Payment Schedules (ROPS) as requested.
- Provide property tax information to the Oversight Board at the direction of the Successor Agency.
- Provide access to the Oversight Board to City and former redevelopment agency documents at the direction of the Successor Agency.
- Monitor the County distribution of tax-sharing revenues to the taxing entities of the former redevelopment agency.
- Advice and consultation on the City/Successor Agency's preparation of required reports, such as revenue projections; review of Recognized Obligation Payment Schedules (ROPS), submittals to the Oversight Board and/or County or State agencies, and new or revised legislative requirements.
- Analysis of legislative and judicial matters impacting Redevelopment Property Tax Trust Fund (RPTTF) revenues to the Successor Agency and to the City.

f. Proposed Work Plan/Staffing Schedule

The methodology that the company follows in identifying, correcting and recovering property tax errors includes the following:

Task I	Establishment of County Data Set
Task II	Identify and Correct Errors
Task III	Prepare Reports
Task IV	Ongoing Analysis

During the term of the contract, we serve as the resource staff to the City on questions relating to property tax. This includes being "on-call" to assist with any property tax issues. On-going consultation would include, but not be limited to inquiries resolved through use of the City data base. All requests for information based upon the County's property tax data sets are provided without additional costs. Special reports, additional research, or requests requiring additional computer programming may entail some additional costs. Attendance at City and/or Successor Agency meetings will be billed at our hourly rates. Optional services will only be provided upon written notice to proceed by the City.

V SCOPE OF SERVICES

Timeline for Property Tax Analysis and Audit Services

- County assessment rolls are purchased annually in July.
- The property data program will be available for access via the internet within 30 days of the execution of the agreement. Parcel data will be updated monthly to include the most current ownership information due to parcel transfers.
- The first secured audit will be performed and submitted to the Assessor no later than 60 days from the date of the contract. Future audits will be performed no less than once every two years and submitted no later than March 1st.
- The unsecured audits for the City will be completed and submitted to the County Assessor for corrective action within 120 days of receipt of county rolls. The City will receive file copies of submittals simultaneous with submissions to the County Assessor.
- Data collection from the county assessor's and auditor controller's offices for reports is performed in August and September each year and preliminary reports will be delivered to the City prior to the end of January annually.
- The final tax ratio percentages are available from the auditor controller's office annually in February/March. Final reports will be prepared and delivered prior to the end of April annually.

g. Legislative Updates

HdLCC monitors and reports on issues related to property tax and coordinates with City Staff in connection with passed and potential property tax legislation and regulations.

h. Consultation

Annual reports presented by a principal or associate of the firm to any City staff member interested in the detailed analysis including property tax revenue estimates performed by HdLCC of the City's annual property assessed values released by the assessor. Since property data is not confidential, these reports can be shared with staff. Understanding the budget implications of the data released in late summer and presented in late Fall is timely for mid-year budget reviews.

HdLCC also serves as the City's property tax staff for consultation and questions related to budgeting, revenue collection, the mechanics of property tax allocation and potential changes in the legislation that may impact local agencies. Training is provided free of charge on the use of the web-based software which is updated monthly with ownership changes and appeal information where available.

A. Property Tax Services

Based on the number of parcels within El Monte (18,643), our standard fixed fee (the "Base Fixed Fee") for property tax services is \$5,177.50 per quarter, (\$20,710 per year). The Base Fixed Fee shall be adjusted annually by the California Consumer Price Index (CCPI) California All Urban Consumers index for all items as determined by the California Department of Industrial Relations as measured from February to February.

In addition to the Base Fixed Fee, we will receive a contingent fee of 25% of net tax revenues recovered for the City through the audits we perform. Net tax revenues mean the taxes received by the City through our audit efforts.

B. Additional Services

Work that is requested by the City that is beyond the scope of services in this proposal shall be charged on a time and material basis. No work shall be performed without prior written approval by the City. Fees for these services are as follows:

	Hourly Rate
Partner	\$250
Principal	\$225
Programmer	\$200
Associate	\$175
Senior Analyst	\$125
Analyst	\$90
Administrative	\$70



VII SAMPLE REPORT PACKAGE

Historical Reports.

Assessed Value History

Sales Value History

Appeals History

Growth Comparisons.

Top 40 Secured Value Changes

Use Category Summary

Growth by Use Category

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Top Ten Property Taxpayers

Reports for Revenue Projections.

Property Tax Revenue Summary

5 Year Budget Estimate



CITY OF EL MONTE

POLICE DEPARTMENT
CITY COUNCIL AGENDA REPORT

REGULAR COUNCIL MEETING OF FEBRUARY 25, 2026

February 9, 2026

The Honorable Mayor and City Council
City of El Monte
11333 Valley Boulevard
El Monte, CA 91731

Dear Mayor and City Council:

CONSIDERATION AND APPROVAL TO INCREASE THE SERGEANT COMPLEMENT WITHIN THE POLICE DEPARTMENT FROM 16 TO 18 SERGEANT POSITIONS.

IT IS RECOMMENDED THAT THE CITY COUNCIL:

1. Consider and approve an increase in the approved sergeant complement within the Police Department from 16 to 18 sergeant positions;
2. Instruct the Finance Department to encumber the necessary funds, complete any budget amendments or necessary action to complement the increase of sergeant positions, and any additional funding requirements and/or necessary purchases; and
3. Authorize the City Manager, or Chief of Police, to sign and approve all documents, purchasing requirements, or adjustments.

BACKGROUND

The Police Department ("Department") has a current complement of 16 sergeant positions. Those sergeant positions are assigned to various assignments which include Patrol, Investigations, Traffic, Community Relations, Special Investigations, Training, and Professional Standards. Since June of 2022, the Department has continuously had no less than three (3) sergeants off-of-work due to injuries, medical needs, or personnel matters. While those sergeants are off and unavailable to perform their regular work duties, selected corporals have been appointed to short-term and long-term acting sergeant positions. While this supervisory solution provides temporary relief, it does not provide for the highest level of supervisory skillsets and knowledge. In the event of a serious or significant incident, less than suitable supervision exposes the Department to

potential liability. Corporals are appointed supervisors, who are not part of the Department's chain of command, are not subject to a probationary period, and do not participate in a civil service based, promotional examination and selection process. Unlike sergeants, they are not subject to California Commission on Peace Officer Standards and Training (POST) requirements to maintain their position, and to obtain associated professional certificates.

The Department has transitioned several corporal-level personnel into short-term and long-term acting positions. Corporals have been selected to fulfill vacant sergeant positions based on their experience, past performance, and demonstrated ability to serve in a temporary, supervisory position. Corporals, serving in acting positions, are required to handle all duties and responsibilities as required by a full-time sergeant. Those duties include but are not limited to; team supervision, staffing and coordinating, high risk tactical planning, operations and reporting, situational problem solving, and mentoring and evaluation. In accordance with labor rules and regulations, acting positions cannot extend beyond established time periods. Furthermore, extended acting positions negatively impact Department staffing, operations, and personnel in the following ways:

- Other personnel are required to complete the work duties and responsibilities of corporals who have been appointed to an acting position;
- Results in inconsistent, and less than sufficiently trained and experienced supervision and leadership;
- Limited acting personnel authority;
- First-level personnel are not provided with the highest level of supervision, guidance, and support;
- Decision-making does not meet Department standards and expectations;
- Not all personnel are able to serve in an acting capacity;
- Results in increased liability and have a negative impact on risk management; and
- Personnel who are on established promotional lists remain unselected.

The Department has depleted suitable corporals to be appointed into short-term and long-term acting positions. Currently, three (3) sergeant positions are being held by personnel who have been unable to return to work for an extended amount of time due to medical and personnel-related matters. Their return to work, if at all possible, is not expected to occur within the next 12 months.

In consideration of:

- Staffing and supervision needs;
- Liability and risk management concerns;
- An increase in sworn police officers from 132 to 137; and
- A need to maintain an industry standard, span-of-control of seven (7) personnel to one (1) supervisor, whenever possible.

It is recommended that the sergeant complement within the Department be increased from 16 to 18 positions. The two (2) additional sergeants will be promoted in accordance with the approved promotional process.

SUMMARY AND RECOMMENDED ACTION

It is recommended that the city council approve an increase in the approved sergeant complement within the Department from 16 to 18 sergeant positions. Approval for this action will provide the Department personnel with vetted, knowledgeable, and suitable first-line supervision to meet leadership and daily operational, tactical, and situational needs. It will allow the Department to appoint personnel to the position of corporal and provide the selected officers with the opportunity to develop and demonstrate their leadership skills. The additional sergeant positions will have no impact on the Department's sworn-officer complement. The recommended action would convert two (2) full-time, police officer positions into two (2) full-time sergeant positions. The addition of the two (2) sergeant positions will:

- Decrease the ratio of officers to supervisor and is consistent with industry "span of control" standards;
- Will decrease department liability and risk;
- Provide selected personnel with the opportunity to advance;
- Positively impact departmental operations; and
- Develop the next generation of department leadership.

The increases in first-line supervision are consistent with the following Department assessments:

- **2023 El Monte Police Department Needs Assessment Report** which identified desirable staffing and operational needs which would enhance the Department's service capabilities.
- **2025 El Monte Police Department Staffing Assessment**, (completed April 30, 2025, by Strategic Leadership Consultants SLC, LLC), which recommended an increase in administrative and mid-management level staffing, as well as an increase of three (3) additional sergeants to fill, "essential supervisory gaps."

FISCAL IMPACT/ FINANCING

The total increase in per year funding for each sergeant position is \$66,507.29. The total annual increase is \$133,014.58. This action will have an impact on General Fund Account No. 100-71-711-5-0-51110-00000.

STRATEGIC PLAN 2023 IMPLEMENTATION

The recommended action will further the City's Strategic Goal 5: Enhance Public Safety.

CONCLUSION

It is recommended that the City Council approve an increase in the approved sergeant complement within the Police Department from 16 to 18 sergeant positions.

HONORABLE MAYOR AND CITY COUNCIL
FEBRUARY 9, 2026
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Respectfully submitted,



ALMA K. MARTINEZ
City Manager



JAKE FISHER
Chief of Police

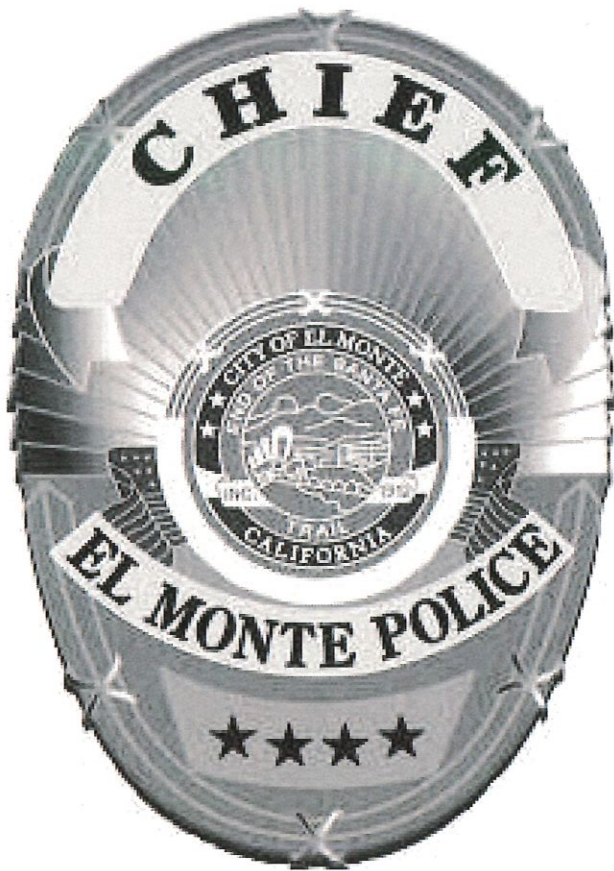
Attachment 1: 2023 El Monte Police Department Needs Assessment Report
Attachment 2: 2025 El Monte Police Department Staffing Assessment by Strategic Leadership Consultants SLC, LLC

DATE: FEBRUARY 25, 2026
PRESENTED TO EL MONTE CITY COUNCIL
<input type="checkbox"/> APPROVED
<input type="checkbox"/> DENIED
<input type="checkbox"/> PULLED
<input type="checkbox"/> RECEIVED AND FILE
<input type="checkbox"/> CONTINUED
<input type="checkbox"/> REFERRED TO

CHIEF DEPUTY CITY CLERK

ATTACHMENT 1

2023 EL MONTE POLICE DEPARTMENT NEEDS ASSESSMENT REPORT



**NEEDS ASSESSMENT
REPORT
2023**

El Monte Police Department

Chief Jake Fisher

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HISTORICAL BACKGROUND

The City of El Monte is located approximately twelve (12) miles east of downtown Los Angeles. El Monte is centrally located in the San Gabriel Valley and is located where two (2) major freeways, Interstates 605 and 10, intersect. The city has commercial and commuter rail services moving through the city. Out of eighty-eight (88) Los Angeles County cities, El Monte is the ninth (9th) largest. The city has a population of approximately 120,000 and is approximately ten (10) square miles in size. The city's land use consists of 58% residential use, 11% retail use, 10% industrial use, 7% office and retail use, and 14% other types of use. The city's demographics consist of the following: 72% Hispanic, 18% Asian, and 7% White. The El Monte Police Department is the tenth (10th) largest Police Department in Los Angeles County. The Department is approved to staff 122 sworn police officers. The industry standard ratio for police officer to resident is one (1) to one thousand (1,000). This ratio does not take into consideration daily population increases associated with local business, commerce, and traffic passing through the city.

Over the last fifteen (15th) years, The El Monte Police Department's operational complement has progressively decreased from as high as 161 sworn officers (November 2011) to its current authorized staffing of 122 (June 2018). This Department's downsizing was in response to unforeseen changes in the local economy. Between 2008 and 2012, the following items all contributed to the Police Department's progressive downsizing. They include:

- decreased city tax revenue
- decreases in city's annual budget and secondary source funding
- increased retirement costs and benefits
- contractual obligations (cost of living adjustments, employee benefit costs)
- nonfunded liabilities

As noted, at the operational peak of the Police Department's service (2002), the Department was authorized to staff up to 161 sworn officers. As the Department had a growing number of retirement eligible personnel, and in response to the impact of the California Public Employee Retirement System formula of three percent (3%) at fifty (50), the Department was authorized to staff up to five (5) additional officers (over complement). This was done for the purpose of

managing overtime costs while maintaining staffing needs and service. Due to the complexities of the hiring process and frequency of retirements, the Department's highest staffed, sworn positions was 158. The Department last had its complete complement of sworn officer positions (121) filled in June of 2012.

In 2008, the economic climate saw significant decreases in operational funding and city revenue. The City of El Monte lost several significant revenue sources, including approximate three (3) automobile dealerships. While the Police Department attempted to curbe its operational costs in the short run, the impact of the lost city revenue was too impactful on city operational costs. Therefore, in addition to other citywide civilian layoffs, the Police Department laid off and/or displaced, sixteen (16) Police Officers and one (1) Sergeant. To avoid an additional staffing cut, a contractual agreement between the Police Mid-Manager's Association (PMMA) and the city, allowed for the temporary retention of one (1) Police Lieutenant. A subsequent retirement resulted in the elimination of that additional police, middle management position. It was believed that the completed cuts would bring the Department in line within; acceptable operational costs, keep the cities overall operational budget in line with funding and revenue, and prevent city insolvency. None of the sworn police officer positions (16), Sergeant (1), or Lieutenant (1) positions were ever reinstated. Additional staffing cuts would continue throughout then next ten (10) years by attrition and the elimination of vacant sworn and civilian positions. Forty (40) sworn officer positions were officially lost and no longer budgeted in 2012.

The personnel cuts complemented other fiscal-based changes, including the elimination and/or reduction of programs and services that had already occurred department wide. Such cuts included, but were not limited to the following items:

- Elimination of four (4) Crime Scene/Evidence Technicians
- Reduction of Records Bureau, full and part-time personnel
- Reduction of Communication Bureau part-time personnel
- Reduction in Administrative Personnel positions
- Reduction in task specific support service programs such as SETS personnel
- Reduction in Community Relations Office sworn and civilian personnel
- Reduction in Air Bureau Program size, staffing and provided operational services
- Reduction in full-time Traffic Safety Bureau Officers (Motors)

- Reduction in Police Canine (K9) staffing
- Reduction of offsite facilities (CRO and Gang Office) and associated customer service staffing

In addition, the Department has been staffed at the administrative level with less than its minimal operational complement. Up until 2015, the Department was staffed with a Chief of Police and three (3) Police Captains. The Police Captains were each assigned to a level of responsibility which included, Administrative Services, Field Services, and Investigative Services. This distribution allowed for an equal share of duties and responsibilities. This also provides the Chief of Police with the ability to function as the figurehead of the Department, and not be responsible of secondary administrative duties, normally assigned to Captain level administrators. The Department currently operates under a two (2) Captain system. The third (3rd) Captain's position was eliminated in approximate 2014, after the retirement of one (1) Captain.

An assessment of the three (3) Police Department Bureau's, consisting of Administrative Services, Field Services, and Investigative Service is provided. Each unit is noted with its current and recommended police assessment staffing levels. Additional staffing needs are noted as, "over complement."

ADMINISTRATIVE SERVICES BUREAU

The Administrative Services Bureau (ASB) is one of the three (3) branches of core police services. The ASB is headed by the Chief of Police and his Command Staff. The ASB is housed in the Wayne C. Clayton Administration Building in the northwest corner of the El Monte Civic Center.

Administration

- 1 Chief of Police
- 3 Captains
 - Administration
 - Field Services
 - Investigative Services (1 over complement, previously funded position)
- 1 Senior Administrative Assistant to the Chief of Police
- 1 Management Analyst
- 1 Administrative Assistant
- 1 Training Sergeant (1 over current complement)
- 1 Administrative Specialist
- 2 Professional Standards Sergeants
- 1 Administrative Lieutenant (1 over current complement)
- 1 Training Corporal
- 3 Part-Time Investigators (960 Plan)
 - Backgrounds
 - Asset Forfeiture
 - Concealed Carry Weapon (CCW) processing (1 over current complement)

Community Services Bureau

- 1 Lieutenant
- 1 Motor Sergeant
- 1 Motor Officer
 - 2 additional Motor Officers (2 over complement - previously staffed)
 - Motor complement previously staffed at 6 officers
- 1 Community Relations Sergeant
- 1 Corporal (1 over complement)
- 1 Community Relations Officer
 - 1 additional Community Relations Officer (1 over complement)
- 2 El Monte Union High School District Resource Officers
 - 2 additional EMUHSD SROs (2 over complement - previously staffed)
- 1 El Monte City School District School Resource Officer
- 1 Mountain View Elementary School District Officer
- 4 Parking Control Officers (1 Lead and 3 Parking Technicians)
- 2 School Resource Officer Investigators (2 over complement)
- 2 Homeless Outreach Officers (2 over complement)

Required Equipment

- 6 additional patrol equipped vehicles

Air Support Bureau

- 1 Tactical Flight Officer (full-time)
 - Pilot of training
- 2 Tactical Flight Officers (part-time)
- 2 Robinson R44 Helicopters
 - Both airships have approximately 20 service years
- Currently providing 4 days coverage
- 1 Pilot (1 over complement)
- 2 TFOs - part-time (2 over complement)

Required Equipment

- Purchase of Robinson R66 Police Turbine Helicopter (\$2,300,000)
- Local dedicated police helicopter hangar (San Gabriel Valley Airport)
 - Purchase of a second R66 Police Turbine Helicopter (\$2,300,000) required in the next three (3) years to sustain Air Support Bureau program and meet contractual obligations.

Communications Bureau

- 1 Communications Manager
- 4 Supervisors
- 12 Dispatchers
 - Staffing is based on call volume and calls for service

Records Bureau

- 1 Manager (1 over complement)
- 1 Supervisor
- 9 Record Technicians
 - 1 over complement, based on 2021-2022 PRI Management Study

Custody Services Bureau

- 1 Manager (1 over complement)
- 1 Supervisor
- 7 Custody Officers

Required Equipment and Facility Needs

- Full jail renovation or new jail facility construction with increased storage
- New or prefabricated housing upgrades
- Improved housing to better meet classification needs
- Improved temporary facilities and equipment for inmates with mental health needs

Vehicle Maintenance Bureau

- 1 Fleet Manager
- 1 Equipment Maintenance Technician

FIELD SERVICES BUREAU

The Field Services Bureau is responsible for the fundamental mandated function of police services: to respond to calls for service from the community. Last year, the El Monte Police Department responded to 33,593 calls for service. In addition, police officers initiated 13,050 calls in response to their primary observations while patrolling the streets of our city.

Patrol Services

Staffing for the Patrol Services Bureau should be augmented to meet the ever-increasing demand for services from the community. The following is a recommended staffing model based on local law enforcement best practices and the scope and volume of the calls for service from our community:

	STAFFING LEVELS: FIELD SERVICES BUREAU					
	CURRENT			RECOMMENDED		
	OFFICERS	SERGEANT	LIEUTENANT	OFFICERS	SERGEANT	LIEUTENANT
TEAM 1	7	1		8	1	
TEAM 2	6	1	1	7	1	1
TEAM 3	7	1	1	8	1	1
TEAM 4	7	1		8	1	
TEAM 5	7	1	1	8	1	1
TEAM 6	7	1		8	1	
TEAM 7	4	1	1	7	1	1
TOTAL	45	7	4	54	7	4
	TOTAL CURRENT: 56			TOTAL RECOMMENDED: 65		

Summary and Justification:

- All following the 3-12.5-hour shift cycle
- Provides for maximum deployment
- Provides for variance of one (1) over coverage for each team
- Additional staffing provided by designated K9 officers working overlapping patrols
- Provides personnel ability to focus on Reporting District and Community Based Policing Projects
- All six (6) beats covered - Beat 1 sub-divided into beats zero (0) and one (1),
 - Patrol Beat Zero (0) includes - all areas west of Santa Anita Ave., north of the I-10 Freeway
 - Patrol Beat One (1) includes - all areas east of Santa Anita Ave., west of Peck Rd., north of the I-10 Freeway.

Police K9 (in Patrol Services)

- Current complement is 2 Canines (1 Patrol and 1 Special Investigations)
- Recommended staffing is 4 patrol and 1 investigation (3 over complement)
 - All K9's would be cross trained
 - Apprehension K9 (suspect) - Field Services Bureau
 - Detection K9 (narcotics) - Investigative Services Bureau
- Distributed among patrol teams, K9 counts towards minimum staffing
 - 4 - 10-hour work schedule
 - Sunday to Wednesday days (Teams 6 and 3)
 - Sunday to Wednesday graves (Teams 7, 4 and 5)
 - Wednesday to Saturday days (Teams 3, 4 and 6)
 - Wednesday to Saturday graves (Teams 5, 2, 1, and 4)

Justification for increased K9 staffing:

- Increased transition of canines to only be used by their own agency.
 - Agencies are only permitting their K9's to work within their own jurisdiction. This is due to liability concerns. Cities are less willing to authorize the use of their own K9 unless the event is significant or serious in nature.
- Excessive assumed risk associated with:
 - Bites
 - Injury
- Additional canine staffing will offset overtime costs due to the need to call in our own K9 for local searches and detection. Additional K9's allows for increased patrol wide coverage and increase likelihood that a canine is already on duty when needed.

Crime Scene and Property Technicians

- Four (4) over current complement
- Respond to all felony investigations
- Major traffic collision investigations
- Other special requests
- Receive, process, and dispose of all evidence
- Handle all processing and management of digitally based evidence
 - Photographs
 - Video
 - Lens Lock - Body Worn Camera
 - Decreases Detective Bureau workload and responsibility

Required Crime Scene- Property Technician Equipment

- Crime Scene Response Van (\$100,000)

Community Service Officers

- Six (6) over current complement
- Cold call reports
- Traffic collision investigations
- Traffic control assistance
- School, traffic, and park assistance
- Gang intervention and adult diversion
 - Resource assistance
 - Job placement
 - Recidivism reduction
 - Other support services
- RD Special Projects and Assistance
 - Special events
 - Public relations

Police Cadets

- 6 (2 over complement)
 - total of 8 is recommended staffing
- Part-time - civilian
- Assigned to various department wide assignments

Patrol Services Vehicle & Equipment Request

POLICE PATROL VEHICLES

To meet the needs set forth within the projected patrol staffing needs. A total of forty (40) patrol vehicles would be needed to meet a patrol complement of sixty-five (65) sworn patrol officers. The Department currently has thirty-four (34) vehicles assigned to either Patrol, School Resource Officers, or Special Investigations Detectives. All vehicles are patrol ready and capable of meeting patrol staffing needs. The following is information associated with continuous patrol vehicle use:

The Fleet Manager has determined that an additional six (6) vehicles would be needed to meet preferred staffing levels. This does not take into consideration the excess mileage and condition of the thirty-four (34) vehicles that are actively in fleet. The approximate cost of a new and patrol outfitted police vehicle is \$65,000.

A recent analysis of our patrol fleet was conducted. The following data was collected:

- Thirteen (13) vehicles in the patrol fleet have mileage more than 100,000 miles
- Six (6) vehicles have mileage between 85,000 and 100,000 miles
- Seven (7) vehicles are Ford Crown Victoria (model years 2001-2011)
 - Vehicle make and model is no longer in production
 - Replacement parts difficult to obtain

The industry standard for a primary patrol use vehicle is approximate 85,000 miles. At this time, a vehicle is no longer suitable for continued patrol use, and it is recommended that vehicles with mileage more than this threshold be removed from primary patrol use and assigned to secondary or other police support type services.

It has been determined that the average El Monte PD patrol vehicle, if used solely for continuous patrol use,

- Is driven three (3) continuous hours per day
- Over thirty-three (33) miles per shift.
- Incurs approximate ninety-nine (99) miles a day
- 693 miles per week.
- 2,772 miles per month
- 33,264 miles a year
- 166,320 miles in five (5) years
- The extended time which a vehicle is left "idling" impacts the life span of a vehicle's engine and components.
 - A vehicle with 100,000 miles has engine use comparable to a vehicle with 200,000 miles.

PORTABLE POLICE RADIOS

- Patrol staffing needs would require the purchase of at least an additional fifty (50) Motorola APX 6000 portable radios with accessories
- Per unit cost is \$6,500
- Total purchase cost is approximately \$325,000.

Other Specialized Teams and Assignments

SWAT

While this specialized assignment is a collateral duty of sworn personnel, the Special Weapons and Tactics Team (SWAT) requires specialized and continued training, specialized equipment, and various support personnel and equipment. The current SWAT complement is as follows:

- 22 Operators
- 1 Team commander
- 1 Team medic

SWAT complement is at sufficient staffing. Additional equipment needs are listed below.

Crisis Negotiator Team (CNT)

While this specialized assignment is a collateral duty of sworn personnel, CNT requires specialized and continued training, and specialized equipment. The team is capable of being used in patrol related crisis-based situations that do not meet the criteria of a SWAT callout.

The current CNT complement is as follows:

- 6 Negotiators
- 1 Team leader

It is recommended that the CNT team be expanded by two (2). The additional team members would operate in reserve and be available to immediately assume a CNT position in the event of a team vacancy.

SWAT and CNT Associated Equipment Needs

- | | |
|--|--|
| • Additional Bearcat (Medical) | \$250,000 |
| • Mobile command post trailer | \$ 40,000 |
| • Bearcat gas ram attachment | \$ 15,000 |
| • 12-gauge, gas deployment attachments | \$ 2,200 |
| • Night vision equipment | \$300,000 (25 pairs) |
| • Weapon lasers | \$ 17,500 (25 pairs) |
| • Equipment truck retro fit | \$ 25,000 (storage for tools and drones) |
| • Forcible entry (breaching) tools | \$ 15,000 |
| • Staccato pistols w/red dots | \$ 45,000 (20) |
| • SIG MCX rattler 7" uppers | \$ 29,000 (20) firearm modification |
| • Crisis Negotiator vehicle | \$125,000 |

INVESTIGATIVE SERVICES BUREAU

Detective Bureau

- 1 Lieutenant
- 2 Detective Bureau Sergeants
- 2 Corporals
 - 2 over complement
- 24 Detectives
 - 8 over complement
- 1 Property Room Technician
- 1 Part-Time Investigator (960 plan)
 - Court Services Officer
- 1 Crime Analyst Position
 - 1 over complement
 - currently outsourced - \$30,000 annual cost
- 1 Information Technology Forensic Lab Technician
 - 1 over complement

Special Investigations and Gang Team

- 1 Special Investigations Team - Gang Team Sergeant
- 1 Corporal
- 9 Special Investigations Team - Gang Detectives
 - 3 over complement
- 2 Drug Enforcement Agency Detectives (Task Force Officer)
- 1 United States Postal Inspector Detective (Task Force Officer), and
 - assigned K9 (detection)
- 1 Federal Bureau of Investigation Detective (Task Force Officer)

Required Investigative Services Bureau Equipment:

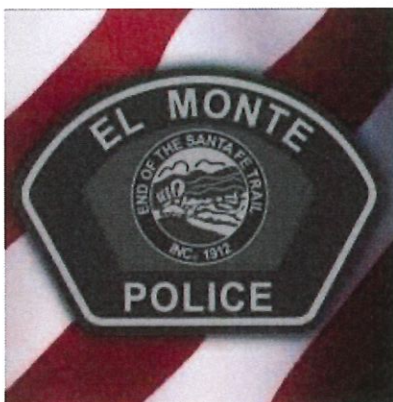
- 3 Special Investigations Team vehicles (\$100,000)
- 3 Detective Bureau vehicles (required per MOU - \$200,000)

CONCLUSION

Current Department complement is 122 sworn officers and 43 civilian personnel. The peak of the Department's staffing was 161 sworn officers. After thorough review, an ideal, cost effective, and top tier police agency could be achieved with a sworn complement of 144 officers and 59 civilian personnel. Other services could be met with a limited number of part-time civilian hirings. The recommended staffing and equipment levels would provide the City of El Monte with a functionally independent, public safety organization. It is recommended that the Mayor and City Council review the completed El Monte Police Department needs assessment and utilize this information to make the best determination as to meet the City of El Monte's Public Safety Needs.

ATTACHMENT 2

2023 EL MONTE POLICE
DEPARTMENT
STAFFING ASSESSMENT
BY STRATEGIC
LEADERSHIP
CONSULTANTS SLC, LLC



EL MONTE POLICE DEPARTMENT STAFFING ASSESSMENT

STRATEGIC LEADERSHIP CONSULTANTS
SLC, LLC
Confidential & Proprietary

April 30, 2025

STRATEGIC LEADERSHIP CONSULTANTS, LLC
313 E. ORANGE GROVE BLVD, SUITE 120, PASADENA, CA. 91104
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STRATEGIC LEADERSHIP CONSULTANTS, LLC

In February 2024, El Monte Police Chief Jake Fisher and the City of El Monte commissioned Strategic Leadership Consultant Group, LLC (SLC) to conduct a comprehensive department-wide staffing study and provide strategic recommendations regarding optimal staffing levels. Demonstrating a strong commitment to transparency and accountability, Chief Fisher aimed to engage an impartial consultant to objectively evaluate the necessity for increased staffing.

Based on this directive, SLC conducted an extensive evaluation to determine if additional staffing resources are required to maintain the safety and vibrancy of El Monte. This assessment analyzed current staffing levels, deployment strategies, and workforce utilization across the police department. The study aimed to verify whether current staffing aligns effectively with operational priorities, community expectations, and available resources, while identifying any gaps or inefficiencies in personnel deployment. Evaluating the feasibility of hiring additional police officers beyond the existing budget is critical to ensure public safety, operational efficiency, and the overall effectiveness of the El Monte Police Department, especially amid growing community demands. Current vacancies and increasing service demands have notably compromised the department's capacity to maintain optimal operations, respond promptly to emergencies, and prevent officer burnout.

In April 2025, SLC delivered this comprehensive report to Chief Fisher, clearly outlining strengths, weaknesses, and areas for improvement regarding staffing levels of both sworn and civilian personnel. This evidence-based staffing assessment addresses staffing adequacy within the administrative and operational divisions, specifically examining patrol operations, detective units, special assignments, civilian support staff, response times, and calls for service. Recommendations presented herein are founded upon robust statistical analysis, public forum insights, and valuable input from frontline and supervisory personnel.

We strongly encourage stakeholders to review this report thoroughly. The Executive Summary includes 26 targeted recommendations. We believe the implementation of these recommendations will significantly enhance the El Monte Police Department's capacity to serve its community safely and efficiently. SLC extends sincere appreciation to Captain Buckhannon, and Training Sergeant, Juan Casados for their invaluable leadership and guidance. Additionally, SLC expresses gratitude to all members of the El Monte Police Department, whose dedication, compassion, and commitment greatly contribute to the well-being of the El Monte community. We wish everyone continued success.

On Behalf of SLC

John E. Perez

John E. Perez

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Executive Summary

This report documents the results of SLC's thorough evaluation of El Monte Police Department (EMPD) staffing across patrol, investigative, and specialized units, and provides targeted recommendations designed to boost operational efficiency, reduce response times, and optimize resource distribution. As of 2024, the EMPD staffing budget consists of 127 sworn police officers and 32 professional support staff, totaling 169 full-time employees. Recently, EMPD increased authorized sworn personnel by five positions to support the expansion of the school resource officer program. EMPD is structured into two primary divisions, Field Operations and Administrative Services, which are managed under the leadership of the Chief of Police.

Current operational staffing remains below optimal levels due to ongoing vacancies and personnel injuries. This shortage significantly affects emergency responsiveness, community policing efforts, and investigative effectiveness.

When benchmarked against comparable California cities, El Monte's violent crime rate is notably higher, and its property crime rate ranks highest among peer municipalities. Overall, El Monte's crime statistics also exceed state averages.

Key Findings are presented at the conclusion of each report section to highlight essential insights regarding staffing, efficiency, and deployment challenges. These findings serve as the basis for 26 comprehensive and actionable recommendations detailed in Section Five. A summary of unit-specific staffing recommendations is provided in this Executive Summary, highlighting opportunities for new positions, reassignment of responsibilities, and job reclassifications.

Methodology

Workload Analysis

In this report, we expansively discuss workload, operational and safety conditions, and additional factors to be considered in establishing best staffing practices. The recommendations in this report are based on our comprehensive evaluation of all relevant factors.

Data Analysis

SLC worked closely with the El Monte Police Department and used numerous data sources to support our conclusions and recommendations. Most of the data provided for the analysis spans various data sets since 2009 and primarily focused on 2024 activity. It is essential to note that 2020 and 2021 experienced significant anomalies due to the COVID-19 pandemic, social justice movement, and civil unrest that collectively impacted Los Angeles County.

Document Review

El Monte Police Department provided SLC with numerous reports and summary documents to review and evaluate. The materials included information on strategic plans, personnel staffing deployments, monthly and annual reports, operations manuals, training records, and performance statistics.

Interviews

This study relied extensively on intensive interviews with personnel. In-person - interviews were conducted on-site with all relevant division and section executive commanders, managers, and frontline (sworn/Professional Staff) personnel regarding the Department.

Staffing Analysis

In virtually all SLC studies, we are tasked with identifying appropriate staffing levels. For this study, we will extensively discuss workload, operational and safety conditions, and additional factors to be considered in establishing appropriate staffing levels. Staffing recommendations are based on our comprehensive evaluation of all relevant factors.

Terms

In this report, the term "**Key Findings**" typically refers to the key observations, insights, or outcomes identified during the assessment process. These findings are often based on data analysis, interviews, surveys, or evaluations conducted to review staffing levels, workforce capabilities, and organizational needs.

In this report, the term "**Operational Vacancies**" usually refers to vacant positions within an organization that are essential for its daily operations. These vacancies represent roles that need to be filled to maintain optimal functionality, productivity, or service delivery.

The "**Span of Control**" refers to the number of subordinates that a single supervisor or manager is directly responsible for overseeing. This concept is a crucial in organizational structure because it impacts management efficiency and communication.

Operational/Administrative Observations

Throughout the evaluation period, numerous observations were conducted of general patrol, investigations, and support services. SLC engaged in all facets of department operations from a "participant observation" perspective.

SECTION 1: Analysis of Staffing & Crime Rates

Staffing shortages have become a critical challenge for police departments in California. Over the past few years, the state has experienced a notable decline in law enforcement personnel. For instance, between 2020 and 2022, California lost approximately 3,600 sworn officers and 1,200 civilian staff, representing a significant drop in workforce. This decline has been attributed to factors such as high attrition rates, early retirements, and difficulties in recruiting qualified candidates¹.

It is important to provide an overview of the City of El Monte's historical development and financial management to highlight key events and budgeting trends that have shaped its growth and economic priorities over the years. To begin, the City of El Monte was established in 1912, and currently has 103,794 residents. The City encompasses 9.5 square miles and continues to be known for its rich and vibrant diverse population, which reflects a rich blend of Latino, Asian, and other cultural influences. It continues to be a community reflecting strong family-oriented values with strong continued economic growth. The city leadership operates under a Council-City Manager charter, also referred to as a City Manager strong government with a 2024/2025 City budget of \$97.7 million with \$44.2 Million allocated to the El Monte Police Department, or 45.2%² of the overall budget.

The operational philosophy of the El Monte Police Department is based on history and traditions that have developed into a positive policing culture reflective in the Department's Mission, Vision and Values. The following EMPD mission statement serves as an important foundation for this staffing study and the ethos required to achieve future efforts³:

Mission, Vision, and Values

The Members of the El Monte Police Department are committed to improving the quality of life in the City of El Monte. We will strive to provide a safe environment and promote security. This will be done in partnership with the community utilizing courtesy and respect.

The mission is guided by the following core principles:

Integrity: Upholding the highest standards of honesty, professionalism, and accountability.

Respect: Treating all individuals with dignity and fairness.

Service: Providing responsive and dedicated service to the community.

Community Partnership: Building strong relationships with residents and organizations to address local concerns and enhance public safety.

¹ <https://www.ppic.org/blog/californias-notable-declines-in-law-enforcement-staffing/?form=MG0AV3&form=MG0AV3>
<https://porac.org/wp-content/uploads/PORAC-Police-Staffing-Brief-2023-Updates.pdf?form=MG0AV3&form=MG0AV3>

² From the 2024 City of El Monte Budget Report from the City's website

³ From the City of El Monte -Police Department website.

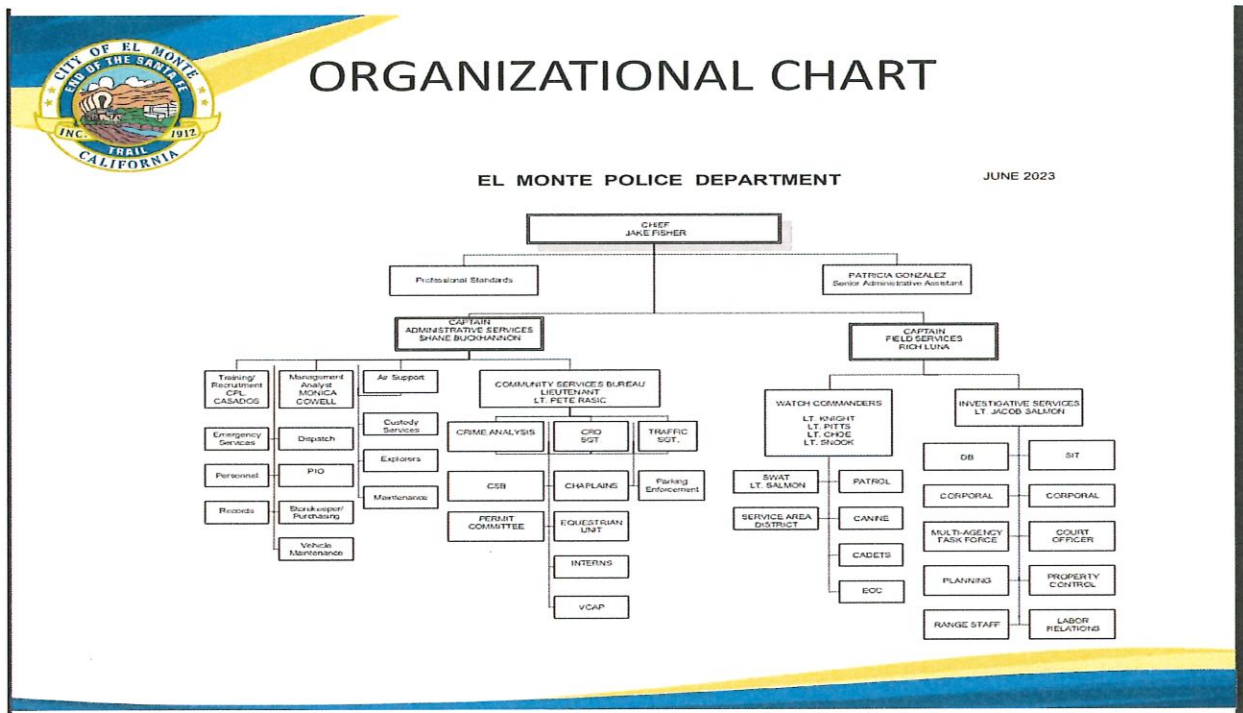
The EMPD strives to maintain a safe and vibrant community by working collaboratively with stakeholders, emphasizing transparency, and consistently improving its services. (add reference?)

The types of police services offered to the community vary for many reasons and dictate the tempo and style of policing services. As an example, El Monte is the 9th largest, of 88, Los Angeles County cities. It is located approximately twelve (12) miles east of downtown Los Angeles, located in the San Gabriel Valley. The City has commercial and commuter rail services moving through it with two of the busiest Los Angeles freeways connecting to the City. The City's land use consists of 58% residential use, 11% retail use, 10% industrial use, 7% office and retail use, and 14% other types of purpose. The demographics consist of the following: 72% Hispanic, 18% Asian, and 7% White, and is the City is known regionally as a traditional family-oriented community, that hosts many cultural events⁴.

This report is prepared based on the budget allocation of 127 sworn police officers to include a Chief of Police, captains, lieutenants, sergeants, corporals, and police officer ranks. Professional Staff positions include Executive Assistant, Police Records Technician, Custody Officer, Administrative Assistant, Management Analyst, and other professional staff roles. The City of El Monte approved a 2025/2026 budget increase of five additional police officers which increased staffing levels to 127 FTEs. Figure 1 on the following page reflects the current organizational structure of the El Monte Police Department and its leadership positions.

⁴ From the 2023 City of El Monte-Police Department Needs Assessment Report, opening reflection on the City's history and demographics

Figure 1: El Monte Police Department Organizational Structure



Source: El Monte Police Department (June 2023)

The 2024 budget for the El Monte Police Department decreased by \$495,876 (1%) from \$41,018,526 to \$40,522,640. Additionally, of the 127 budgeted sworn positions, EMPD is operating with 104 sworn personnel. This understaffing is due to 9 officer vacancies and 18 injuries, totaling 27 officers unavailable for full staffing. This represents an operational vacancy rate of **21.26%**, significantly impacting the effective staffing level or functional strength of the Department. Including the professional staff vacancies—4 out of an authorized 32—the overall departmental operational vacancy rate is **19.50%**, nearly double the national average vacancy rate. Determining the number of available personnel in an organization is based on functional and deployable staffing levels that estimate the full time equivalent (FTE) status of employees to include the following:

1. Authorized/Full Budgeted Positions
2. Actual Vacancies – Positions that are funded but unfilled
3. Non-Deployable Personnel – Individuals who are on injury leave, limited duty, and administrative leave.
4. The operational vacancy level that is the actual deployable staffing levels⁵.

⁵ Overall operational levels are closely evaluated by the International Association of the Chiefs of Police, International Association of City Managers, and Police Executive Research Forum, and the Commission on Accreditation of Law Enforcement Agencies

This segment begins with an overview of El Monte Police Department's current authorized sworn staffing.

To assess the current staffing levels within the El Monte Police Department, the "2024 Authorized Staffing Level" is listed in Table 1.1. The Table represents a total of 159 budgeted personnel. This includes 127 authorized sworn personnel with an additional 32 budgeted professional staff; with the total number of injuries that reduces the available resources for full deployment of personnel.

Table 1.1: 2024 Authorized Staffing Level

Position	2024 Budgeted	2024 Actual	2024 FTE Vacancies	IOD*
Chief of Police	1	1	0	0
Police Captain	2	2	0	0
Police Lieutenant	6	6	0	0
Police Sergeant	16	15	0	4
Police Corporal	14	15	0	0
Police Officer	85	76	9	14
Sworn Total	127	118	9	18
Executive Assistant	1	1	0	N/A
Police Records Supervisor	1	1	0	N/A
Police Records Specialist	6	5	1	N/A
Police Dispatcher	10	8	2	N/A
Custody Officer	7	6	1	N/A
Community Service Officer	4	4	0	N/A
P & E Technician	2	2	0	N/A
Crime Analyst	1	1	0	N/A
Civilian Total	32	28	4	N/A
Total Authorized	159	146	13	18

Source: El Monte Police Department

*IOD, Injured on Duty (IOD) and unable to work or unavailable for full deployment

Authorized Staffing

- Sworn Officers: The 2024/2025 fiscal year budget approved the increase of 5 additional SRO officers to 127 authorized sworn staffing.
- Administration: Chief of Police, 2 Captains, 1 Lieutenant, 1 Sergeant, Professional Standards, with 1 Professional Standards Sergeant vacancy.
- Patrol Division: 7 Sergeants, 6 Corporals, 51 officers to include one K9 Officer, currently functioning at 37 officers, 9 vacancies.
- Detective Bureau: 1 Lieutenant, 2 Sergeants, 1 Corporal, 16 detectives, no vacancies.
- Traffic Safety Bureau: 1 Sergeant, 1 Corporal, 1 Officer.
- Special Investigation Team: 1 Sergeant, 1 Corporal, 5 Officers, and one detection K9 Unit.
- Special Regional Taskforces: 4 Officers assigned, 1 vacant position in a federal taskforce.
- Community Relations/School Resource Officers: 1 Sergeant, 1 Detective, and 5 SROs.
- Training: 1 sergeant, and 1 administrative training specialist.

IMPACT OF OPERATIONAL VACANCY LEVELS

El Monte Police Department's 20% operational vacancy is a challenge with consideration for injuries and officer vacancy. This affects both sworn and non-sworn personnel and significantly disrupts operational efficiency, effectiveness, and the overall wellness and health of EMPD. SLC offers the following impacts, along with strategic considerations that are well supported by IACP, PERF, RAND, and US DOJ.⁶

The impacts of high operational vacancies include the following management challenges:

Reduced Operational Capacity:

- Increased Response Times: Lower staffing means fewer personnel available to promptly respond to emergencies, affecting service quality and public trust.
- Decreased Proactive Policing: Less staffing leads to diminished proactive patrol, community engagement, and crime prevention activities.
- Less attention to situational awareness of CFS, tactical events, and special operations increase officer safety concerns, and the ability to properly engage threat levels.

Elevated Workload and Burnout:

- Remaining personnel assume increased workloads, causing fatigue, stress, and lowered morale.
- Chronic understaffing contributes to burnout, decreased job satisfaction, increased absenteeism, and higher attrition rates.

Decreased Investigative Efficiency:

- With higher caseloads, fewer detectives, and support staff, investigative units become overloaded, potentially extending case-processing times, jeopardizing evidence integrity, and decreasing successful prosecution rates.

Administrative and Support Impacts

Reduced Administrative Efficiency:

- Professional staff vacancies diminish the agency's ability to handle critical support functions efficiently (e.g., records, communications, evidence management).
- Administrative delays negatively impact operational effectiveness and responsiveness to community needs.

Low Training Standards and Delayed Development:

- Training opportunities may be limited or delayed due to inadequate personnel to conduct or attend training, leading to skill degradation.
- Long-term professional development, succession planning, and specialized training suffer and impair future operational readiness.

Resource Allocation Impacts & Increased Overtime Costs:

- Overtime spending escalates significantly to maintain essential service levels, potentially exacerbating financial pressures and causing budget shortfalls.

⁶ IACP, *Patrol Staffing and Deployment Studies*, PERF, *Guidelines and Research Reports on Policing Staffing and Retentions*, US DOJ, *Law Enforcement Best Practices*, and RAND, *Police Recruitment & Retention*.

Reactive Resource Allocation:

- Organizations shift from proactive strategies to reactive ones, undermining strategic initiatives like community-oriented policing or problem-solving efforts.

Organizational and Community Impacts

Lowered Employee Morale and Retention Issues:

- Persistent vacancies create frustration, lower morale, and negatively affect organizational culture.
- Decreased morale further hampers retention, creating a cycle of chronic understaffing.

Community Relations:

- Reduced staffing negatively impacts community engagement and transparency, possibly eroding public trust and support.
- Citizen satisfaction and perceptions of safety may decline due to perceived or actual service delays and responsiveness issues.

Countering the high Operational Vacancy Rate:

To enhance police operations, departments should strategically invest in recruitment and retention efforts, emphasizing competitive compensation, comprehensive training, wellness programs, and clear pathways for career advancement. Optimizing resource allocation is critical; conducting thorough workload analyses enables the strategic deployment of personnel to areas of highest demand. Departments should leverage technology and civilianize roles where appropriate, thus allowing sworn personnel to concentrate on essential policing responsibilities. Fostering resilience and morale among officers and staff is equally vital, requiring robust wellness initiatives, including mental health resources and peer-support programs. Regular acknowledgment and recognition of employees' contributions will further strengthen organizational culture. Finally, building strong community partnerships to handle lower-risk, non-emergency tasks can significantly alleviate the operational pressures on sworn officers and administrative personnel, thereby improving overall efficiency and effectiveness.

The impact of high operational vacancy is unsustainable and reduces organizational effectiveness, officer safety, organizational wellness and community satisfaction. Proactive leadership and strategic, data-driven solutions are essential⁷. The national concern with organizational wellness is a leader's obligation to ensure EMPD and the City leaders collaborate on producing a healthy and vibrant department to engage the difficult work of policing. EMPD should assertively and proactively pursue comprehensive workforce planning, robust employee retention initiatives, and innovative community partnerships to stabilize and improve retention rates with lower attrition rates. These challenges decisively will build a resilient, effective, community-focused police organization well-positioned for the future.

2023 CRIME PERFORMANCE ANALYSIS: EL MONTE VS. CALIFORNIA & NATIONAL AVERAGES

Table 1.2 provides a total crime rate for the most available FBI crime statistics. The table compares El Monte's crime clearance rates to the state and national averages. These clearance rates are based on the department's reporting to the UCR. At the same time, it is difficult to make an apples-to-apples comparison in the data because of the many variables involved, such as relative resources of a jurisdiction to solve crimes.

⁷ *National Institute of Justice, Officer Safety & Wellness Group Reports*

The El Monte Police Department demonstrates varying levels of effectiveness in crime clearance rates when compared to state (California) and national averages clearance rates and includes a brief review of patrol operations and investigative efforts.

- Strong Performance in Violent Crime Clearance:
 - Murder/Manslaughter: El Monte has a 67% clearance rate, which is higher than both California (59%) and the national average (49%).
 - Aggravated Assault: The 65% clearance rate surpasses California (47%) and national (44%), indicating effective investigative efforts.
- Moderate Performance in Property Crimes:
 - Burglary: El Monte's 13% clearance rate is slightly above California's (10%) but falls short of the national rate (14%).
 - Vehicle Theft: The 28% clearance rate is higher than California (21%) and well above the national average (9%), suggesting effective recovery efforts.
- Areas for Improvement in Robbery & Larceny:
 - Robbery: El Monte's clearance rate (25%) is slightly lower than California (28%) but above the national average (24%).
 - Larceny (Theft): The clearance rate (7%) is higher than California's (2%) but lower than the national rate (13%), suggesting challenges in solving theft-related cases.

Key Takeaways:

- El Monte excels in clearing violent crimes, particularly homicide and aggravated assault, outperforming state and national averages.
- Clearance rates for property crimes (burglary, larceny) are in line with or slightly below national standards, indicating an area for further improvement.
- Vehicle theft clearance rates stand out positively, showing strong recovery and enforcement efforts.
- Investing in investigative resources, forensic capabilities, and community engagement may improve clearance rates in theft-related crimes.

Overall, El Monte's crime clearance performance is reasonable and consistent with state and national benchmarks. EMPD demonstrated strengths in violent crime investigations and vehicle theft recovery, but showed room for growth in property crime investigations.

Table 1.2: El Monte Crime Statistics for 2022

Crime	El Monte			California			National		
	Crimes	Clearances	Rate	Crimes	Clearances	Rate	Crimes	Clearances	Rate
Murder Manslaughter	3	2	67%	2,206	1,294	59%	21,797	10,752	49%
Rape	36	14	39%	14,346	3,970	28%	132,997	27,856	21%
Robbery	169	42	25%	47,669	13,356	28%	215,760	51,930	24%
Aggravated Assault	225	146	65%	128,798	60,502	47%	756,601	334,405	44%
Burglary	416	54	13%	143,429	14,348	10%	916,970	125,838	14%
Larceny	1,195	82	7%	577,733	12,817	2%	4,947,709	633,098	13%
Vehicle Theft	453	127	28%	181,815	37,846	21%	953,827	87,140	9%

Source: FBI UCR Report

Table 1.3 provides an assessment of actual crime levels as compared to the population levels that decreased by over 8% since 2019. This table represents 14% increase in overall crime and 34% violent crime increase while the overall population continued to decline.

Table 1.3: El Monte Population & Crime Rates

Year	Population	Violent Crimes	Property Crimes	Total Crimes	EMPD Actual Staffing
2019	113,430	304	1,787	2,091	117
2020	109,087	348	1,775	2,123	118
2021	106,841	341	1,836	2,177	113
2022	105,052	402	1,957	2,352	113
2023	104,210	436	1,990	2,400	113

Source: El Monte Police Department

Listed below are other EMPD crime trends related to Table 1.3:

- Violent Crime:
 - Increased significantly from 304 incidents (2019) to 436 incidents (2023).
 - This represents an increase of approximately 43%, which is substantial given the population decrease.
- Property Crime:
 - Increased from 1,787 incidents (2019) to 1,990 incidents (2023).
 - A moderate rise of approximately 11.4%.
- Total Crime:
 - Overall increase from 2,091 incidents in 2019 to 2,400 in 2023, representing roughly a 14.8% increase.

Based on EMPD's crime rate statistical data, there are no specific benchmarks for actual deployments due to local socioeconomic and population factors. The challenges of deployable strength levels have been well documented by national government organizations and human resource metrics based on budgeted (authorized) staffing levels. However, in review of EMPD's deployable sworn staffing levels, and the high percentage of operational vacancies, it exceeds the 10% average vacancy noted by the IACP and beyond the 10% vacancy rate recommended by the U.S. Department of Labor. Many staffing reports fail to include the impact of short and long-term injury, trauma due to critical events, and other unplanned leaves that impact daily operations, yet strategic plans are often mistakenly based on assumed full staffing levels. The traditional approach fails to provide realistic staffing recommendations regarding line level police officer deployments that directly impact service delivery levels for a community.

This staffing report assessed the need for additional personnel with consideration of actual staffing levels versus budgeted levels of staffing. Over the past several years, the Department has experienced increased investigative workloads, rising violent crime rates, state and federal regulations, and growing demands for community safety and engagement⁸. These changes, though not reflective of a reduction in city population or overall crime rates, echo an increase in workloads with new dynamics such as drone operations, community engagement, recruitment

⁸ From the 2023 City of El Monte-Police Department Needs Assessment Report, opening reflection on the City's history and demographics

challenges, and investigative complexities, as well as new demands in the use of force and de-escalation laws. As noted with these dynamics, EMPD has not increased its internal staffing levels for nearly a decade.

This report analyzed the current staffing situation, key challenges, and the impact of additional officers. Specifically, the scope of the present work includes assessing appropriate staffing levels for defined department functions based upon current workload demands. Included in our evaluation are areas such as the volume of community-initiated calls for service, elimination of the helicopter program, self-initiated activity, call response times, the impacts of prisoner handling, impacts of homeless and/or mentally ill on service demands, public records requests, and workload influences related to new or expanding technologies with an increasing set of collateral duties.

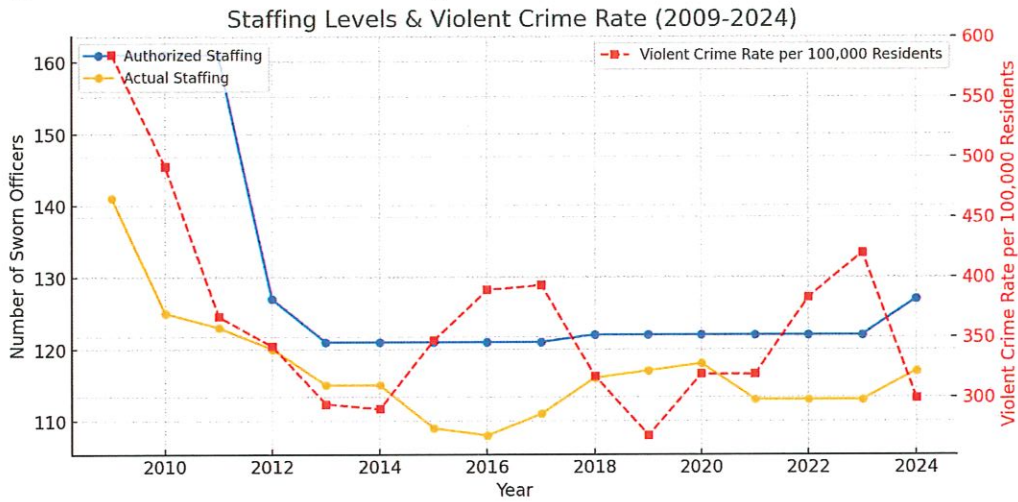
SLC realizes that all recommendations require careful consideration and decision-making by the El Monte City government leadership with recognition of the following revenue challenges⁹:

- City tax revenue
- City's annual budget and secondary source funding
- Increased retirement costs and benefits
- Contractual obligations (cost of living adjustments, employee benefit costs)
- Nonfunded liabilities

Figure 2 further demonstrates the reduction in sworn personnel over the past decade and the challenges of recruiting to fill the police officer vacancies. This table denotes the reduction from a high of 161 authorized and 149 staffed in 2008 as compared to the 121/116 from 2019 to 2023. Since 2020 the actual staffing levels of police officers (at all ranks) has averaged 113 actual personnel while the budgeted level remained at 122. This does not include injured personnel or others unavailable for deployment.

⁹ *California's Fiscal Challenges: Strategies for Local Governments*; <https://www.ppic.org/publication/funding-californias-future>

Figure 2: EMPD Past Decade Staffing Levels



Source: El Monte Police Department and the FBI Uniform Crime Report (UCR)

Figure 2 provides an understanding of staffing levels between 2019 and 2023, as the actual staffing continued to decline, widening the gap between the number of authorized officers and those filled through 2024. The highest increases in violent crime occurred during the periods of the Department's lowest staffing levels, especially between 2022 and 2023. Over the past year, as EMPD stabilized its staffing levels, combined with a 4% staffing increase in 2024, violent crime has decreased to one of its lowest points in a decade.

- Staffing Levels:
 - A significant decrease in authorized staffing occurred around 2012.
 - Actual staffing consistently remains below authorized levels, indicating ongoing challenges in staffing fulfillment.
 - 4% increase in staffing in 2024 (5 FTEs)

- Violent Crime Rate:
 - Experienced notable fluctuations, reaching a peak around 2009 and a notable low around 2019.
 - Recent years show another rise in violent crime, correlating with lower actual staffing numbers.
 - The trend suggests that reduced staffing levels may have contributed to an increase in violent crime incidents along with other factors.

This may reflect traditional policing strategies that were uninhibited due to staffing levels that directly impact patrol officer visibility, detective workloads, and strategic deployment of resources to combat drugs, gang, and crime activity.

There's a clear pattern of chronic understaffing. Persistent shortages in actual staffing compared to budgeted figures could negatively impact the agency's proactive enforcement capacity and community engagement. This issue merits attention to hiring practices, retention strategies, and resource allocation to fill vacant sworn positions more effectively. In summary, statistical data over the years show that crime increased when police department staffing was at its minimum.

As new budgets develop and services begin to recalibrate from over ten years of reductions, it is important to highlight the impact of changes in policing over the past five years. Since 2020, policing in Los Angeles County experienced significant changes influenced by the COVID-19 pandemic, the social justice movement following George Floyd's death, and growing demands for police reform. During the pandemic, law enforcement agencies adjusted operations to support public health measures, such as enforcing COVID-19 restrictions, while limiting non-essential interactions to reduce virus transmission. Many agencies, including the Los Angeles Police Department (LAPD), scaled back arrests for low-level offenses to avoid overcrowding jails and public criticism for over policing strategies without any research to better understand the future impact of less policing on communities over the years.

As an example, in response to widespread calls for reform in 2020 the Los Angeles City Council voted to reduce LAPD's budget by \$150 million, reallocating funds to community programs, homelessness initiatives, and unarmed response teams. The Los Angeles County Sheriff's Department (LASD) also faced funding challenges, with reductions in staffing and resources. Law enforcement executives argued that the reductions negatively impacted public safety. California enacted several reforms during this time, including restrictions on carotid holds, a ban on certain military-grade equipment, and expanded mechanisms for decertifying officers involved in misconduct.

Policing practices also came under increased scrutiny. Agencies such as El Monte implemented policy changes to enhance transparency, including updated use-of-force protocols and expanded requirements for body-worn cameras. Between 2020 and 2022, Los Angeles experienced a rise in homicides and gun violence, attributed in part to the disruptions caused by the pandemic and economic stress. This increase led to debates about how to balance police reform with maintaining public safety. The impact of natural emergencies had also impacted public safety agencies to require rapid deployment plans and staffing levels beyond minimum staffing. However, as the recent 2025 Los Angeles County Wildfire event demonstrated during the single most devastating event in California history, the need for more policing personnel to protect communities and stop crimes such as looting has become a local priority to maintain neighborhood safety.

In addition, police agencies such as El Monte have suffered through tragic critical events and severe staffing levels requiring an absorbent amount of overtime. The amount of required or "ordered" overtime has led to officer "burnout", higher levels of stress and anxiety for most American police agencies.

In this effort to recover from the national recruitment challenge, and crime and gun violence, American police institutions must be willing to rebuild trust through community policing initiatives aimed at strengthening community relationships. The International Chiefs of Police Association (IACP) concluded with a national recruitment study and found that police officer hiring is a national priority with many challenges as to why police agencies cannot fill the ranks with new police officers¹⁰. El Monte, like many other police agencies have undergone the same issues in finding suitable candidates for police officers¹¹.

Considering the current challenges as well as emerging issues, modest national or local achievement was realized to increase police budgets, personnel, and enhance services for the

¹⁰ "Examining the relationship between officer work assignments and retention", *Police Practice & Research*, 2025

¹¹ SLC interview with Command staff and training personnel.

communities most impacted¹². Collaboration between law enforcement, policymakers, and community groups remains essential in defining the future of public safety in the region.

This report begins with an examination of the department's span of control for the sergeant, lieutenant, and captain ranks that often impacts the level of risk mitigation, quality of work, and organizational accountabilities.

ORGANIZATIONAL SPAN OF CONTROL

Having the correct span of control is just as critical as maintaining proper staffing in a police department because the two factors work together to ensure organizational effectiveness. This principle derives from the management principles on division of work and unit of command in which a logical arrangement of work organizational structure provides proper supervision, reduce risk, and allow for management oversight of activity. The span of control refers to the number of officers a supervisor can oversee with consideration for the tempo, difficulty, and type of work performed. Here's why getting the span of control right is essential.

SLC conducted internal interviews with internal personal at various ranks and concluded a concern for the span of control within the organization. The following analysis is offered regarding the challenge of the span of control and risk mitigation¹³:

1. High Call Volume: More frequent or complex incidents require immediate supervisory input while fewer subordinates per sergeant helps ensure timely supervision and backup.
2. Proactive Mentorship: A low ration of span of control can dedicate more attention to officer development, performance feedback, and morale while reducing risk and frontline critical decision-making.
3. Risk Management: With intensive calls for service, the margin for error is reduced. A tighter ratio helps maintain operational standards and accountability.
4. Community Engagement: With enhanced span of control levels, EMPD can directly support officers' community policing efforts, complaint follow-ups, and neighborhood outreach for more effective resolutions.

In a department facing above-average calls for service such as El Monte, maintaining a ratio of 7:1 of all employees per sergeant is advisable to reinforce oversight, enhance officer safety, and deliver efficient service. To achieve this level, it would require 4-6 additional police sergeants, based on the current cadre of 16 supervisors for 88 officers, 16 corporals, and 32 professional staff. 144 total frontline personnel equate to a ration of 8.9 employees for each sergeant in the Department. To achieve the 7:1 ratio would require an increase of four sergeants, raising the ratio to 7.1 employees for each sergeant. The placement of these sergeants is offered in the patrol, detectives, and special assignments sections of this report.

The concept of a 7:1 ratio is highly supported by the International Association of Chief of Police who strongly suggest one sergeant for five employees for high performance units such as traffic, gangs, and intelligence led units. The Federal Emergency Management Agency also strongly suggest one sergeant for seven employees based on the Incident Command structure¹⁴. The organization would strike an effective balance between robust field supervision and

¹² IACP: *The state of Recruitment & Retention: A Continuing Crisis for Policing, November 18, 2024*

¹³ IACP. (2020). "Supervision and Leadership in Law Enforcement: Best Practices and Recommendations & CALEA. (2022). "Standards for Law Enforcement Agencies."

¹⁴ FEMA: *ICS-100 - Introduction to Incident Command System; ICS 200 – Basic Incident Command System for Initial Responses.*

manageable executive spans of control. This structure fosters swift responses, continuous professional development, and stronger community relations—essential elements of success in a high-demand policing environment¹⁵. SLC has found through other assessments that police organizations are challenged with the amount of administrative work required by police sergeants that reduces their available time to monitor organizational performance, behavior, investigative quality, and CFS management. This has become a struggle for police executives to develop structure and resources that provides the most effective use of police supervision in the field and within special assignments.

Equally, this study also reviewed the span of control for the executive and command level ranks of the Department. The role of police lieutenants is critical to the administrative and oversight function of a police department. Six EMPD lieutenants manage the units listed below:

Strategic oversight of specialized units

- Administrative tasks (training, internal affairs, staffing, and scheduling).
- Community engagement and project management.
- Inter-agency collaboration, which consumes significant time and attention.
- Supervisory oversight of specialized units (e.g., SWAT, traffic, investigations).
- Additional responsibilities such as community projects, internal affairs, policy development, and organizational accountability.

Based on the review of lieutenant administrative duties, SLC would recommend an increase of one police lieutenant and one professional administrative manager to oversee sections such as Records function. The outcome of this increase would provide the following:

- Improves direct supervision and accountability.
- Allows lieutenants to engage meaningfully in administrative and strategic tasks.
- Provides sufficient managerial coverage during emergencies or complex incidents.
- Facilitates improved leadership development, mentoring, and succession planning.

The creation of administrative managers equal to police lieutenants has become an emerging solution to many organizational challenges related to cost of sworn personnel and seeking the expertise of civilian managers in dispatch, records functions, and within the executive top ranks.

A review of the top executive level of police captains was also conducted through this assessment to include interviews, review of daily job duties, and analyzing executive duties.

In 2024, the department's officer complement increased by five officers, the supervisory demand on the existing command structure did not increase accordingly. Under the current configuration—2 Captains overseeing 6 Lieutenants and multiple specialized units—adding five more officers amplifies both administrative workload and field support needs. The following points, backed by established standards, illustrates the need to evaluate the need for the addition of a third Captain:

¹⁵ See FEMA (2017), "National Incident Management System" and FEMA (2021), "ICS-100 Introduction to Incident Command System" training materials, which highlight the importance of keeping supervisors' direct reports within a manageable range to ensure effective command, control, and communication.

1. Maintaining a Manageable Span of Control
 - The Federal Emergency Management Agency (FEMA) recommends keeping the ratio of direct reports between 3–7 per supervisor as part of the National Incident Management System (NIMS) Incident Command System (ICS).
 - Command Load: With high-level oversight of specialty units, community policing initiatives, and daily operations, each Captain’s responsibilities escalate as the frontline ranks grow.
2. High Call Volume Environment
 - Rapid Decision-Making: As calls for service rise, timely resource deployment and operational decisions become critical. A narrower chain of command enhances agility and on-scene support such as the critical events EMPD has recently encounters.
 - Administrative Duties: More officers equate to increased incident reports, performance evaluations, and policy-related tasks, making workload distribution essential.
3. Expanded Specialized Responsibilities
 - New or Growing Units: Additional staff often leads to specialized teams (e.g., street crimes, school resource officers), each requiring focused leadership.
 - Dedicated Oversight: A third Captain can effectively manage newly formed units and maintain accountability.
4. Leadership Bandwidth & Succession Planning
 - Officer Mentorship: A well-structured command team is vital for ongoing development of junior leaders—*sergeants, corporals*—and to maintain operational consistency.
 - Pipeline Development: Additional command roles offer more opportunities for internal growth, strengthening succession planning for future executive positions.
5. Risk Management & Accountability
 - Closer Supervision: As officer counts increase, so does the potential for use-of-force incidents, community complaints, and administrative investigations. An extra Captain ensures adequate quality control and policy adherence.
 - Community Trust: According to the *International Association of Chiefs of Police (IACP)*, public confidence is heightened when command staff have sufficient capacity to address community concerns proactively.

Conclusion

By increasing the management structure by one lieutenant and one professional manager, along with one police captain, EMPD can more effectively uphold national span-of-control ratio and guidelines, ensure timely supervision in a high-demand environment, and provide adequate strategic leadership for officer mentorship and risk management. Proactive staffing decision aligns with the recommendations of FEMA, IACP, CALEA, and the COPS Office, all of which emphasize a well-structured and sustainable command framework for delivering high-quality

police services¹⁶. Ultimately, the span of control in police leadership influences everything from individual officer success to the department's ability to fulfill its mission. Striking the right balance is key to ensuring effectiveness and maintaining trust within the community. An example of a three-divisional organization is provided in appendix A for reference as an example of an organizational restructure.

Key Findings:

- Patrol Division operates with 51 sworn personnel to include 9 vacancies and 14 unavailable due to injuries, leading to an operational vacancy rate at the patrol officer level of over 40%, exceeding the national law enforcement vacancy average of 10%.
- El Monte's supervisor Span of Control requires additional sergeants, lieutenant, and a professional staff, to reduce the span of control from 10:1 to a national recommendation of 7:1.
- This study also found that the current two captain divisional structure is placing unneeded strain on oversight, and the addition of a captain based on the total number of frontline employees and administrative duties as it relates to strategic objectives, implementing new training protocols due to newer legislation and work demands.
- Overall, the El Monte should strongly consider a restructure of policing resources into three divisions with the increase of one executive officer at the captain rank.
- EMPD should also consider developing a budget approach that allows for over hire of authorized staffing levels to balance the long-term administrative absences impacting operational deployments.
- EMPD will need to conduct further research, ad-hoc committee presentations, and stakeholder discussions to identify the essential priorities in this report and develop a strategic plan for implementation.

¹⁶ Source: FEMA. (2017). "National Incident Management System.", IACP. (2020). "Supervision and Leadership in Law Enforcement.", CALEA Standards emphasize delineated responsibilities for specialty positions within an agency's organizational structure, & COPS Office. (2019). "Law Enforcement Best Practices: Lessons Learned from the Field."

SECTION TWO: PATROL STAFFING AND WORKLOAD REVIEW

El Monte Police Department's patrol operations serves as the core function of the Department, as in most U.S. agencies. This is the most visible aspect of any police department and should therefore be the most heavily staffed in this critical area of public service. Proper staffing in this area is essential for public safety to ensure efficient responses to police emergencies as well as other public safety calls for service.

The El Monte Police Department has designed a patrol staffing and shift deployment of personnel that exceeds many law enforcement agencies with its balance of staffing as well as building excellent relationship with its community; supported by input from interviews and focus groups. The members assigned to the patrol division who were interviewed for this report were supportive of the City and Department efforts for improvement and were professional and passionate about being El Monte Police Officers. The employees were proud of their strong community relationships and positive reputation throughout the City, and the entire San Gabriel Valley. All Members encountered were open and honest with their perspectives and comments and understood their roles and appreciated the City's efforts to support them.

This report highlights the professional, service-oriented approach of the El Monte Police Department, represented by all its employees. Essentially, every call for service from the public gets a police response and EMPD utilizes a beat integrity system of response for all CFS. The Department embraces this approach and considers every request for service from the public essential and deserving of a police response. The high retention level of their employees is a true testimony of their loyalty and dedication to the residents of El Monte.

PATROL OPERATIONS

As reflected in Table 2.1, Patrol is comprised of an authorized complement of 4 lieutenants, 7 sergeants, 6 corporals, and 51 patrol officers. This personnel complement is responsible for 24/7 policing services in the City of El Monte. The following table reflects this alignment and the present staffing status by category to reflect Full Time Equivalent (FTE) vacancies and other operational vacancies due to injuries or temporary transfers. In all policing agencies, these numbers adjust frequently. The patrol operational vacancy among available officers is 45.10% with only 54.90% available to cover the 24/7 operations. This is an alarming rate and one that EMPD and City leadership should carefully reflect on.

Table 2.1: 2024 Patrol Staffing Levels

Rank	Authorized	FTE Vacancies	IOD	Total Available
Officers*	51*	9	14	28**
Corporals	6	1	0	6
Sergeants	7	1	0	6
Lieutenants	4	0	0	4
Total	68	9	14	45

Source: El Monte Police Department

*Includes one K9 Officer

MANAGEMENT & SUPERVISION

In police agencies similar in size and structure to EMPD, it is common for a lieutenant to serve as the patrol "watch commander." Lieutenants spend a significant amount of time at the station managing administrative tasks related to patrol shift operations and general administrative duties. Lieutenants are also responsible for collateral duties such as project research, personnel mentoring, development, and performance reviews. The Lieutenant is also responsible to complete administrative reports and attend both community and department meetings. Watch Commanders spend some time in the field, it is limited, while most time is spent as the Station Incident Commander managing field operations from inside the Department. In the absence of a lieutenant, a senior sergeant takes on the functional role of watch commander.

Sergeants, by contrast, are typically responsible for field supervision and act as additional support for patrol officers during particularly busy periods. They fulfill a crucial role in overseeing and directing field operations around the clock. National best practices show that there needs to be productive field supervision to avoid significant liability for a police agency.

SLC's review of the deployment of EMPD lieutenants and sergeants exceeds national best practices use of field sergeants for basic support responses, field supervision, and critical incident management, as well as the use of sergeants as watch commanders. The current span of control is approximately one sergeant for every 8 officers and corporals and is one employee higher than the suggested 1:7 ratio recommended in this report. EMPD utilizes a best practice approach with a team leader deployment of patrol corporals and provides additional layer of guidance, mentoring, and patrol accountabilities.

The ability for field sergeants to remain available for guidance, coaching, and field operations remains a vital approach in reducing liability and improving risk litigation. Better use of the field sergeants can also produce higher levels of effectiveness in how patrol units respond to CFS in more efficient and safe method.

PATROL CORPORAL

At EMPD, a Police Corporal serves as a frontline leader in law enforcement, bridging the gap between patrol officers and higher supervisory ranks like sergeants. The position combines leadership responsibilities with hands-on law enforcement duties, making it a vital role in maintaining order and professionalism within the department. EMPD would benefit from enhancing the leadership training of department corporals to include attending the California Peace Officers Standards and Training (CAPOST) supervisory development course. This would expand the ability to use corporals for supervisory relief for short durations when needed.

POLICE OFFICERS

A standard patrol officer in El Monte balances traditional law enforcement duties—responding to calls, enforcing laws, and investigating incidents—with a modern, community-oriented mindset that emphasizes problem-solving and trust-building. They operate at the front lines, shaping public perception of the department while adapting to changing demands, technologies, and community expectations. In conducting community interviews it was clear that EMPD officers are well-respected and regarding and generally conduct themselves in a professional approach in balancing the response to calls for service, community engagement, field investigations, and conducting the most difficult aspect of policing by proactively conducting self-initiated police investigations for potential crime activity.

DEPLOYMENT SCHEDULE

EMPD personnel work a six team, 3/12-hour shift with an 8 hour shift every two weeks which is standard under the 3/12 schedule and operates under a city agreement (MOU) between the City of El Monte and the EMPD labor associations. Each day of the week provides three shifts, and each shift is led by a Lieutenant and sergeants, ensuring adequate oversight as supervisors alternate between days and swings to distribute leadership coverage evenly. This schedule ensures personnel reach 160 work hours in the 28-day pay period.

As reflected in Figure 3, there are three primary shifts: Days (6:00 am – 5:30 p.m.) mid-shift/swing (3:00 p.m. – 2:30 a.m.), and night shift (7:00 pm – 6:30 a.m.) Shifts are adequately distributed across all six teams to cover 24/7 operations. However, certain shifts (like Swing and Grave) have varying minimum staffing levels.

Figure 3: Patrol Work Shifts with Days and Times*

Team	Days	Shift Hours
Team One	Friday–Sunday	7:00 PM – 6:30 AM
Team Two	Friday–Sunday	3:00 PM – 2:30 AM
Team Three	Monday–Wednesday	6:00 AM – 5:30 PM
Team Four	Monday–Wednesday	3:00 PM – 2:30 AM
Team Five	Monday–Wednesday	7:00 PM – 6:30 AM
Team Six	Friday–Sunday	6:00 AM – 5:30 PM

Source: El Monte Police Department

*All patrol personnel work bi-weekly alternative Thursday workdays to meet the hours work requirements for all six shifts

At full deployment levels the Patrol team deployment generally meets or exceeds minimum staffing requirements with staffing at 6-7 officers, and occasionally exceeds staffing by 1 or 2 officers, offering flexibility in service response. There are potential gaps in deployment when six officers are deployed, requiring a use of overtime personnel for field deployment.

At full staffing, 50 patrol officers are deployed across six teams (plus one K9 Officer). Each team works shifts (day, mid, and early shifts) covering 24/7 operations with minimum staffing levels listed below:

- Days: 6 officers plus one desk officer (DO).
- Mid: 6 officers.
- Early: 7 officers.
- Teams are staffed slightly above minimum levels, often with 1-2 officers over minimum

The EMPD patrol schedule requires regular use of overtime as only 55% of patrol officers are available for deployment due to injuries and staffing vacancies. The schedule includes details on shift hours, team compositions, and minimum staffing level requirements (MLS). Additionally, this requires the use of patrol corporals and sergeants to regular function as patrol officers to handle the calls for service workload and reduce their regular responsibilities during each shift. In total,

MINIMUM STAFFING LEVELS

According to the Police Executive Research Forum, on a typical shift, it is common that over 25 percent of the officers assigned will be unavailable for patrol because of another competing responsibility. This can result in forced overtime fatigue, unplanned expenditures, and low morale if not planned for. For instance, while a patrol deployment may be staffed with a team of 6 officers on paper, only 4 may report to work due to various leave factors, responsibilities or occupational vacancies.

Virtually all police agencies establish minimum staffing levels for patrol functions. The primary reasons include ensuring that sufficient resources are available to respond to emergency calls for service, ensuring that sufficient resources are available to provide for the safety of the community and the department's deployed staff, and ensuring that resources are available to handle the volume of workload common in the community. As such, minimum staffing will vary from agency to agency based on the agency's size and the nature and volume of the workload. It is often a subjective decision made by the department's leadership team.

The El Monte Police Department established a minimum staffing level of 6 officers on both the day shift and night shift. Minimum staffing is identified in Policy 207 of the Department's rules and regulations. While policy 207 sets the minimum staffing requirement, the Chief has the flexibility to adjust minimum staffing based on exigent workload conditions, and occupational vacancies.

It is essential to remember that minimum standards are just that—minimums, not optimal or expected daily standards. Minimums establish a reasonable number of personnel available to generally ensure community member and officer safety and the ability to respond to emergency calls for service in a timely manner. Minimum staffing numbers do not allow for routine proactive policing, problem-solving, community engagement, Mutual Aid Requests and timely response to non-emergency calls.

The value of increasing the authorized number of officers would assist in decreasing the need to use overtime, improve wellness, and reduce the stress associated with mandated overtime.

CURRENT STAFFING AND DEPLOYMENT

The department is budgeted for 127 sworn positions with 9 vacancies in patrol staffing. These vacancies directly impact the department's ability to consistently meet minimum staffing levels (MSL), particularly during contingencies such as sick leave, training, or court appearances. While the current schedule generally meets or slightly exceeds MSL for most shifts, this leaves little room for flexibility, creating a reliance on overtime to cover gaps. Prolonged reliance on overtime can lead to fatigue and diminished officer effectiveness, particularly for graveyard shifts, which are inherently more physically demanding. At the time of this report, there were 14 officers either unable to work or on modified duty, further requiring the use of voluntary and ordered overtime. This represents an extraordinarily high level of operational vacancies that requires a constant need for ordered overtime as well as the potential for fatigue and "burnout" among police officers.

In addition to filling vacancies, the department must account for other operational challenges. The schedule does not account for the inevitable absences due to vacation, sick leave, or mandatory training. A contingency buffer of 10% above the minimum staffing levels for each shift is recommended to maintain operational readiness without overburdening officers. Teams 3, 4, and 5 have fewer SWAT-certified officers, which could hinder response capabilities during high-risk incidents, and EMPD should consider balancing the number of SWAT certified personnel

on all patrol teams. This would suggest that EMPD should consider a buffer to maintain safe and effective staffing levels by increasing patrol staffing by 10% or five additional police officers.

CALL FOR SERVICE AND PATROL DEPLOYMENT

The International Association of Chiefs of Police advises against using simplistic ratios, such as officers per 1,000 residents, as they fail to account for unique community demands or department responsibilities. Instead, staffing decisions should rely on specific workload analyses, including data from Computer-Aided Dispatch (CAD) records, which capture the actual demand on patrol resources. Discretionary patrol time, or the uncommitted time when officers focus on proactive policing, community engagement, and availability for emergencies, is a critical metric. It is also important to evaluate the amount of administrative time spent on non-calls for service, training requirements, and other demands, that remove patrol officers from regular patrol duties. Striking the right balance is essential, as too little discretionary time leads to reactive policing, while too much may indicate overstaffing or underutilization. CAD records offer granular insights into the number and nature of calls for service (CFS), officer response times, and workload distribution across shifts and priorities, providing an accurate and verifiable basis for understanding community demand. This data-driven approach is far more effective than broad ratios for determining patrol staffing and ensuring resources are allocated efficiently. For this evaluation period, the 2024 data and CFS were used to determine the Rule of 60, Parts I & II.

RULE OF 60, PART I & PART II

The “Rule of 60” is a national framework for evaluating patrol staffing, consisting of two key components and recommended by IACP and often cited by Center of Public Safety Management (CPSM). The first part suggests that 60 percent of a department’s sworn officers should be assigned to patrol functions, ensuring sufficient resources to handle calls for service (CFS). The second part states that no more than 60 percent of patrol time should be spent responding to CFS, leaving the remaining 40 percent as discretionary time for proactive policing, crime prevention, community engagement, and emergency preparedness. This concept, known as the Patrol Saturation Index (SI), is a guideline rather than a strict rule, designed to facilitate discussions about resource allocation while balancing competing demands. Effective deployment occurs when the SI remains below 60 percent, enabling officers to engage in proactive policing and strategic operations instead of operating reactively.

In evaluating the Rule of 60 Part I, it is the general goal to deploy 60% of sworn officer personnel in Patrol to handle CFS service and other field responsibilities. The current authorized staffing of 51 sworn officers and 17 corporals, sergeants, and lieutenants (68) of 127 assigned to patrol falls below the target set by the first part of the Rule of 60. The following table (2.2) illustrates the deployment of sworn personnel in 2024:

Table 2.3: Rule of 60 Part I, deploying 60% of Personnel

Category	Count	Total	60% Goal of budgeted Sworn	Notes	Personnel needed to reach 60%
Budgeted all sworn personnel in Patrol	68	127	54.33%	Presumed Full Staffing	8
Budgeted officers in Patrol	48	81	56.82%	Presumed Full Staffing	3

Actual avail. Officers of all patrol sworn	29	68	42.65%	Injuries/Vacancies	12
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Source: El Monte Police Department

To obtain the 60th percentile, it would benefit EMPD to focus on reaching the 60% level based on the budgeted officer rank assigned to patrol, as opposed to other assumptions listed in Table 2.3. Most of the patrol work performed is accomplished by the rank of officer as opposed to the higher ranks in patrol. This would require an addition of three police officers for efficient CFS management and safety levels. EMPD should consider developing a multi-year strategic plan to increase the sworn personnel to reach the 60% deployment level to maintain effective patrol services for the El Monte community.

In evaluating the Rule of 60, Part II, the overall 2024 CFS were analyzed to determine the balance of community-initiated calls versus patrol officer discretionary or self-initiated reports listed in table 2.4. When patrol officers are overburdened with CFS and the saturation threshold of community-initiated calls exceeds 60 percent, officers are forced into a reactive mindset, ceasing proactive policing and focusing solely on responding to incoming calls. This diminishes their ability to engage with the community or address broader safety concerns.

The Rule of 60, Part II, suggests the need to limit CFS workload to preserve 40 percent of patrol time for discretionary activities. Maintaining this balance allows officers to address serious emergencies effectively, respond to community needs, and engage in initiatives that improve overall public safety. In review of the all 2024 CFS and following the second part of the Rule of 60, El Monte is struggling to maintain a 60% community-initiated level with 63% response to CFS, and 34% police initiated. This would indicate that if these numbers persist, EMPD is spending less time being visible to deter crime, conducting community outreach, or performing directive policing efforts to stop crime trends with the goal of reaching 40%, (indicted in Table 2.4 below):

Table 2.4: Part II of the Rule of 60, CFS versus Discretionary Time for Patrol Officers

Initiator	No. of Events	Percentage of Total Events
Community-initiated	33,189	62.93%
Police-initiated	17,911	33.96%
Zero on scene*	1,638	3.11%

Source: El Monte Police Department

* The term "Zero on scene" refers to situations where no officers, community responders, or other authorities were physically present at the scene of an incident when it was reported or recorded.

Table 2.5 represents all the 2024 calls for service and those dispatched as CFS as compared to Officer Initiated activity.

Table 2.5: Total 2024 Calls for Service, dispatched versus Officer Initiated

Category	Dispatched	Officer Initiated
Alarm	2043	12
Animal	337	15
Assist other agency	447	85
Check	1281	7281
Cit Assist	333	324

Collisions	1874	261
Crime against persons	932	97
Crime against property	2477	653
Crime against society	253	280
Disturbance	8266	276
Miscellaneous	12786	3970
Suspicious incident	2085	164
Traffic stop	2	4395
Warrant/arrest	73	98
Subtotal	33189	17911
Investigation	3494	
Mental health	771	10
Total	33189	17911

Source: El Monte Police Department

PRIORITY ONE RESPONSE TIMES

The El Monte Police Department has also performed well in its commitment to the community to respond to emergency calls to preserve life and maintain community safety. The average response time across all 2024 calls is 30 minutes and 43 seconds. Priority 1 calls show an impressive average response time of 6 minutes and 6 seconds for the El Monte Police Department. This performance is notably efficient compared to other California jurisdictions. In contrast, San Diego's average Priority 1 response time increased to 23.7 minutes in 2020, and Oakland reported an average of 35 minutes in 2023. San Francisco averaged 9.1 minutes for high priority calls in 2022. These comparisons highlight El Monte's effectiveness in responding promptly despite potential resource constraints.

CALLS FOR SERVICE RESPONSE

To develop a refined narrative for increasing patrol officer staffing based on both the six-team schedule and the calls-for-service (CFS) a detailed study of data was conducted:

- Weekend calls for service (Friday, Saturday, Sunday) are significantly higher, peaking during late afternoon and evening hours (3 PM to 9 PM). Current staffing does not sufficiently align with this demand, particularly for Teams 6 and 7. Increasing staffing for these teams, or adding overlapping shifts during peak periods, is critical to address this imbalance.
- Historical data shows a steady recovery in officer-initiated calls post-pandemic, but volumes remain below pre-2018 levels. This highlights the need to prioritize proactive patrols in historically high-demand areas to prevent incidents and reduce reactive call pressure. Additional officers for swing and grave shifts can enhance these proactive efforts.
- Priority 1 calls have stabilized near 2,800–3,000 annually but are still below pre-pandemic levels. Ensuring consistent coverage during peak hours and for Priority 1 responses will require adjustments to staffing levels and dispatch strategies, particularly for Teams 3, 4, and 5, where minimum staffing levels are barely exceeded.
- Dynamic resource allocation should be implemented to optimize patrol deployment based on CFS heatmaps. Shifting resources from early morning hours (12 AM to 6 AM) to higher-demand times can reduce response times and improve service quality.
- Proactive policing efforts must continue to leverage data-driven strategies. Predictive analytics and real-time crime mapping can direct patrols to areas with rising CFS trends,

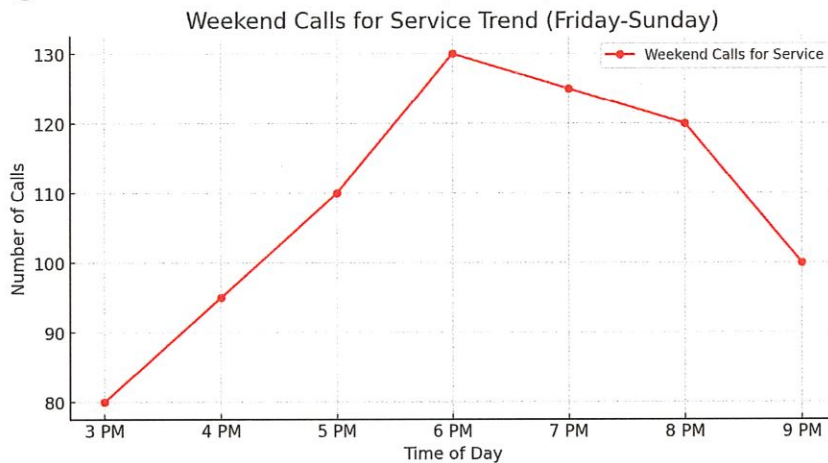
while community engagement efforts should rebuild public trust and encourage reporting.

- Adjusting team schedules to overlap during high-demand periods and ensuring that Teams 3, 4, and 5 are not stretched thin will improve both proactive and reactive response capabilities.

Here is a graph illustrating 2024 weekend calls for service trends (Friday-Sunday) during peak hours (3 PM - 9 PM):

- Calls increase sharply from 3 PM, peaking at 6 PM (130 calls).
- After 6 PM, calls gradually decrease but remain elevated until 9 PM.
- This supports the need for increased staffing for Teams 2 and 4 or overlapping shifts during these hours.

Figure 4: Weekend CFS Trends Friday-Sunday



Source: El Monte Police Department

The busiest days for calls for service reveal a consistent pattern, with weekends—particularly Sunday—experiencing the highest activity levels, reaching approximately 14,549 calls for 2022. Saturdays and Fridays also show significant call volumes, marking them as critical days for resource allocation. Call activity peaks consistently between 4 PM and 10 PM, aligning with evening hours. This period demonstrates the highest demand for police response across all days. Early morning hours, such as 5 AM, exhibit the lowest call volumes. Analyzing call types, disturbance-related calls, represented as public disturbance and similar calls involving the homeless population, are the most frequent, with totals of 9,200 and 8,500 calls respectively. Traffic or accident-related issues, categorized as injury and non-injury car accidents, also form a significant portion of calls. Other notable categories include battery or assault-related calls and armed robbery.

CALL FOR SERVICE ANALYSIS

Analyzing monthly CFS trends reveals seasonal variations, with activity spiking in May, July, and August. These months coincide with warmer weather, increased outdoor activities, and community events, contributing to higher call volumes. Graphical data supports these observations, illustrating call volume trends by day, hour, and type, providing a comprehensive view of demand patterns.

To calculate how many officers should be added to the current staffing level of 50 officers without adjusting the existing six-team work schedule and an assumption of full staffing, we consider:

- Current Staffing Distribution: Each team has roughly 7-8 officers, with some teams meeting or slightly exceeding minimum staffing requirements.
- Peak call times (3 PM to 9 PM) and high weekend call volumes require additional coverage, particularly for Teams 2 and 4.
 - A target of +1 to +2 officers for 2 & 4 ensures sustained coverage during peak periods without schedule changes.
- If the mid-shift relief teams increase by 2 officers, the total required increase would be an additional 4 officers for the two mid-shift teams.
- Adding officers raises the department's total from 50 to 54 officers, improving coverage for peak call times, high-demand shifts, and enabling greater flexibility for proactive policing and emergency responses without modifying the work schedule.

In total, the department would benefit from 4 additional patrol officers to increase to 54 officers. This adjustment would bring the total sworn staff to 54 patrol sworn officers, ensuring that the department can meet its minimum staffing requirements sustainably while also addressing contingencies and operational demands.

The recommended staffing increase not only fills critical gaps but also prepares the department for long-term operational efficiency. By investing in additional personnel, the El Monte Police Department can reduce reliance on overtime, enhance officer well-being, and ensure readiness for all types of incidents, ultimately improving service delivery to the community.

The current staffing schedule for the El Monte Police Department reflects a well-structured approach to shift coverage across six teams. However, an analysis of minimum staffing levels, operational demands, and specialized capabilities reveals that the department requires additional personnel to operate efficiently and maintain sustainable performance. Providing sustainable staffing levels that benefits the community, and the policing services includes priority one responses, night life activity, times and locations of violent crime incidents, with an understanding that CFS are steadily returning to pre-pandemic levels reviewed in the next segment.

Key Findings:

- EMPD will need to assess if the 1st rule of 60 is a valuable tool to ensure the right number of police officers are deployed in Patrol.
- El Monte Police Department's officer-initiated rate (35%) suggests officers are deployed to CFS at higher than the 60% threshold on calls for service versus the ability to conduct proactive policing which is below the 40% recommendation.
- If crime rates are stabilized and calls are reduced, focus could shift to more proactive policing (higher officer-initiated levels) on problem areas and crime trend locations.
- If CFS is consistently high, additional staffing might be needed to maintain response times and allow for more proactive efforts, representing the rule of 60 part I needs for additional officers.
- Cities with similar populations have a higher officer-initiated percentage, indicating El Monte officers are more reactive due to high CFS volume and reduced availability of police officers.

SECTION THREE: DETECTIVE STAFFING AND WORKLOAD ANALYSIS

Determining functional detective staffing requires analyzing workflow levels to uncover operational, administrative, and community benefits. An optimum number of detectives must be assigned based on accurate data, performance measures, and case management processes. Outcomes must also improve the culture of the El Monte Police Department, meet community expectations, and be recognized as a useable and affordable strategy by the City of El Monte. EMPD Detectives hold the rank of police officer but are referred to as detectives while assigned to the Investigations Division. Selection for this assignment is based upon the discretion of the department and follows a formal interview process where the candidate's prior work/initiative, report writing skills, and training are considered.

Table 3.1: 2024 Detective Roster

Rank	Budget	Actual	Vac	Injured
Detective Lt	1	1	0	0
Detective sergeants	2	2	0	0
Corporal	1	1	0	0
Detectives	16	16	0	0
Total	20	20	0	0

Source: El Monte Police Department

As an overview, under the direction of the Administrative Captain, the Investigative Division Lieutenant commands all detective operations. Two sergeant supervise crimes against persons and crimes against property. All EMPD detectives are cross trained to handle both property and persons crimes with an understanding some detectives possess more experience in sex crimes, child abuse, and major assaults. As an example, EMPD assigns two detectives to sex crimes, two detectives to child abuse, while one detective focus on major assault investigations. In determining how cases are assigned, it is based on the caseload of detectives as well as the complexity of specific cases. This approach strengthens community trust by ensuring specialized expertise in sensitive investigations and mirrors strategies used by similar-sized police organizations to maximize resource effectiveness.

Investigative Crime Data

As SLC assesses staffing levels, we will also examine crime data, tempo of work, and associated tasks that require a closer examination for a realistic assessment. As an example, the number of initial reports has grown over the past years and this increase will often leads to increased caseloads for detectives. As figure 5 represents, 2024 crime incident reporting increased by 39% since 2019 and 3% increase from 2023, requiring additional cases being assigned to detectives.

Figure 5: 2023/2024 Crime and Incident Reports



Source: El Monte Police Department

In addition, the increase of 3% in overall crime statistics represented in figure 6 furthers the concern of increased detective workloads.

Figure 6: 2023/2024 Crime Overview *PERSONS *PROPERTY *SOCIETY

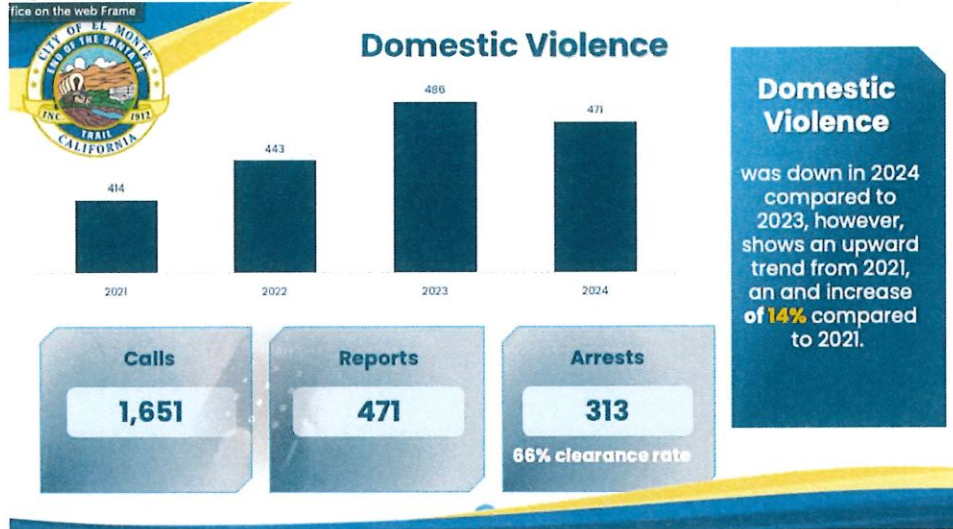


Source: El Monte Police Department

Other evidence of increased detective workloads is demonstrated in Figure 7 with a 14% increase in domestic violence calls, accompanied with a clearance rate of 2024 of 66%. The EMPD domestic violence clearance rate is nationally above averages and considered a positive performance indicator among police agencies¹⁷.

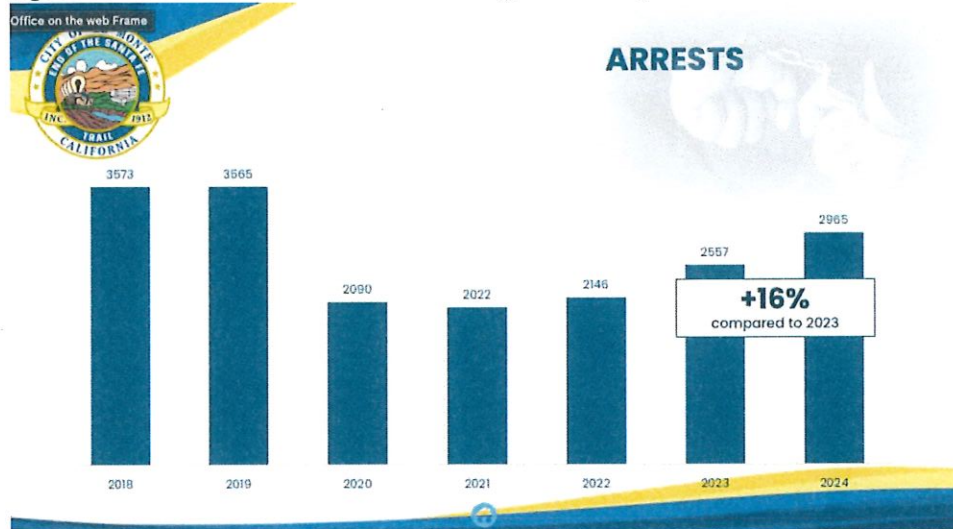
¹⁷ CA Attorney General's Crime Report in California, 2024

Figure 7: 2021-2024 Domestic Violence Statistics



Source: El Monte Police Department

Figure 8: 2018-2024 EMPD Arrests Totals (per 836 PC)



Source: El Monte Police Department

Figure 8 denotes the increase in overall arrests by 16% from 2023 and 2024 also provides a snapshot of the work required by detectives to conduct follow up investigations and ensure proper criminal charges are pursued at the District Attorney's Office. Today's changes in law enforcement reflects comprehensive investigative requirements and provides additional challenges required at the time of criminal filing with the District Attorney. Examples of these workload increases include availability of public and closed-captioned video for review, Body-Worn Camera footage, and large quantities of evidence data such as cell phone information. These incremental increases in police reports, domestic violence, arrests as well as digital evidence has likely caused increased investigative hours and caseloads which is difficult to define without difficult examinations. The EMPD should continue to evaluate and conduct internal assessments to understand domestic violence calls, arrests, and other community trends that impacts the public as well as detective workloads.

The 2024 El Monte crime rate documented a 25% increase in drug abuse violations, 50% increase in prostitution case, and 50% increase in stolen property while overall crime increased by 3%. EMPD detectives maintained an above average national robbery clearance rate of 33% and a 3% decrease in robbery crime.

Case Management and Workloads

Detective case assignments are based on several factors listed in EMPD policy and practiced within the Investigative Unit. The detective sergeant is responsible for evaluating and assigning cases once the Records Section completes the report merging process into the RMS system. Cases are assigned based on whether the crime is a crime of property or committed against a person. If it is related to burglary, robbery, theft, fraud, or vandalism, the case is assigned to the property crimes detectives. When the crime involves rape, child abuse, homicide, major assault, or child pornography, it will be assigned to one of the more experienced crimes against persons detectives to include ICAC specialists. Arson cases are unique and assigned to any one detective in cooperation with the Los Angeles County Fire Department Arson Investigator. Other factors that impact the triaging of cases include a detective's current caseload, types of cases, or the size and duration of a major case. Additionally, training, vacation, and other collateral duties impact a detective's availability. These factors offer valuable insight for this assessment and are helpful in determining functional staffing levels.

- Case assignment.
- Case management.
- Case file maintenance.
- Procedures to follow in various investigations.
- Procedures to follow when conducting interviews/interrogations, etc.

The 2024 overall detective clearance rate notes an outstanding level of clearances at 87%, and well above national averages. The average number of cases closed by detectives was 180 while the average caseload exceeded national averages at 286 per detective, figure 9. Although, the number of detectives fluctuated there was also a challenge with three vacancies for most of the year, increasing individual caseloads.

Figure 9: 2024 Investigative Workload



Source: El Monte Police Department

In evaluating workload and case management, SLC applied best practice recommendations offered by organizations such as IACP, PERF, U.S. DOJ, and other law enforcement institutions. IACP offers several recommendations that are provided below as guidance in determining workload and staffing levels:

- IACP recommends reduced use of paper-based investigative tracking and management and EMPD has performed well in this objective.
- IACP recommends higher utilization of records management systems (RMS) and using these systems to their capacity. The EMPD has attained many best practices with its utilization of its RMS; however, it does not use the clearance rate management system to its full capacity.
- IACP recommends agencies develop purpose-built case management systems that use searchable digital case folders, analytical tools, alert systems, and real-time visibility for supervisor evaluation. EMPD reflected best practice uses of the case management system.

Caseload and staffing recommendations begin with understanding the workflow in the department. Generally, the first contact with EMPD regarding a service request is made through the emergency 911 call center. For El Monte, that function is conducted by the department. If the dispatcher (call-taker) determines that an officer must be dispatched, the information on the call is entered into the computer-aided dispatch (CAD) system. The CAD system operates on the Spillman Technologies software, which is well-used throughout the United States.

Once the CAD entry closes, the call data/record is automatically transferred to a compatible records management system (RMS), commonly the same platform as the CAD system. These robust RMS platforms generally have multiple compatible sub-platforms, including Detective Case Management and Property and Evidence modules. This is designed to seamlessly transfer applicable information between these compatible platforms, including auto-populating relevant data in these sub-platforms. Spillman's case management component assigns and tracks active cases and is utilized well by detectives at a higher average level than most police

departments of similar size. The use of the Spillman Technology software and RMS platform is a positive performance indicator for the department and detectives.

Law enforcement agencies vary widely in case intake policies and practices relative to detective section functions. Some agencies refer all cases to detectives for review and follow-up investigation, where appropriate. In others, only felony cases are generally referred to detectives, while patrol officers are responsible for investigating most misdemeanor cases and some low-level felony cases. Decisions about the case intake processes are often driven by workload demand and staffing levels in detective units.

EMPD utilizes a practice common in similar-sized agencies in assigning certain types of cases with strong leads to patrol officers for investigation. As mentioned, the department has patrol officers initially investigate crimes. The crimes are investigated by patrol, then later assigned to Investigations for follow up multiple days later. Although this process assists the detectives with their workloads and expands the breadth of the knowledge and skills of patrol officers, it is not without challenges. EMPD tracks cases assigned to patrol officers on the Spillman case management system; these cases assigned to patrol are reviewed and discussed monthly by the Investigative Division's lieutenant and sergeant.

In review of EMPD's clearance rates for 2024, the Detective cadre has maintained better than average clearances as compared to national rates 45% for Persons, 15% for Property, and 69-80% for Society Crimes.

Figure 10: El Monte Police Department 2024 Clearance Rates



Source: El Monte Police Department

Figure 10 shows the department's overall clearance rates for 2022, along with State of California and national rates. One can see that the EMPD's robbery and aggravated assaults clearance rates are higher than state and national levels, which is likely reflective of the work by EMPD detectives. These outcomes are positive achievements and an example of excellence in policing by the department.

Workload Demand

Workload Demand To this point, we have discussed staffing, work schedules, and case intake procedures. Here, we will examine how the Investigative Division is positioned to manage workload demand. As previously noted, not all criminal investigations are assigned to a detective. Some are handled in their entirety by patrol officers, handled by the SRO, or closed without further investigation following a review of solvability factors. Major cases reflected in the following table are limited to those assigned to detectives.

There are no absolute standards to determine an appropriate caseload for a detective. Some of the options include the following contrasting industry standard recommendations.

- The International Association of Chiefs of Police (IACP) suggests a detective caseload between 120 and 180 cases per year (10 to 15 per month) is manageable. Based on the current data, EMPD Detectives are well beyond this mark as they averaged nearly 24 cases per month, per detective in 2024.
- A comprehensive 2007 analysis of Florida police departments conducted by the "End Violence Against Women International" (EVAWI) found the average number of cases to be between 72 and 96 per year (excluding homicide and sex crimes).

While there is no universal number for caseloads, based on recommended practices, EMPD will need to focus on reducing the average case load and as model, Table 11 offers IACP's recommendation¹⁸:

Table 11: IACP Recommended Detective Caseloads

Case Type	National Best Practice (Per Detective)	Total Recommended for EMPD (17 Detectives)	EMPD Current Caseload (2024)
Homicide & Major Crimes	3-5 active cases	51-85 cases	Not Reported
Sexual Assault & Child Abuse	5-10 active cases	85-170 cases	High workload
Property Crimes (Fraud, ID Theft)	15-30 cases	255-510 cases	Higher than standard
Domestic Violence Cases	10-15 active cases	170-255 cases	Within range but heavily caseload
Traffic & Narcotics Cases	Varies (assigned to specialized units)	Varies	High in EMPD
Cold Cases (Backlog)	Less than 10% of annual workload	8-15 per detective (136-255 total)	144 per detective (2,446 total)

Source: IACP Recommended Investigative Caseloads

However, based on El Monte detective data¹⁹, the existing caseload continues to grow, requiring examination and action. Figure 12 provides the 2024 data and growing challenges for EMPD detectives:

Figure 12: El Monte 2024 caseloads

Metric	Total EMPD Cases	Per Detective (17 Detectives)
Existing Caseload (Backlog)	4,886 cases	287 cases per detective
Incoming Cases (2024)	3,494 cases	206 cases per detective
Total Caseload (New + Backlog)	8,380 cases	493 cases per detective
Cases Closed (2024)	3,061 cases	180 cases closed per detective
Old Case Closures (2002-2022)	2,446 cases	144 per detective

Source: El Monte Police Investigations 2024, Caseload & Complexity: A year in Review

¹⁸ IACP Reshaping Investigating Operations

¹⁹ El Monte Police Investigations 2024, Caseload & Complexity: A year in Review

The challenge for EMPD is to reduce caseloads between 120 to 150 cases per detective requires an increase of 16 detectives to reduce the average caseload to 150 cases per detective²⁰. The cost of 16 additional detectives is unrealistic. As an option, it is recommended that EMPD increase its detective cadre to 24 detectives (six additional officers). This increase would reduce workloads to the following levels as compared to national averages²¹ (Figure 13):

Figure 13: Recommended Detective Increase

Metric	Current (17 Detectives)	(24 Detectives)	National Averages (PERF/IACP)
Existing Caseload (Backlog)	287	203.29	150
Incoming Cases (2024)	206	145.92	130
Total Caseload (New + Backlog)	493	349.21	280
Cases Closed (2024)	180	127.5	140
Old Case Closures (2002-2022)	144	102	120

Source: Strategic Leadership Consultants

Other factors that impact these cases include complexity of cases, availability of needed resources such as surveillance teams, and administrative duties associated with court, training mandates, and auxiliary duties. SLC conducted a survey among the active EMPD detectives regarding their job responsibility and workloads and the information was collected from the group.

Surveys were submitted by various specialties including general investigations, violent crimes, child abuse, sex crimes, ICAC, digital forensics, and supervisory functions. Their feedback provides a valuable cross-section of workload experiences and structural challenges within the investigative unit.

- Detectives manage between 148 and 300+ active cases, far exceeding manageable levels by regional standards.
- Majority of time (65–70%) is spent on active investigations. Administrative duties take up 10–20% of time.
- Most investigative time is allocated to report writing (40–60%), followed by interviews (20–30%) and evidence review.
- Average case duration varies from 4–10 hours for simple cases to several weeks or months for complex investigations.
- Common delays include staffing shortages, case backlog, poor initial patrol reports, and logistical barriers such as lab or court delays.

Detectives are involved in a wide range of additional duties including subpoena service, court testimony, body-worn camera video management, digital forensics, community outreach, and peer support roles.

²⁰ The estimated number of detectives required to handle EMPD's incoming caseload at the nationally recommended workload is 33 detectives (if each detective handles 150 cases annually)

²¹ PERF report "Promising Practices in Detectives' Investigations" and "Reviewing and Improving Detective Caseload Management.": IACP publications including "Managing Criminal Investigations: Best Practices for Law Enforcement" and various studies from their investigative services division.

In addition to bolstering sworn personnel, the introduction of civilian roles should be explored to support administrative functions such as case filings, discovery processing, and evidence management. Shifting these responsibilities to trained non-sworn staff would allow detectives to prioritize field work and case development rather than routine clerical tasks.

Leveraging technology is another critical component of enhancing efficiency. The adoption of tools such as dictation software can significantly reduce the time detectives spend on report writing, helping to alleviate clerical burdens while maintaining documentation standards.

Improving the quality of initial police reports through enhanced patrol training would also have a downstream effect on detective workload. Clearer, more comprehensive initial documentation reduces the need for extensive follow-up, saving valuable investigative time and resources.

To further support detective productivity, implementing a daily activity log or performance tracker would give supervisors better visibility into workload, investigative progress, and areas needing support. The objective is to evaluate workload distribution, collateral responsibilities, and identify areas of imbalance that may impact investigative efficiency and personnel wellness.

The average number of active cases with investigative leads per detective is approximately 210. This volume is significantly high and suggests that detectives are managing workloads that exceed reasonable investigative capacity, particularly when compounded with collateral responsibilities.

Notable Caseloads:

- A Detective with 373 active cases with ICAC responsibilities
- A Detective with 348 active cases and 5 collateral roles including digital forensics
- A Detective with 329 active cases and leads the Police Explorers

To enhance the efficiency and sustainability of investigative operations, it is essential to implement a more balanced and strategic approach to case distribution. A reassessment of how cases are assigned across detectives should be undertaken to promote workload equity and prevent burnout. Detectives currently managing exceptionally high caseloads should be considered for relief from select collateral duties, allowing them to focus their time and expertise on core investigative responsibilities.

Additionally, establishing a caseload tracking system would provide supervisors with real-time insight into workload fluctuations and help identify when individual thresholds are being exceeded. This proactive monitoring would support timely resource adjustments and better decision-making.

The assessment indicates a critical need for workload management strategies. High caseloads paired with demanding collateral roles are unsustainable for long-term investigative quality and personnel well-being. Implementing the recommendations above will improve balance, enhance productivity, and reduce operational strain on investigative personnel. Lastly, recognizing the mental health impact of prolonged high caseloads is imperative. The department should explore wellness programs and consider resetting caseload expectations to foster a healthier work environment and reduce the risk of burnout among investigators.

The department should evaluate the feasibility of hiring or reassigning professional staff personnel to handle administrative collateral responsibilities—such as 290 PC, sex registrations and evidence processing—which currently burden sworn detectives. Delegating these tasks to trained civilian staff would free detectives to focus on complex, time-sensitive investigations, thereby improving overall investigative quality and timeliness. EMPD should also consider the use of per diem (Part-time) detectives, (retired law enforcement) personnel used temporarily to close out investigative caseloads.

Further, a more realistic report by IACP found that the average detective spent less than 60 percent of their time on investigations and nearly 40 percent of their time on other related administrative, operational, and collateral duties as required.

Since these collateral duties are divided among many detectives, they may present a high volume of daily tasks unrelated to a detective's caseload, potentially impacting case resolution rates. For example, conducting candidate background investigations and managing E-Scars evaluations often require significant time and resources. After our review of the collateral duties, SLC recommends that EMPD executive staff establish an ad-hoc committee to evaluate and recommend how collateral duties are assigned to help reduce collateral workloads for detectives. The detective workload is difficult due to the pace of activity of El Monte combined with the limited resources to assign to various other duties.

Out of 16 detectives, 14 are assigned one or more collateral duties. These duties range from specialized assignments such as SWAT, Crisis Negotiation Team (CNT), and ICAC, to administrative and outreach roles such as Police Explorers, Defensive Tactics instruction, and 290 PC Registration management.

The combination of high caseloads and broad collateral assignments increases the potential for investigative delays, report backlogs, and officer fatigue. Detectives managing 300 or more active cases with leads, while also fulfilling critical collateral duties, are at heightened risk of burnout and diminished work quality.

In El Monte, these duties may include community engagement, training, and collateral assignments such as SWAT, peer support, drone operations, and other duties.

One of the many challenges in determining staffing levels is the use of collateral duties to solve organizational challenges and other emerging issues. Often, agencies similar in staffing levels as EMPD struggle with increasing funding for higher staffing levels, so many times detectives are tasked with a multitude of divisional and organizational responsibilities. This is a factor that City and Police leadership need to consider when determining effective staffing levels for the Department.

SLC found that the collateral duties of EMPD detectives include multiple responsibilities that exceed most similar-sized agencies SLC has visited. The range of other duties and responsibilities were gathered for this study and are listed below; they are certain to have an impact on caseloads and the length of the average investigation time.

- Crime scene evidence collection.
- Child sexual abuse material (ICAC).
- SWAT.
- Evaluation of E-Scars (Suspected Child Abuse Reports).

- Drone team.
- Peer support.
- Range master.
- Mobile field force.
- Sex registrations.
- Pawn management.
- Sexual abuse response team.

Detective Key Findings

- Overall crime has increased by 3% in 2024, as represented in Figure 6, further exacerbating concerns related to heightened detective workloads.
- Crime incidents have notably risen, reflecting a 39% increase from 2019 to 2024, with an additional 3% increase from 2023 to 2024 (Figure 5), clearly indicating ongoing workload escalation for investigative personnel.
- Evidence of increased detective workload is further demonstrated by a 14% increase in domestic violence calls, accompanied by a substantial 66% clearance rate in 2024 (Figure 7), highlighting effective investigative outcomes despite higher demands.
- Total arrests increased by 16% between 2023 and 2024, as documented in Figure 8, signaling significant additional investigative follow-up responsibilities required by detectives to ensure thorough case management and successful prosecutions.
- Specific crime categories showed sharp increases in 2024, notably a 25% rise in drug abuse violations, 50% increase in prostitution cases, and a 50% rise in stolen property offenses, contributing significantly to the overall crime increase of 3%.
- Despite heavy workloads, the detective division achieved an impressive overall clearance rate of 87% in 2024, significantly exceeding national averages. However, the average detective caseload was 286 cases per detective, significantly higher than national benchmarks. Detectives managed to close an average of 180 cases, reflecting high productivity but highlighting the unsustainable workload.
- EMPD utilizes an RMS (Records Management System); however, it currently does not leverage the system's full capabilities for managing or monitoring clearance rates effectively.
- The detective cadre has consistently maintained clearance rates above national averages, specifically surpassing the national clearance averages of 45% for Person crimes, 15% for Property crimes, and 69-80% for Society crimes.
- To effectively address and manage detective caseloads toward an ideal range of 120-150 cases per detective, EMPD would require the addition of approximately 16 detectives, effectively reducing the caseload to a manageable average of 150 cases per detective.
- EMPD should consider innovative staffing solutions, such as per diem (part-time) detectives, utilizing retired law enforcement professionals temporarily, to assist in closing investigative caseloads and reducing the burden on full-time personnel.

SECTION 4: SPECIAL ASSIGNMENTS

Determining the appropriate number of police officers assigned to special assignments requires balancing department needs, safety priorities, and available resources. In every profession, there are both generalists and specialists—and policing is no exception. While patrol officers form the backbone of daily law enforcement, responding to a wide range of calls and emergencies, specialized units are tasked with addressing complex and high-risk challenges that require focused expertise, advanced training, and strategic coordination. These units often take on some of the most dangerous and sensitive responsibilities in law enforcement, specializing in gang suppression, narcotics, traffic safety, and school security.

Specialized teams often work with a high degree of independence, which can be vital to operational success. However, that same autonomy also demands strong accountability, oversight, and alignment with the department's broader mission. Without clear boundaries and transparency, the risk of mission drift increases—sometimes leading to actions that undermine public trust, damage community relationships, and detract from the core values of justice and service.

This chapter explores the structure, function, and strategic importance of the El Monte Police Department's specialized units. It highlights both the essential role these teams play in maintaining public safety and the critical need for modern oversight, adequate resources, and community-informed practices.

Staffing specialized police units, including traffic enforcement, crime and gang suppression, and street-level narcotics teams, remains critical for contemporary policing operations. These units significantly enhance operational efficiency, proactive crime prevention, and community safety. Historically, the City of El Monte prioritized specialized policing to address targeted issues such as human trafficking, crime trends, and narcotics enforcement. However, financial constraints from the 2008 recession required budget cuts and staffing reductions, limiting El Monte Police Department's ability to respond effectively to ongoing and emerging community concerns. Table 4.1 provides a view of current special assignment staffing, vacancies, and injuries impacting deployment levels to combat community crime. This highlights the understaffing challenges of specialized teams that require more personnel to effectively perform their duties to reduce crime and the impact of crime on the quality of life for residents and business districts.

Table 4.1: Special Assignment Staffing

Position	Detectives	Community Services Team	Traffic Bureau	Special Investigations Team	K9 Officer
Officers/Authorized	79/88	5/5	1/	5/6	1/1
Corporals/Authorized	16/16	1/1	1/1	1/1	0
Sergeants/Authorized	2/2	1/1	1/1	1/1	0
Vacancies	0	0		1	0
Injuries	0	0			0
Total		7	3	3	1

Source: El Monte Police Department

Since 2020, national and regional efforts to increase police funding achieved limited success, personnel, and enhance services for the communities most impacted. Collaboration between law enforcement, policymakers, and community groups remains essential in defining the future

of public safety in the region. This segment defines some of those challenges related to staffing and strategic deployment to prevent crime from rising and more violent crime to occur. For the coming year, the City of El Monte increased police officer staffing with an additional five officers for the 2025/2026 budget year.

Despite their effectiveness, specialized police units around the United States have also faced increased scrutiny following the 2020 social justice movements. Key analyses include:

- **Racial Disparities:** The ACLU highlights the disproportionate targeting of communities of color, raising concerns about racial profiling.
- **Aggressive Policing Tactics:** Amnesty International points to the increased militarization and aggressive strategies, often exacerbating rather than resolving conflicts.
- **Transparency and Accountability:** Lack of transparency and accountability in autonomous or covert units, potentially eroding public trust.
- **Community Trust:** Frequent operations can unintentionally alienate communities, as outlined by the Police Executive Research Forum diminishing cooperation and legitimacy.
- **Calls for Reform:** Advocacy groups advocate reallocating resources from enforcement toward preventive and community-based strategies.

Real Crime Analysis Center

Creating a Real Crime Analysis Center (RCAC) within the El Monte Police Department can significantly enhance the department's capabilities in preventing, investigating, and responding to crime, as it would provide data-driven insights that improve crime prevention, resource allocation, and overall public safety. Here are some key reasons why it's essential:

Data Driven Policing for Crime Reduction

- A crime analysis center allows for real-time monitoring of crime trends, helping officers identify patterns and hotspots before they escalate.
- Predictive analytics can anticipate crime spikes in specific areas, allowing proactive deployment of patrols.
- Using technology like GIS mapping and predictive modeling, officers can prevent crimes instead of just reacting to them.

Resource Allocation for Quicker Response Times

- By analyzing past crime data, the department can identify peak crime times and locations and allocate officers accordingly.
- The center can provide live updates to patrol units, helping them respond faster to incidents.
- Helps optimize police coverage and reduce response times, increasing efficiency.

Integrated Technology for Enhanced Investigations

- The center could integrate license plate readers (LPRs), surveillance cameras, and gunshot detection systems to provide real-time intelligence.
- Officers can cross-reference databases for suspects, stolen vehicles, or outstanding warrants in seconds.
- Improved case management with digital forensics and AI-powered crime pattern detection.

Improved Officer Safety and Reduced Stressed

- Advanced analytics can help predict dangerous situations, alerting officers before they enter high-risk environments.
- AI-assisted reports can highlight repeat offenders, gang activity, or known violent offenders.
- Heat maps of gun violence and gang activity would keep officers informed and prepared.

Enhanced Community Trust and Transparency

- A crime analysis center allows better communication with the public, as officers can provide factual data about crime rates.
- The department can create public dashboards that show crime trends, improving transparency and trust.
- Data-driven approaches help reduce bias, ensuring fair policing based on evidence rather than assumptions.

Intelligence Led Strategies for Violence Reduction

- El Monte has seen gang-related crimes, and a crime analysis center could track gang movements, identify networks, and predict retaliation incidents.
- It can assist in narcotics investigations by tracking drug-related arrests and identifying major suppliers.
- A centralized system helps different units (homicide, narcotics, gang task forces) work together more efficiently.

Reducing Unneeded Cost and Wasted Resources

- Preventing crime through strategic policing is more cost-effective than reacting to incidents.
- Reducing officer overtime by deploying resources efficiently.
- Prevents unnecessary stops and investigations, making policing more effective and focused.

For the El Monte Police Department, the presence of an RCAC can be particularly beneficial for addressing complex issues such as gang violence, human trafficking, and organized crime. Real-time situational awareness also strengthens emergency response and enhances officer safety.

Special Assignment Assessments

The following segment of the report will review EMPD's specialized units and provide recommendations for staffing that is primarily focused on community safety based on statistical data provided by the El Monte Police Department.

TRAFFIC BUREAU

Determining the appropriate number of officers for a Traffic Bureau within a police department in California is influenced by a variety of factors, both quantitative and qualitative. Here's an overview of the most common considerations:

1. Traffic Patterns and Volume
2. Crash and Incident Data
3. Community Needs and Priorities
4. State and Local Regulations
5. Available Budget and Resources

6. Special Programs and Initiatives
 7. Geographic Coverage

In evaluating EMPD’s current traffic challenges and level of operations, the following findings are provided:

- Traffic incidents (stops + collisions) = 6,269 per year (2024).
- Current officers assigned to traffic enforcement include one officer and corporal who focused primary on hit and run investigations, with one sergeant to oversee operations.
 - The workload per officer is likely too high or the needed work is not being performed due to these staffing challenges as indicated in Table 4.2.
- Based on multiple estimation methods, El Monte should ideally have 7-9 traffic personnel to include 6 officers, one corporal, one sergeant, and one police administrator (lieutenant).
- Traffic safety and reduction of death and injuries should be an annual citywide goal and police department annual key performance measure.
- EMPD is currently below the regional average of 6-8 officers in traffic enforcement and understaffed compared to similar cities.

Specialized police units play distinct, vital roles in community safety:

- Traffic Enforcement Units are critical in reducing accidents, injuries, and fatalities. According to the National Highway Traffic Safety Administration, targeted traffic enforcement effectively decreases dangerous driving behaviors, such as speeding, impaired driving, and distracted driving, thereby enhancing overall roadway safety.

To put this into context, let's compare El Monte to other cities with similar population sizes as indicated in Table 4.3.

Table 4.2: El Monte population & Traffic staffing levels

City	Population	Total Sworn Officers	Traffic Personnel
El Monte	105,000	127	2
Inglewood	105,000	186	9
Burbank	107,000	160	10
Downey	113,000	163	10
Pasadena	138,000	242	12

Source: El Monte Police Department

According to the California Office of Traffic Safety, traffic collision statistics in California have shown notable trends over the years. For example, overall traffic fatalities increased by approximately 7.6% from 2020 to 2021, rising from 3,980 to 4,285. Alcohol-impaired driving fatalities also saw a significant rise of 16% during the same period¹. However, there were some positive changes, such as a decrease in bicycle fatalities by 8%. In addition, the California Office of Traffic Safety reported in 2022 provided California police departments with metrics regarding the number of people killed or injured related to traffic accident as well as the crash category and the most common time of most collisions, as indicated in Table 4.3.

Table 4.3: 2022 OTS collision metrics for California Police Departments

Year	Victims Killed and Injured	Crash Category	Time of most collisions
2018	498	Speed Related	9:00 pm – 2:59 am

2019	511	Speed Related	9:00 pm – 2:59 am
2020	398	Speed Related	9:00 pm – 2:59 am
2021	465	Speed Related	9:00 pm – 2:59 am
2022	462	Speed Related	9:00 pm – 2:59 am

Source: California Office of Traffic Safety, 2022

Community Services/ School Resource Officers

Determining the number of School Resource Officers (SROs) for a police department in California involves assessing a combination of factors tied to community needs, school safety priorities, and available resources.

There are currently two School Resource Officers for 15 schools, and over 7,000 El Monte School District students, with 100% considered minority enrollment. A variety of factors can influence a school district's decision about the number of School Resource Officers (SROs) needed on its campuses. The ability to build positive relationships, reduce student fear of police, learning barriers, and the heightened concern with immigration enforcement, EMPD is a unique position to improve security and safety at schools with additional SROs on campuses. This increase is based on an agreement and the need to increase the School Resource Officer Unit by additional officers based on the number of students in the district as well as the type of activity.

Districts must strike a balance between enhancing safety and managing budgets, since hiring and training SROs can become a substantial expense. Some communities are willing to allocate more funding for increased coverage, preferring a visible presence of law enforcement officers in every school to ensure rapid responses. Others, however, may lean toward fewer officers and a more minimal police footprint, guided by community input and the desire to maintain a less security-centric environment.

Local crime and risk assessments also figure prominently. In areas where crime rates or calls for service are high school leaders may deem it necessary to station more SROs across their campuses. Another variable is funding sources, which often come from city or county budgets shared between law enforcement agencies and the school district. In some cases, federal or state grants (like COPS grants) can help subsidize the cost of hiring additional officers, though these grants typically include stipulations and may only cover part of the expense.

Lastly, while recommended ratios exist, they serve more as guidelines than strict rules. The National Association of School Resource Officers (NASRO) does not mandate a specific formula for the ideal number of SROs per campus but have strongly suggested a ratio of one SRO for every 1,000 students. This would suggest the El Monte School District may need up to 7 School Resource Officers, as compared to the student population, crime rates, and other community factors. Ultimately, the El Monte community, City government, and school district must evaluate its own needs, resources, and community expectations to determine the most effective approach to keeping students and staff safe.

Special Investigations Team (SIT)

Currently, the SIT Unit is comprised of five officers, one gang specialist, and one police sergeant and currently has one vacancy. Special regional taskforces include taskforce assignments listed as follows:

FBI - Safe Streets Task Force

- Currently, no detective is assigned.
- Previous detective was promoted to Sergeant (February 2025) and returned to patrol.

- Anticipated assignment of a new officer is projected for July 2025.

DEA - Southwest Border Group 2

- One (1) full-time detective actively assigned.

Homeland Security Investigations (HSI) - "El Camino Real" Task Force (Group 1)

- One (1) full-time detective actively assigned.

US Postal Service

- Initially, one (1) full-time detective with a scent detection K9 was assigned.
- The detective and scent K9 have since been reassigned by the US Postal Service to a DEA Strike Force Team.

K9 Unit Assignments

- One (1) apprehension K9 assigned to Patrol operations.
- One (1) detection K9 was originally assigned to the US Postal detective but has been reassigned along with the detective to the DEA Strike Force Team.

The SIT workload is determined by the number of arrests, search warrants, special operations, and the number of assists for other EMPD units and regional teams. The workload of the team is provided below:

SIT 2024 Workload Summary

Operations and Enforcement:

- Conducted 47 firearm seizures.
- Executed 72 probation searches.
- Seized over \$1 million from illegal organized crime activities.
- Completed 21 dispensary inspections to verify compliance with state and local regulations.
- Made over 100 arrests, including a significant multi-agency operation led by EMPD investigators, resulting in multiple suspects arrested for federal firearms offenses, narcotics distribution, and possession of stolen vehicles.

Drug Seizures:

- Marijuana: 1,600 pounds and 44,000 plants
- Cocaine: 254 kilograms
- Methamphetamine: 340 pounds

The Special Investigations Team (SIT) demonstrated exceptional effectiveness and proactive policing efforts throughout 2024, significantly contributing to community safety. The team conducted numerous critical operations, including firearm seizures, probation searches, regulatory compliance inspections, and successful multi-agency collaborations targeting organized crime. These coordinated enforcement actions resulted in substantial drug interdictions and financial seizures, underlining SIT's commitment to reducing violence, drug trafficking, and criminal activity within the community. The SIT's dedicated approach and impactful results are commendable and reflect positively on the department's ongoing pursuit of excellence in public safety.

Since 2009, SIT, narcotics, and regional taskforces previously operated independently of operations; however, as the staffing levels were reduced over the years, this required EMPD to reduce deployment to its current level. However, the value of specialized work units is focused

on crime and quality of life hot spots and provide both visible and covert operations to reduce crime and establishing a safer quality of life for residents. This approach has also proven to be beneficial for business districts and the local economy to reduce crime and improve the confidence for community members to move freely within the community. Other benefits of special units include the following:

- Crime and Gang Suppression Units: These units significantly disrupt organized criminal activities and violence and indicates that targeted gang interventions markedly decrease violent crime, leveraging specialized knowledge and intelligence-led policing to dismantle criminal networks.
 - The El Monte Police Department violent crime has increased over the years, as staffing and the community population has decreased indicting a potential need for resources to focus on the most violent population of a community.
- Street-Level Narcotics Units: These teams directly impact community safety by addressing drug markets and related crimes. Through research and examination of data it has demonstrated that specialized narcotics operations reduce drug-related violence and enhance community perceptions of safety and trust.
 - The El Monte Police Department experiences drug use and addiction, that leads to other outcomes such as criminal activity, human trafficking, and other unsafe habits lowering the standard of community living for segments of the population. El Monte Police has invested personnel into regional taskforces to assist with combating drug distribution both locally and in the region.

Currently, the EMPD SIT Unit has combined the resources of one narcotics officer and one specialized gang officer, who also conduct special operations for detectives as needed. The operates under the supervision of one police sergeant who reports to the divisional lieutenant. The workload of the team is reduced to on-view police activity as well as reports from the community reporting gang or crime issues in neighborhoods.

Providing benchmark levels for special operations units is difficult at best, the challenges and criticisms about how special units are used and the type of metrics used to measure performance objectives has been criticized nationally since the death of George Floyd; however, equally, the need for special resources continues to be a needed in high-crime neighborhoods.

National benchmarks for specialized narcotics and gang units serving populations of approximately 100,000 residents with active gang cultures typically include the following factors that should be considered along with best practice recommendations:

Gang and Drug Activity Levels:

- Cities with higher gang violence or narcotics activity may exceed these benchmarks.

Crime Rate:

- Higher violent crime rates generally require additional specialized enforcement personnel.

Community Policing Philosophy:

- Departments emphasizing prevention and community outreach might balance enforcement units with community liaison roles.

Operational Guideline & Best Practices

- Intelligence-Led Deployment is recommended best R use of data-driven methods to allocate resources strategically.
- Multijurisdictional Cooperation and Collaborating with federal and state agencies maximize effectiveness in gang and narcotics investigations.
- Community Collaboration remains the most effective units proactively engage with community groups, youth programs, and local stakeholders to address underlying issues.
- The International Association of Chiefs of Police (IACP) and Police Executive Research Forum (PERF) emphasize staffing based on:
 - Crime rate analysis
 - Population size
 - Local crime dynamics (gang density, drug market prevalence)

These benchmarks offer strong guidance for strategic decision-making, ensuring effective specialized policing operations responsive to gang and narcotics-related crime in communities similar in size and character to El Monte.

In addition to disrupting criminal enterprises and deterring criminal activity, well-staffed special assignments can be supported by asset forfeiture, providing additional revenue to the general fund for the City of El Monte. Asset forfeiture allows law enforcement agencies to seize property and funds obtained through or used in criminal activities, thereby bolstering the resources available for special assignments. Asset forfeiture revenues for police departments in Los Angeles County can vary significantly based on the department's size, location, and specific enforcement activities. For instance, smaller cities such as Vernon and Irwindale have reported high per capita federal forfeiture revenues. Vernon, with fewer than 120 residents, collected approximately \$1.5 million in federal forfeiture funds between fiscal years 2006 and 2013, while Irwindale, with a population of around 1,400, collected about \$800,000 during the same period.

K9 Unit

The El Monte currently has one Patrol K9 Unit for the Department of 127 police officers to include 50 patrol officers and while one K9 is difficult to have available on a 24/7 bases, Los Angeles County Police Departments have developed a national model approach in providing K9 units on a regional approach, based on needs and the types of requests. However, it is also imperative each police department establish a baseline of K9 units for use within their city limits and to offer regionally as needed. EMPD has a secondary K9, exclusive to narcotics detection, used only for special taskforce deployment on a regular basis with the DEA.

Determining the appropriate number of officers for a K9 program in a California police department involves a tailored approach based on the department's specific needs, operational goals. K9 programs are often dynamic, with staffing levels reviewed periodically to adapt to changing operational demands. Based on recommendations from the IACP, National Police Dog Foundation, and PERF, the following approaches are provided for EMPD:

For a police department with approximately 127 sworn officers serving a population of about 105,000 residents, K9 staffing should align with operational demands, local crime patterns, and agency goals.

The increase of K9 officers for police departments of similar size as EMPD, allows flexibility for rotation, training, leave, and ensures continuous availability of specialized K9 capabilities across various shifts and operational scenarios

Special Assignments Key Findings

The future of policing in El Monte requires a deliberate shift from reactive enforcement to strategic, intelligence-led operations. Special assignments are not a luxury—they are essential to modern public safety and community wellbeing. However, decades of underfunding, coupled with evolving crime patterns and public expectations, have left EMPD's specialized units under-resourced and overburdened. The following are the key findings for all special assignments.

RCAC Key Finding

- The City of El Monte and the EMPD should begin to develop a strategic initiative and key performance indicators to develop a RCAD similar to other regional cities recognizing increased community levels and decrease in violence and overall crime.

Traffic Enforcement Key Findings

- Police departments often rely on a mix of historical data analysis, predictive modeling, and input from traffic engineers, city planners, and local leaders.
- They also adjust their plans periodically to account for changing conditions. The El Monte Police Department has been limited in its ability to offer resources, provide input, or implement predictive modeling to reduce collisions and injuries due to staffing levels.

School Resource Officers Key Findings:

- EMPD has been below national averages and industry standards for School Resource Officers
- The availability and engagement of SROs reduce school violence and provide a safer school environment
- EMPD's recent increase of five officers for SRO activity is an excellent initiative and best practice for other police agencies in the region to follow.

SIT Key Findings:

- EMPD has a current deployment of one officer, one corporal, and a sergeant with a combined mission of narcotics, crime suppression, and other needs such as criminal surveillance. This model is antiquated and in need of redevelopment to confront emerging issues.
- The understaffing of this unit likely created other collateral impacts such as the inability to develop a priority list of the most dangerous suspects and arresting suspects prior to committing violent crime.
- The El Monte Police Department will need to pursue national best practice models related to evidence based and intelligence led teams that focus on using intelligence, real crime events, and strategic policing initiatives to reduce violence and overall crime.
- To effectively address gang-related activities, national best standards suggest EMPD should maintain gang suppression unit staffing levels at 4 to 6 officers per 100,000 population who specialize in gang intelligence, prevention, and enforcement activities.

K9 Key Finding

Average Deployments for Police Departments of equal Size:

- Most agencies of comparable size (100-150 officers) usually maintain around 3 to 6 K9 units across California.
- Departments with higher crime rates or proactive specialized units (such as narcotics, explosives detection, or patrol K9s) might expand to around 5 to 7 teams.
- Applying this standard to El Monte (127 officers):
 - Lower Ratio (1:30): Approximately 4 K9 units
 - Higher Ratio (1:40): Approximately 3 K9 units
- Typically, one K9 team per every 20 to 40 sworn officers is recommended for optimal effectiveness and coverage
- The second K9 recommendation is separate from the detection K9 used with the DEA.

Conclusion

By integrating a Real Crime Analysis Center into specialized units and adopting evidence-based staffing benchmarks, while increasing community safer with K9 units and traffic personnel, El Monte can regain its leadership in proactive policing. Specialized units must be reimagined not just as enforcement tools, but as community-facing assets that reduce harm, increase trust, and deliver long-term safety. Through data, partnerships, and innovation, EMPD can position its special assignments not as reactive forces, but as strategic pillars of a safer, smarter El Monte.

SECTION 5: FINAL RECOMMENDED STAFFING LEVELS

The following staffing recommendations are intended to improve efficiency, responsiveness, and supervision within the police department's three-divisional structure.

An additional Captain is recommended to ensure robust strategic leadership across the divisions. Adding a third captain to the El Monte Police Department is essential for improving administrative and operational effectiveness and addressing complex needs such as public records requests, citizen complaints, and other critical responsibilities. By centralizing these functions under a dedicated manager, the department ensures timely, transparent, and compliant responses, reducing liability and improving coordination across units. This role also allows existing leaders to focus on strategic priorities like community engagement, crime prevention, and resource allocation. With growing demands for transparency and accountability, this proactive measure strengthens internal processes, fosters public trust, and supports the department's resilience and long-term success.

The recommendation of two additional Lieutenants (or 1 Lieutenant and one administrator of equal civilian rank) is intended to optimize the span of control, enhance administrative capabilities, and strengthen resource management.

The recommendation for three additional Sergeants fills essential supervisory gaps:

- Traffic Sergeant: To oversee traffic enforcement strategies and safety initiatives.
- Community Services Sergeant: To manage community engagement programs.
- Detective Sergeant: To improve case oversight, enhance investigative coordination, and supervision.

Adding five additional Detectives will reduce the number of cases per detective, enhancing investigative effectiveness and case clearance rates.

Table 5.1: Recommended Staffing Increases by rank & assignment

Position	Current Staffing W/ranks	Recommended Staffing Level	Recommended FTEs
Captain	2	3	1
Records Admin	0	1	1
Det. Sgt.	2	1	1
Det. & 1 Corp	17	24	7
SIT Officers	5	7	2
Traffic Officers	1	6	5
Patrol Officers	50	54	4
K9 Officers	1	2	1
Total	78	98	22

Source: Strategic Leadership Consultants' Recommended Staffing

The El Monte Police Department has long recognized the critical role of specialized units in ensuring public safety. However, since the 2008 recession, the department has experienced a steady decline in the capacity of these units due to reductions in staffing and specialized resources. While the upcoming staffing increase for the 2025–2026 fiscal year is a positive step forward, significant challenges remain in effectively aligning personnel and resources with evolving crime patterns, community expectations, and the demands of modern policing. Table 15, below, outlines 26 strategic recommendations derived from key findings across Sections One through Four of this report.

El Monte Police Department Staffing Recommendations

Table 15: Sections 1-4 Recommendations

#	Description
1.1	Form an EMPD Ad-hoc Committee: Conduct internal assessments to identify priorities, implement recommendations with specific timelines, and establish organizational support.
1.2	Third-Party Provider for Workers' Compensation: Utilize a third-party administrator to manage claims effectively, expedite employee return-to-work, improve operational vacancy rates, and reduce compensation costs.
1.3	Budgetary Over-Hire Approach: Over-hire five officers to proactively manage staffing vacancies caused by long-term injuries or administrative leaves, reducing overtime and enhancing coverage.
1.4	Add one Police Sergeant: Expand supervisory staffing to achieve a span of control consistent with national policing standards. One sergeant for Detective.
1.5	Increase by one Lieutenant and one Professional Staff Manager Positions: Add one lieutenant and one professional staff manager to effectively oversee records and dispatch functions.
1.6	Expand to a Three-Captain Structure, addition of one captain: Revert to a three-captain organizational structure, clearly delineating executive duties and operational responsibilities aligned with modern policing standards. Recommendation one additional police captain
2.1	Increase Patrol Staffing by Four Officers: Enhance patrol team coverage to sustainably manage calls-for-service (CFS), maintaining flexibility during peak times.

2.2	Strategic Patrol Allocation: Assign additional officers strategically to high-demand teams (Teams 2 and 4) and reinforce mid-shift relief teams for optimal operational effectiveness.
2.3	Optimize Resource Utilization: Leverage additional staffing to reduce overtime reliance, thus improving officer morale and operational productivity.
2.4	Long-Term Staffing Planning: Consistently invest in training and reevaluate staffing regularly to align with evolving CFS trends.
2.5	Rule of 60%: Ensure patrol allocation maintains 60% response to CFS and 40% community visibility and proactive engagement.
3.1	Increase Detective Staffing Levels by adding 7 detectives: Enhance detective staffing to address increasing caseloads, aiming for national average benchmarks.
3.2	Domestic Violence Response Team: Establish a specialized unit to efficiently manage increased domestic violence incidents and support victims.
3.3	Enhanced Follow-up Investigations: Implement structured protocols and training to manage increased investigative workloads effectively.
3.4	Targeted Investigative Enforcement: Allocate dedicated investigative resources to proactively manage significant increases in specific crime categories.
3.5	Optimize RMS Usage: Fully integrate and optimize Records Management System capabilities for improved investigative efficiency.
3.6	Part-time Detective Staffing: Utilize retired law enforcement personnel as per diem detectives to manage investigative backlogs.
3.7	Expand Clearance Rate Excellence: Sustain high clearance rates through continued investment in training, case management, and resource allocation.
3.8	Evaluate Collateral Duties: Ensure detectives regularly review collateral duties to prevent interference with primary investigative responsibilities.
3.9	Optimal Detective Supervision with one additional sergeant: Maintain the recommended detective-to-sergeant supervisory ratio (7:1) by adding supervisory roles alongside increased detective staffing.
3.10	Strategic Expansion of Detectives by seven officers: Expand detective staffing from 16 to 24, aligning workload with national standards to prevent burnout and improve quality.
4.1	Real-Time Crime Analysis Center: Develop a center using real-time analytics, surveillance technology, and data-driven strategies to proactively address crime and narcotics/gang activities.
4.2	Increase Traffic Bureau Staffing by five officers: Expand traffic enforcement staffing (six officers, one corporal, one sergeant, and one lieutenant) to enhance community safety and align with regional standards.
4.3	SRO Program Enhancement: Continue the current expansion of School Resource Officers (from two to five) under the current EMPD and school district cost-sharing agreement.
4.4	Unified Special Investigations Team, Increase SIT by two officers: Combine SIT, narcotics, and gang suppression units into a single intelligence-led team for targeted, evidence-based crime reduction. Increase the SIT by two officers to increase staffing to 7 officers.

This comprehensive staffing assessment identifies strategic opportunities to enhance operational effectiveness, investigative efficiency, and community engagement within the El Monte Police Department. By implementing the recommended increases—adding a Captain, 1 Lieutenant, 1

professional staff administrator, 1 Sergeant, 5 Detectives, and SIT and Traffic Unit personnel will significantly improve supervision, investigative oversight, and public service delivery.

The proposed adjustments not only address existing gaps in staffing but also prepare the department for future community demands and complexities. Embracing these enhancements positions the El Monte Police Department as a resilient and adaptable agency, fully capable of ensuring public safety, fostering community trust, and maintaining accountability and transparency.

Investing in these personnel recommendations underscores a steadfast commitment to excellence and proactive policing, ensuring the department remains responsive, effective, and aligned with best practices in law enforcement. The El Monte community desires a police department that is robust, strategically managed, and deeply connected to those it serves—these staffing enhancements decisively move the department toward that goal. The future of policing in El Monte requires a deliberate shift from reactive enforcement to strategic, intelligence-led operations. Special assignments are not a luxury—they are essential to modern public safety and community wellbeing. However, decades of underfunding, coupled with evolving crime patterns and public expectations, have left EMPD's specialized units under-resourced and overburdened.

Strategic Implementation

Implementing the recommended staffing additions across various ranks within the El Monte Police Department would involve substantial financial investment over a projected five-year period. These costs include ongoing personnel expenses related to salaries, benefits, initial training, equipment, uniforms, vehicles, and necessary technology. Additionally, increased administrative support, IT infrastructure enhancements, and operational maintenance would further contribute to the department's overall budgetary needs.

However, addressing current staffing shortages could yield meaningful fiscal benefits, primarily through reductions in overtime expenditures, workers' compensation costs, and successful return-to-work initiatives. Although the exact savings cannot be precisely determined, proactively managing vacancies and operational efficiency would significantly offset a portion of the required investment, thereby highlighting both immediate and long-term financial and operational advantages for the City of El Monte.

To successfully implement the recommendations, with consideration for the fiscal impact, outlined in this chapter, the El Monte Police Department should adopt a strategic and structured approach that ensures both sustainability and measurable impact. The following actions are critical to achieving these goals:

- **Phased Implementation Plan:** Develop a prioritized roadmap for executing recommendations, beginning with the most essential and high-impact initiatives.
- **Performance Metrics:** Establish clear, unit-specific performance indicators to evaluate the efficiency of specialized teams and their contribution to overall community safety.
- **Continuous Feedback Loop:** Create formal mechanisms for gathering input from EMPD personnel and community stakeholders to assess performance, adapt strategies, and build trust.
- **Pursue Strategic Funding:** Actively seek external funding opportunities, including grants from the Department of Justice (DOJ), the COPS Office, the Office of Traffic Safety (OTS),

and specialized funding for Real Crime Analysis Centers, to support personnel expansion, technology upgrades, and innovation in policing practices.

By embracing this comprehensive approach, EMPD will be better positioned to restore, strengthen, and modernize its specialized units—ensuring a safer, more responsive, and community-focused department for the future.

In the end, we encourage department leadership and city policymakers to prioritize the implementation of these recommendations, empowering the El Monte Police Department to carry out its mission of community safety well into the future.

ACKNOWLEDGEMENT

The Strategic Leadership Consultants would like to extend our sincere gratitude to the men and women of the El Monte Police Department for their unwavering courage, professionalism, and dedicated service to the community.

Throughout the assessment phase of this report, every member of EMPD—from the Chief of Police and executive leadership team to sworn officers and professional staff—demonstrated a consistent commitment to transparency, collaboration, and excellence. Each interaction was marked by integrity, mutual respect, and a shared desire to enhance public safety for the residents of El Monte.

It was both an honor and a privilege to work alongside such a dedicated group of public servants. Your efforts are deeply appreciated and serve as a powerful example of what strong community-focused policing can achieve.

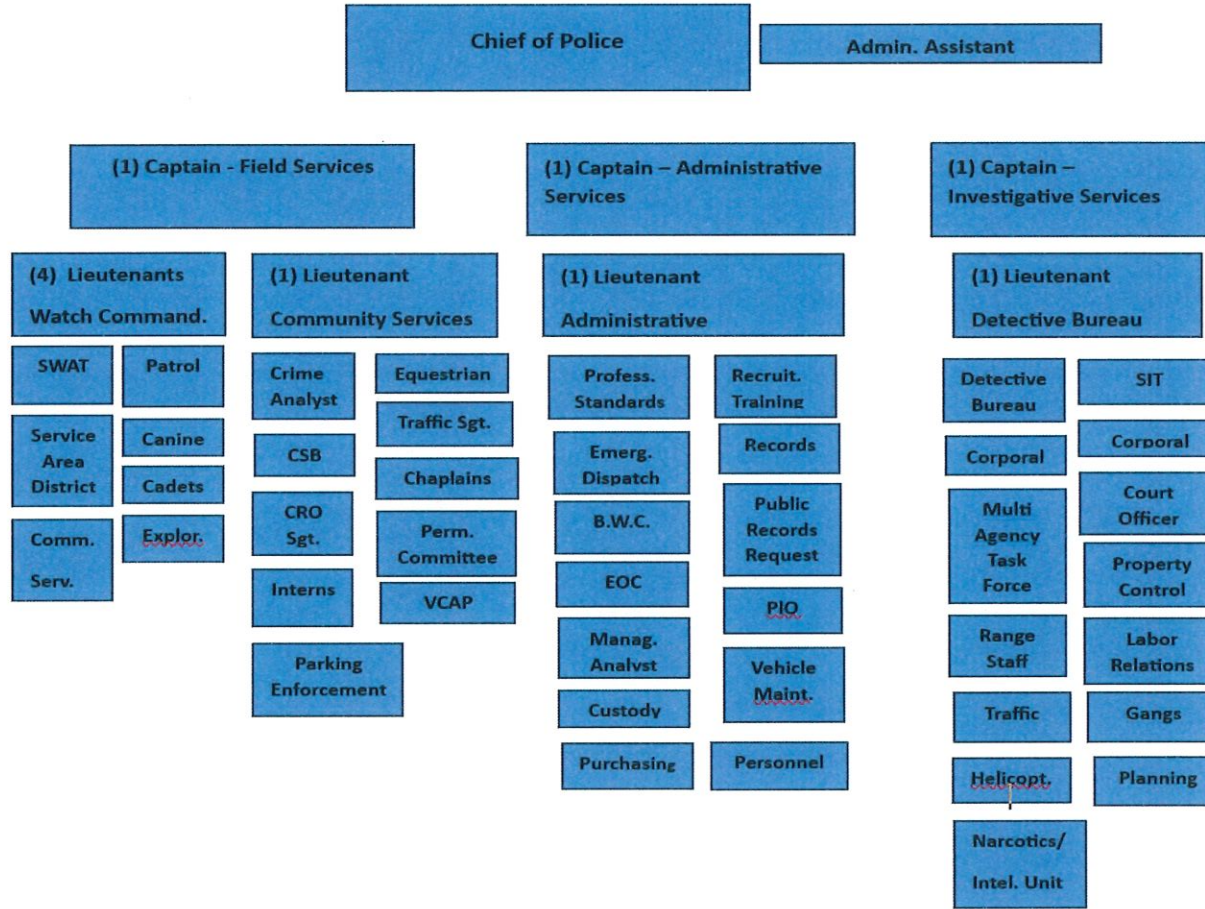
With respect and appreciation,

John E. Perez

John E. Perez
Strategic Leadership Consultants

APPENDIX - A

Proposed – El Monte PD. Organizational Chart



Appendix - B References & Footnotes

The following links offer research reports and professional articles that helped further the development of the findings and recommendations for this report:

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SLC PROJECT CONTRIBUTOR

John E. Perez is a 38-year law enforcement professional with experience in a variety of policing assignments including 36 years with the City of Pasadena - Police Department and two years with the Los Angeles County Bureau of Investigations. As a member of the Pasadena Police Department, John led and managed large-scale events including the international Rose Parade and Rose Bowl events, large crowd venues, investigations, and Patrol Operations. John served as a Field Training Officer, coordinator, supervisor, manager, and FTO Commanding Officer. Other assignments included Special Enforcement Teams, Counter-Terrorism Unit, Special Weapons and Tactics, Internal Affairs, and Community Relations, all at various ranks.

John has 15 years of executive experience at the rank of Commander, Deputy Chief, and Chief of Police. He served as an executive board member of the California Police Chief's Association, a board member of the National Police Foundation, and the President of the San Gabriel Valley Police Chiefs Association, serving 22 police agencies. John served as a law enforcement liaison for the Los Angeles District Attorney, facilitating and problem-solving for the LA County Police Chiefs, LA Sheriffs, local politicians, and countywide community advocate groups.

John is a Senior Associate and a National Instructor with various executive development associations and has conducted over a dozen internal police assessments and lectured to over 1000 law enforcement professionals in over 25 states on policing leadership and 21st-century law enforcement challenges. He also serves as a subject matter expert on public demonstrations, police operations, officer-involved shootings, and force encounters.

John is an FBI-LEEDA Trilogy and CA-POST Command College graduate; his academic accomplishments include a bachelor's degree in criminal justice, a master's degree in Behavior Science, and a Ph.D. in Public Administration with a dissertation on crime rates and economic recessions.

Throughout this report we have endeavored to provide the reader with insight into the staffing of the El Monte Police Department while recognizing these staffing recommendations require budget and resource increases. The recommendations offered were difficult and required careful consideration regarding the operational necessity. We would encourage the department leadership to work with city leadership to identify those that are most critical and develop and plan with a timeline for the others. As well, SLC remains available to consult as necessary and appropriate.