TITLE VI REPORT AND LIMITED ENGLISH PROFICIENCY PLAN UPDATE

MARCH 2022 – APRIL 2023
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I. OVERVIEW

A. Purpose

The Culver City Transportation Department operates a transit system that receives federal financial assistance, and as such, is required to ensure:

- The level and quality of public transportation service is provided in a non-discriminatory manner;
- Full and fair participation in public transportation decision-making is provided without regard to race, color or national origin; and,
- Meaningful access to transit-related programs and activities by persons with limited English proficiency.

These requirements are implemented under the authority of Title VI of the Civil Rights Act of 1964 and applicable federal transit laws contained in Title 49, United States Code, Chapter 53. Additionally, the U.S. Department of Transportation has issued Order 5610.2 (a), “Actions to Address Environmental Justice in Minority Populations and Low-Income Populations” and accompanying guidance which describes the process that the Federal Transit Administration (FTA) and other modal agencies will use to incorporate environmental principles into programs, policies and activities.

Title VI regulations are paired with environmental justice (EJ) guidance as both directives require considerations in transportation programs and decision-making to protect minority populations from disproportionate and significant adverse impacts. The EJ principles additionally incorporate low-income populations, without regard to race, color, national origin or limited English proficiency, into these considerations and commit mitigation strategies where disproportionately high and adverse effects are determined.

In addition to the general reporting requirements, this year’s update will voluntarily consider FTA procedures for equity analyses for major service changes, fare changes, and public engagement, using the guidance mandated for transit providers that operate 50 or more fixed route transit vehicles in peak service and located in urbanized populations of 200,000 or more people.
B. Service Area Description

Culver CityBus was one of eight municipal transit systems in the Los Angeles region originally eligible to apply for federal grants under the Urban Mass Transportation Act of 1964. Its designation as a federal funding recipient enabled access to subsequent state and countywide transit funds that supported the system’s development over the past 90 years. The legacy for transportation innovation started by Culver City leaders in the early 20th century continued into a new millennium with the opening of a state-of-the-art transportation facility and transition to more sustainable fuel sources. Culver CityBus has been a regional leader in advancing new fare technology and was one of the earliest transit systems to use cashless fare collection technology.

In the last decade, Culver CityBus introduced its first Bus Rapid Transit (BRT) line on Sepulveda Blvd. and expanded its service eastward to interface with Metro’s E Line (formerly Expo) Light Rail Transit (LRT) Culver City Station. These service improvements are the foundation for the next decade of transit enhancements that are being developed to achieve its vision of:

- **Rethinking Mobility** - building on the success of our fixed route and paratransit services, expanding on other public service transportation options to reduce the demand for automobile ownership, reduce traffic and improve air quality.
- **Connecting Communities** - improving options for mobility within the core Culver City community and extending mobility options to surrounding communities within its service area.
- **Enhancing Quality of Life** - developing public transportation services that enhance life satisfactions including physical health, family, education, safety, economic and environmental elements.

The diversity of transportation solutions that define Culver City’s service delivery and enhancements strategy reflects the diversity of the community it serves. The Title VI General Reporting Requirements presented in the following chapters demonstrate how the transit system will continue to comply with provisions that ensure equity in accordance with regulatory and environmental justice policy guidance.

The Culver CityBus total service area encompasses 33 square miles with census tracts overlapping this area totaling 529,532 people. The racial and ethnic breakdown of this population is shown below in Table 1. On the following page, Figure B.1 shows the percentage of minority population by
Census tract.

<table>
<thead>
<tr>
<th>Census Tract</th>
<th>Population Percentage</th>
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</thead>
<tbody>
<tr>
<td>White</td>
<td>47.4%</td>
</tr>
<tr>
<td>Hispanic or Latino</td>
<td>23.7%</td>
</tr>
<tr>
<td>African Am</td>
<td>8%</td>
</tr>
<tr>
<td>Asian</td>
<td>14.3%</td>
</tr>
<tr>
<td>Am Indian and Alaska Native</td>
<td>0.2%</td>
</tr>
<tr>
<td>Native Hawaiian and Other Pacific Islander</td>
<td>0.2%</td>
</tr>
<tr>
<td>Other Race</td>
<td>0.9%</td>
</tr>
<tr>
<td>Two or More Races</td>
<td>5.4%</td>
</tr>
<tr>
<td>Total Minority</td>
<td>52.6%</td>
</tr>
<tr>
<td>Total Non-Minority</td>
<td>47.4%</td>
</tr>
</tbody>
</table>

Source: U.S. 2020 Decennial Census

C. Culver CityBus Service Description

Fixed-Route Service

Culver CityBus operates seven fixed-route local bus routes and one Bus Rapid Transit line. Culver CityBus’ service area encompasses Culver City and the Los Angeles communities of Century City, Marina del Rey, Mar Vista, Palms, Playa Vista, Rancho Park, Venice, West Los Angeles, Westchester, and Westwood. Service runs from the University of California at Los Angeles (UCLA) to the north, to the Metro Green Line Station to the south, and from West L.A. Transit Center to the east, to Venice Beach to the west. Culver CityBus service also connects with the E Line (formerly Expo Light Rail Line) at La Cienega, Culver City, Sepulveda, and Westwood stations.
In FY 2020, the Department’s total fleet was comprised of 54 New Flyer 40-foot low-floor compressed natural gas (CNG) buses with an average fleet age
of 9.3 years. Culver CityBus coordinates its service schedules with surrounding transit providers including the Los Angeles County Metropolitan Transportation Authority (Metro), Santa Monica’s Big Blue Bus, and the City of Los Angeles Department of Transportation (LADOT) in a joint effort to develop a functional regional transportation plan and provide riders with an easy commute throughout the west side of Los Angeles and to a variety of surrounding locations. In FY 2020, Culver CityBus operated 44 peak hour buses and provided public transportation for 3.4 million unlinked passenger trips annually. Culver CityBus accrued about 12.2 million annual passenger miles and 1.6 million annual vehicle revenue miles. Table 2 provides the peak frequencies of service by day for all Culver CityBus routes.

<table>
<thead>
<tr>
<th>Table 2: Service Days and Operating Frequencies by Route</th>
</tr>
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<tbody>
<tr>
<td>Route</td>
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<tr>
<td>-------</td>
</tr>
<tr>
<td>1</td>
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<td>2</td>
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<tr>
<td>3</td>
</tr>
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<td>4</td>
</tr>
<tr>
<td>5</td>
</tr>
<tr>
<td>6</td>
</tr>
<tr>
<td>6 Rapid</td>
</tr>
<tr>
<td>7</td>
</tr>
</tbody>
</table>

Source: Culver City Bus Schedules (2020)
The Impacts of COVID-19 on System Performance

Consistent with regional and national trends, the pandemic has significantly impacted Culver CityBus system’s ridership and overall system performance. Fixed route ridership experienced a major decline with the outbreak of the COVID-19 global pandemic in March 2020. System ridership dropped drastically in the first two month of the pandemic, with April 2020 systemwide ridership being 23% of its pre-COVID level. Ridership retuned at a slow pace by summer of 2020 and then dipped with another surge in COVID cases towards the end of the year. Since January 2021, the system observed another growth period that peaked in October 2021 but decreased again during 2021 holiday season with impacts from widespread COVID variants. Since June 2021, system ridership has fluctuated at approximately 48% of its pre-COVID level. Staff anticipates the ridership will continue to recover slowly in the next several years.

Paratransit Services

The Culver City Transportation Department oversees operation of the City's Paratransit Program that provides transportation services for senior and disabled residents. The paratransit program consists of a Dial-a-Ride service and a taxi coupon program. These services are not funded by Federal funds, but by revenues from other local funding sources issued to the City of Culver City.

Dial-a-Ride service operates within the City of Culver City as well as the Kaiser-Permanente medical facilities located at 6041 Cadillac Ave. and 5620 Mesmer Ave. The service operates Monday thru Friday 8:30 a.m. - 4:15 p.m.; donation fares are accepted. The Dial-a-Ride service is operated with three City vehicles and has two City employees assigned as drivers.

The taxi coupon program supplements the Dial-a-Ride program for approved participants. By working with local taxicab companies, the program allows participants to book trips at a subsidized rate, allowing for lower costs and more flexibility. Participants can travel on trips originating or ending in Culver City, or in the nearby unincorporated communities of View Park, Windsor Hills, or Ladera Heights. Participants purchase coupons for use on taxicab trips. Each coupon is worth $1.00, and taxi drivers are required to accept a maximum of $10.00 in taxi coupons per trip. If the fare exceeds the $10.00 coupon limit, the participant must pay the balance of the fare.

In addition to these services, Access Services provides federally-mandated complementary paratransit services within and around the Culver CityBus service area.
D. Culver City Commitment to Environmental Justice

The guiding principles of environmental justice (EJ) pursuant to FTA guidance are:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Culver City General Plan 2045

To demonstrate its commitment to these EJ goals, Culver City reiterated its commitment to equitable planning for future generations in its vision and guiding principles for its General Plan 2045 Update. The core values that define Culver City’s culture and provide a sense of direction for General Plan implementation are:

- Equity and Inclusion
- Sustainability
- Innovation and Creativity
- Compassion and Community

The Plan’s guiding principles for mobility are to build more active and shared modes of getting to, from, and through Culver City by providing more reliable, safe, affordable, clean, and connected transportation and mobility options for people of all ages and abilities. It intersects with other social equity principles that include health equity, climate action, and urban ecology. These principles also foster advancement of racial, demographic, and socioeconomic diversity by supporting a range of housing types for different income levels, household compositions, stages of life, and marginalized populations.

Culver CityBus Short Range Transit Plan

In March 2020, the transit system’s Short Range Transit Plan, which connects its organizational vision to actionable programs and projects was approved. It defines major efforts to improve overall services categorized to include:
Comprehensive Mobility Services Plan, which includes the following analyses and evaluations:

- A Comprehensive Service Analysis – A complete analysis of the fixed-route and paratransit, which was postponed due to the pandemic, is scheduled to begin in FY2023.
- Potential impacts from current and future influencers, such as:
  - Developments in Culver City – With the opening of the Metro E Line, Culver City has been evolving rapidly into a significant hub of employment, bringing in companies associated with technology, media production and biotech industries. Culver CityBus is working with the development community to plan convenient mobility services and better transportation demand management to help mitigate impacts on the overall transportation infrastructure.
  - Major destinations within the service area, such as West Los Angeles College, Hayden Tract Business District, UCLA, and Playa Vista Master Development.
  - Metro’s NextGen Plan
  - Purple Line Extension, Crenshaw Line Extension, LAX Automated People Mover, Sepulveda Transit Corridor Project, and other major transportation projects
  - Metro Micro Program
  - 2028 Summer Olympics
  - Other future influencers that may create impacts on the Culver CityBus service, such as Metro’s Traffic Reduction Study, High-Occupancy Toll Express Lanes.

Bus-Only Lanes – Through the MOVE Culver City initiative, Culver City implemented pilot bus and bike lanes in its downtown corridor on Culver Boulevard and Washington Boulevard that enabled buses to move efficiently through this corridor that connects downtown Culver City with E Line, Culver City Station and Arts District. In FY2023, Culver City will start the conceptual design of bus and bike lanes on Sepulveda and Jefferson Boulevards. These corridors include some of the largest trip generators and destinations/influencers in the system network.

Mobility Services - All relevant mobility options, such as micromobility, microtransit and other innovative programs to create a system of mobility services to respond to the community’s needs.
**Transportation Demand Management** – to help inform and leverage mobility services to support City’s TDM Program and measures to incentivize active and mass/shared transportation modes and support and influence public mobility options.

**Vehicle Electrification** – In FY 2022, Culver City Council approved a policy for Culver CityBus to implement a 100% zero-emission fleet by 2028 to meet Culver City’s commitment to the Transportation Electrification Partnership (TEP) and to comply with the Innovative Clean Transit regulation enacted by the California Air Resources Board. The policy is to ensure the implementation of an electric fleet that balances environmental, financial and reliability goals. The implementation strategy addresses transit revenue vehicles, general service vehicles, and facility and infrastructure design components.

**Transportation Technology and Infrastructure Enhancements** – Culver CityBus has developed a technology roadmap to improve internal business processes and customer focused service performance with the FY 2021 completion of its Intelligent Transportation System which provides real-time tracking system and traffic signal prioritization and real-time customer information offered on multiple web-based applications including Interactive Voice Response, internet, text, email and bus stop LED signs.

The commitment to environmental justice extends throughout the service area, including areas identified on the following map as low-income populations (Figure D.1). Many of the census tracts identified as containing higher concentrations of low-income populations are within or adjacent to transit priority areas or activities that will continue to benefit from the service enhancements being implemented by the system.
II. GENERAL REPORTING REQUIREMENTS

There were no sub-recipients for this reporting period that received Federal financial assistance from the FTA through Culver CityBus.

A. Public Notification of Culver CityBus Title VI Protections

It is Culver CityBus’ Title VI responsibility to inform the public of its obligations through a public notice that details their Title VI complaint procedures. The Culver CityBus published notification is shown below.

The bilingual notification has been available to the public since 2011 and is annually updated. It is also posted in in every Culver CityBus revenue vehicle, at the service counter of the Transportation Department, in the lobby of City Hall and on the Culver CityBus website.
The Culver CityBus Title VI complaint form and procedures are linked to the notification on the website and available in hard copy format at the Culver CityBus facility location. The form may be submitted either by mail or delivered in person at the following address: Attention Title VI Coordinator, 4343 Duquesne Avenue, Culver City, CA 90232. The notification is also linked to the system’s full Title VI Report and Limited English Proficiency Plan.

B. Culver CityBus Complaint Investigation Procedures

Please refer to Appendix B for a full copy of the Culver CityBus Title VI complaint forms in English and Spanish, and the Culver CityBus Title VI Complaint Investigation procedures.

C. List of Active Lawsuits

There are currently no active lawsuits or complaints against Culver CityBus alleging discrimination on the basis of race, color or national origin arising from the service provided.

D. Compliance Review Activities

No local, state or federal agency (other than the FTA during the triennial review process) has conducted a civil rights review on Culver CityBus in the last 3 years.

E. Signed Assurances

The signed FTA assurances (Appendix A) were submitted through the FTA’s web-based grants administration system, TRAMS, on February 24, 2021, and in compliance with current reporting requirements.

F. Construction Impact Analysis

Culver CityBus has operated from its original yard facility since 1934. When the facility underwent a major renovation in the mid-1990s, an Environmental Impact Report was prepared resulting in a Finding of No Significant Impact from construction of a new administration and maintenance building on the existing site. In FY 2022, there are plans to improve the existing facility to incorporate the electrification infrastructure necessary to support its fleet conversion to electric vehicles. There are currently no plans to relocate any facility functions that would require preparation of a Title VI Equity Analysis.
G. Information Dissemination

All announcements for public hearings are given wide distribution through the use of updated mailing and e-mail address listings inclusive of community groups and concerned individuals. In addition, these notices are posted on the website and as “take-ones” in all Culver CityBus buses and at City Hall. The public can also dial the city’s telephone number or access the city’s website to get updated information regarding city business affairs.

Culver CityBus also submits a service change proposal to the Los Angeles County Metropolitan Transportation Authority (Metro) for review if the change (1) involves in excess of 25% of the revenue service provided on a bus route; (2) duplicates in excess of 2% of another operator’s service; or (3) will be funded with Proposition A or C Local Return funds.

As stated above, when Culver CityBus proposes any major service changes, the system must meet formal notification and public hearing requirements. To briefly summarize the requirements, Culver CityBus must provide formal notification of what changes are proposed to each jurisdiction affected by service changes and allow each respective authority 90 days to respond. A public hearing must also be held to provide public input and feedback on the proposed service changes.

These and further requirements are contained in:

The Los Angeles County Metropolitan Transportation Authority “Service Notification Policy – Measures and Public Sharing Procedures for Major Service or Fare Changes”

U.S. Department of Transportation, Federal Transit Administration, Circular C 9030.1B Urbanized Area Formula program: Grant Application Chapter 5.5 (O), “Public comment of Fare and Service Changes”

U.S. Department of Transportation, Federal Transit Administration Triennial Review Guidelines “Public Comment on Fare and Service Changes.” Washington, DC, 1997

During this dissemination period, Culver CityBus staff are confident that all the system riders, including minorities, senior citizens, the disabled, and limited English proficiency populations, will be thoroughly apprised of any proposed service changes and will have opportunities to influence service-planning decisions as they arise.
Under the new Title VI guidance, transit providers with 50 or fewer peak period service buses are not required to conduct a fare equity or service change analysis. However, any impacts of these types of changes to persons of minority or low-income status as defined by the FTA are considered. Culver CityBus provides opportunity for public comment and this feedback is considered prior to the implementation of any fare or service changes as detailed in their future fare and service change methodology (see Appendix C).

H. Limited English Proficiency Implementation Plan

Culver CityBus’ updated Limited English Proficiency Assessment and Implementation (LEP) Plan, which continues its assurance of meaningful access to transit services and programs for persons with limited English proficiency, is located in Appendix D. The plan was previously updated in May 2017.

I. Public Participation Plan

Culver CityBus recognizes the importance of involving the public in the planning and implementation of transit services and programs. The goals of the Culver CityBus public involvement plan are to ensure that:

- Residents are given the opportunity to fully participate in the transportation planning activities.
- The issues and concerns of residents are given consideration in the transportation investment decision making.
- Potential adverse impacts from transportation projects or programs are identified and mitigated to the extent possible, without regard to race, ethnicity or income level.

Public Participation Principles

The following principles are used to develop the Public Participation Plan for Culver CityBus projects and programs:

- Public meetings and formal hearings will be advertised in the community through printed materials onboard buses (e.g., interior cards, flyers, and/or comment cards) describing the proposed changes, as well as at major transit stops, on the Culver CityBus website and social media platforms, local print media, and at local community centers throughout the service area.
- Culver CityBus will provide notifications of meetings, particularly forums
for public input, in both English and Spanish and offer language assistance services for other LEP populations as described in its LEP Plan.

- Public meetings will be held in locations that are accessible to transit riders and people with disabilities, and will be scheduled at times that are convenient for members of the public, including LEP communities.

J. Minority Representation on Decision Making Bodies

Culver City does not have an exclusive commission or policy board to set policies for Culver CityBus operations, other than the City Council. The Transportation Department meets regularly with the standing Mobility, Traffic and Parking Subcommittee of the City Council to review and obtain feedback on developing mobility plans and programs in preparation for consideration by the full Council.

City Council and Mobility, Traffic and Parking Subcommittee meetings both provide a public venue for comments and feedback regarding fare, service and other policies related to transit delivery. City Council meetings are held twice per month and create a venue for riders and members of the public to have an opportunity to comment publicly regarding Culver CityBus services. The City Council is an elected body representing, reflecting and accountable to the diverse community it services.

III. PROGRAM SPECIFIC REQUIREMENTS

Culver CityBus operated 44 peak hour fixed route buses during the reporting period and as a result is mandated by FTA Circular (FTA C 4702.1B) to only detail the system-wide service standards and policies as part of Section III of the report.

A. Service Standards and Policies

Culver CityBus has adopted quantitative system-wide service standards for its fixed route services. These standards, which are summarized below, were developed and implemented to help Culver CityBus better achieve equity for all its transit customers in service design and operations decisions. There have been no changes to Culver CityBus service standards during the past three years. These standards were reviewed with the most recent transit system Line-by-Line Analysis completed in 2015.

B. Service Standards
Vehicle Load

Vehicle load is the ratio of passengers on the vehicle to the number of seats on the bus. Culver City Bus measures the vehicle load at the maximum load point on each route during peak and off-peak periods. The Culver City Bus policy is to maintain vehicle load factors at or below 125%. To prevent the load factors from being exceeded, Culver City Bus has created three trippers to ease any overcrowding on their busiest lines.

Vehicle Headway

Vehicle headway is the measurement of time between buses on a line. Culver City Bus operates fixed-route service with vehicle headways between 15-60 minutes during weekday peak periods, during weekday off-peak periods and on weekends.

On-Time Performance

Culver City Bus defines on-time performance for fixed route bus trips as those trips that arrive at a time point location no earlier than 1 minute before the time listed on printed schedules, and arrives at the time point no later than 5 minutes from the scheduled time. Culver City Bus identified their on-time performance standard in the 2015 Line-by-Line Analysis. To enhance customer experience and improve perceived on-time performance, Culver City Bus upgraded bus technology and installed a real time arrival information system in 2020. The agency also recently implemented a tactical dedicated bus-bike lane in Downtown Culver City to maximize transit benefits and improve travel time and on-time performance. In addition, Culver City Bus is implementing a bus signal priority system at all signalized intersections within Culver City limits, with a projected completion date set for late 2022.

Service Availability

Service availability corresponds to the provision of transit service on major traffic corridors in the service area and access to high population centers and trip generators in urbanized areas. Culver City Bus provides fixed-route service primarily to people who reside within one-half to one-quarter mile of the stops along the routes. Due to the large and varied number of municipal operators that include Santa Monica’s Big Blue Bus, LADOT, and the Los Angeles County Metropolitan Transportation Authority (Metro), who also provide services at or near many Culver City Bus bus stops, patrons have many options to access public transportation and Culver City Bus. The many operators in the region also coordinate regularly to reduce unnecessary duplication of routes and increase a more even distribution of transit services. Culver City Bus provides
riders with many opportunities to access the more regional transit systems and hubs for a seamless transit experience. With the implementation of the completed Metro Exposition Line in the service area, Culver CityBus has procured additional buses to broaden feeder bus service to the new stations. Additionally, Culver CityBus has altered its service availability due to expanded and new developments in its service area. The Playa Vista mixed use development, Metro E Line Phase 2 extension, West Los Angeles College expansion, and Los Angeles International Airport expansion, all affect service demand, local traffic generation, and scheduling, and service has been altered in response.

C. Service Policies

Culver CityBus has adopted quantitative system-wide service policies for its fixed-route services. These policies, which are summarized below, were developed and implemented to help Culver CityBus better achieve equity for all its transit customers in service design and operations decisions. There have been no changes to Culver CityBus service policies during the past three years.

**Distribution of Transit Amenities**

Transit amenities such as bus benches are provided as a convenience to passengers. The placement of transit amenities is guided by the *Culver CityBus Standards for New and Existing Bus Stops* (February 2005). These standards govern the spacing, location, design and operational aspects of bus stops and bus furniture placed at Culver CityBus stop locations. Generally, bus stops are placed no more than 1,000 feet apart (stops may be closer in commercial and downtown Culver City areas). Benches are placed at high-volume bus stops within the Culver CityBus service area as well as bus stops where there is less frequent service and identified high levels of usage by senior and disabled patrons. At bus stops outside the city of Culver City, the local jurisdictions determine the placement of transit amenities. The older stop furniture is in the process of being replaced along with roadway and sidewalk improvements. Partial funding has been acquired for this effort and along with ongoing efforts the remaining funds will be secured.

**Vehicle Assignment**

With regards to vehicle assignment, Culver CityBus assigns vehicles on an “available” basis with no specifically assigned vehicles to specific routes. The exception is the thirteen (13) buses designated for Line 6 Rapid services; these buses are identified with a specific paint scheme/branding to indicate they are providing service to that line only. This ensures that no geographic location is preferred over another.
Culver CityBus strives to supply its customer base with well-maintained, clean burning CNG vehicles that are ADA compliant by intending to replace all buses after their 12-year life span. This ensures that riders are supplied with newer vehicles for the near future. Characteristics of the Culver CityBus fleet beginning in June 2020 are listed in Table 3. Culver City is in the process of replacing all CNG buses with battery-electric buses 2028. All new buses will be ADA compliant.

<table>
<thead>
<tr>
<th>Year Built</th>
<th>Manufacturer</th>
<th>Seats</th>
<th>Length</th>
<th>Total Vehicles</th>
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<tbody>
<tr>
<td>2001</td>
<td>New Flyer</td>
<td>36</td>
<td>40'</td>
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<tr>
<td>2009</td>
<td>New Flyer</td>
<td>36</td>
<td>40'</td>
<td>6</td>
</tr>
<tr>
<td>2012</td>
<td>New Flyer</td>
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<td>2017</td>
<td>New Flyer</td>
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<td><strong>Totals</strong></td>
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<td><strong>54</strong></td>
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</table>

Source: National Transit Database, FY2020

**IV. CONCLUSION**

This report fulfills the compliance reporting requirements for Title VI as detailed in FTA Circular 4702.1B. The report detailed the Culver CityBus services, long-range planning efforts and general reporting requirements mentioned in the circular. The program specific requirements were addressed with a profile of their service standards and policies along with a description of the Culver CityBus fleet. The results demonstrate that Culver CityBus serves a diverse population and supplies public transportation equitably to all classified races, ethnicities, and income levels.
APPENDIX A:

CULVER CITYBUS FTA
TITLE VI
CERTIFICATIONS AND
ASSURANCES
Certifications & Assurances | FY 2021 C&A Affirmations

Recipient Details
Recipient ID: 1647
Recipient Name: CULVER CITY, CITY OF

Certification and Assurance Information
Fiscal Year: 2021
Assigned Date: 1/15/2021
Due Date: 4/15/2021
Original Certification Date: 204/2021
Latest Certification Date: 204/2021

Published Certifications and Assurances
FTA CERTIFICATIONS AND ASSURANCES

Public Transportation Agency Safety Plan (PTASP)
Applicants and recipients of Section 5327 grants and rail transit agencies that are subject to the State Safety Oversight Program must certify to Category 2: Public Transportation Agency Safety Plans (PTASP). The deadline for certification was July 20, 2020, however, in light of the extraordinary challenges presented by the COVID-19 public health emergency, FTA issued a Notice of Enforcement Discretion for the PTASP regulation (49 CFR Part 679). FTA will refrain from taking enforcement action until July 21, 2021 for applicants and recipients unable to certify compliance with the PTASP regulation before July 20, 2021. While applicants and recipients are encouraged to certify compliance as soon as reasonably practicable under the current circumstances caused by the COVID-19 public health emergency, those who do not certify compliance until July 20, 2021 remain eligible for Chapter 53 grant funds.

List of All Applicable Agencies
PTASP Technical Assistance Center

Certifications and Assurances
Certification History
Certification Date: 2/34/2021 | Official: Serena Wright | Attorney: Heather Baker

<table>
<thead>
<tr>
<th>Category</th>
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<th>Cert</th>
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<tr>
<td>01</td>
<td>Certifications and Assurances Required of Every Applicant</td>
<td>{</td>
</tr>
<tr>
<td>02</td>
<td>Public Transportation Agency Safety Plans</td>
<td>{</td>
</tr>
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<td>03</td>
<td>Tax Liability and Felony Convictions</td>
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<td>05</td>
<td>Private Sector Protections</td>
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<td>06</td>
<td>Transit Asset Management Plan</td>
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<tr>
<td>07</td>
<td>Rolling Stock Buy America Review and Bus Testing</td>
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<td>08</td>
<td>Urbanized Area Formula Grants Program</td>
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<td>09</td>
<td>Formula Grants for Rural Areas</td>
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<td>10</td>
<td>Fixed Guideway Capital Investment Grants and the Expedited Project Delivery for Capital Investment Grants Pilot Program</td>
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<td>11</td>
<td>Grants for Buses and Bus Facilities and Low or No Emission Vehicle</td>
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<td>Deployment Grant Programs</td>
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<tr>
<td>12</td>
<td>Enhanced Mobility of Seniors and Individuals with Disabilities</td>
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<td>Programs</td>
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<tr>
<td>13</td>
<td>State of Good Repair Grants</td>
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<td>14</td>
<td>Infrastructure Finance Programs</td>
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<td>15</td>
<td>Alcohol and Controlled Substances Testing</td>
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<td>16</td>
<td>Rail Safety Training and Oversight</td>
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<td>17</td>
<td>Demand Responsive Service</td>
<td></td>
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<tr>
<td>18</td>
<td>Interest and Financing Costs</td>
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<td>19</td>
<td>Construction Hiring Preferences</td>
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<td>20</td>
<td>Cybersecurity Certification for Rail Rolling Stock and Operations</td>
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<td>21</td>
<td>Tribal Transit Programs</td>
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**Documents**

**Existing Documents**

<table>
<thead>
<tr>
<th>Document</th>
<th>Description</th>
<th>Uploaded By</th>
<th>Date</th>
</tr>
</thead>
</table>

No items available

**Affirmation of Applicant**

BY SIGNING BELOW, on behalf of the Applicant, I declare that I have duly authorized me to make these Certifications and Assurances and bind myself to comply therewith. Thus, I agree to comply with all federal laws, regulations, and requirements, follow applicable federal guidance, and comply with the certifications and Assurances as indicated on the foregoing pages, applicable to each application. I authorize my Representative to make to the Federal Transit Administration (FTA) in the federal fiscal year 2027, irrespective of whether the individual who acted on his or her behalf continues to represent it.

FTA intends that the Certifications and Assurances an Applicant selects on the other side of this document shall apply to each Award for which it has or may apply for federal assistance to be awarded during the federal fiscal year 2027.

The Applicant affirms the truthfulness and accuracy of the Certifications and Assurances it has selected in the statements submitted with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1996, 31 U.S.C. § 3801 et seq., and Implementing U.S. DOT regulations, “Program Fraud Civil Remedies,” 49 CFR part 21, apply to any certification, assurance or submission made to FTA. The criminal provisions of 18 U.S.C. § 1001 apply to any certification, assurance, or submission made in connection with a federal public transportation program authorized by 49 U.S.C. chapter 53 or any other statute.

In signing this document, I declare under penalties of perjury that the foregoing Certifications and Assurances, and any other statements made by me on behalf of the Applicant are true and accurate.

**Official’s Name:** Serena Wright

**Certification Date:** Feb 24, 2021

**Affirmation of Attorney**

As the undersigned Attorney for the above-named Applicant, I hereby affirm to the Applicant that it has authority under state, local, or tribal government law, as applicable, to make and comply with the Certifications and Assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the Certifications and Assurances have been legally
made and constitute legal and binding obligations on it.

I further affirm that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these Certifications and Assurances, or of the performance of its FTA assisted Award.

Attorney's Name: Paulina Baker

☐ I accept the above

Certification Date: Feb 24, 2021
APPENDIX B:

CULVER CITYBUS TITLE VI COMPLAINT INVESTIGATION PROCEDURES
Culver CityBus
Title VI Complaint Process

Culver CityBus grants all citizens equal access to all its transportation services. It is further the intent of Culver CityBus that all citizens are aware of their rights to such access. This information is designed for members of the public, including employees of the Transportation Department, so that they may understand their protections under Title VI of the Civil Rights Act of 1964, to access to Culver CityBus programs and services.

What is Title VI

Title VI is a section of the Civil Rights Act of 1964 requiring that “No person in the United States shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.”

Who are Limited English Proficient Persons?

Persons who do not speak English as their primary language and who have limited ability to read, speak, write, or understand English can be limited English proficient, or “LEP.” These individuals may be entitled to language assistance with respect to a particular type of service, benefit, or encounter.

Different treatment based on a person’s inability to speak, read, write, or understand English may be a type of national origin discrimination.

How do I file a complaint?

If you believe that you have received discriminatory treatment by the Culver CityBus on the basis of your race, color or national origin, you have the right to file a complaint with the Culver CityBus Title VI Coordinator (Senior Management Analyst). The complaint must be filed no later than 180 calendar days of the alleged discriminatory incident.

Methods of Filing a Complaint

The preferred method is to file your complaint in writing using the Title VI Complaint Form, and sending it to:

Title VI Coordinator
Culver CityBus
4343 Duquesne Avenue
Culver City, California 90232

Verbal complaints will be accepted and transcribed by the Title VI Coordinator. To make a verbal complaint, call (310) 253-6500 and ask for the Title VI Coordinator. Complaints may also be filed with external entities such as the Equal Employment Opportunity Commission (EEOC); Federal Transit Administration (FTA); or Department of Fair Employment and Housing (DFEH). Please review information on the respective agency websites for details on filing Title VI complaints.

Should a complaint be filed with Culver CityBus and an external entity simultaneously, the external complaint shall supersede the Culver CityBus complaint and the Culver CityBus complaint procedures will be suspended pending the external entity’s findings.

**Investigations**

Within 10 working days of receipt of the formal complaint, the Title VI Coordinator will notify the complainant and begin an investigation (unless the complaint is filed with an external entity first or simultaneously).

The investigation may include discussion(s) of the complaint with all affected parties to determine the problem. The complainant may be represented by an attorney or other representative of his/her own choosing and may bring witnesses and present testimony and evidence in the course of the investigation.

The investigation will be conducted and completed within 90 days of the receipt of the formal complaint.

Based upon all the information received, an investigation report will be written by the Title VI Coordinator for submittal to the Chief Transportation Officer.

The complainant will receive a letter stating that final decision by the end of the 90-day time limit.

The complainant shall be notified of his/her right to appeal the decision. Appeals may be made to the Federal Transit Administration (FTA).

If the complainant is dissatisfied with the determination and/or resolution set forth by Culver CityBus, the same complaint may be submitted to the FTA for investigation. The complainant will be advised to contact the Federal Transit Administration.
A copy of the complaint and Culver CityBus’ investigation report/letter of finding and final remedial action plan, if appropriate, will be issued to FTA within 120 days of the receipt of the complaint.

A summary of the complaint and its resolution will be included as part of the Title VI updates to the FTA.
### Title VI Complaint Form

**Section I**
- **Name:**
- **Telephone (Work):**
- **Address:**
- **Telephone (Home):**
- **E-mail Address:**
- **Accessible Format Requirements:**
  - [ ] Large Print
  - [ ] Audio Tape
  - [ ] TDD
  - [ ] Other

**Section II**
- Are you filing this complaint on your own behalf? □ Yes □ No
  - "If you answered "yes" to this question, go to Section III.
- If not, please supply the name and relationship of the person for whom you are complaining.
- Please explain why you have filed for a third party.
- Please confirm that you have obtained the permission of the aggrieved party if you are filing on behalf of a third party.
  - □ Yes □ No

**Section III**
- I believe the discrimination I experienced was based on (check all that apply):
  - □ Race
  - □ Color
  - □ National Origin
- **Date of Alleged Discrimination (Month, Day, Year):**
- Explain as clearly as possible what happened and why you believe you were discriminated against. Describe all persons who were involved. Include the name and contact information of the person(s) who discriminated against you (if known) as well as names and contact information of any witness. If more space is needed, please use the back of this form.

**Section IV**
- Have you previously filed a Title VI complaint with this agency? □ Yes □ No

**Section V**
- Have you filed this complaint with any other Federal, State, or local agency, or with any Federal or State court? □ Yes □ No
  - If yes, check all that apply:
    - □ Federal Court
    - □ Federal Agency
    - □ State Court
    - □ State Agency
    - □ Local Agency
- Please provide information about a contact person at the agency/court where the complaint was filed.
  - **Name:**
  - **Title:**
  - **Agency:**
  - **Telephone:**
  - **Address:**

**Section VI**
- Name of agency complaint is against:
  - **Contact person:**
  - **Title:**
  - **Telephone:**
- You may attach any written materials or other information that you think is relevant to your complaint.
- **Signature** ___________  **Date** ___________

*Please submit this form in person at the address below, or mail this form to:
Culver CityBus, Attn: Title VI Coordinator, 4343 Duquesne Avenue, Culver City, CA 90232*
<table>
<thead>
<tr>
<th>Sección I</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Nombre:</td>
<td></td>
</tr>
<tr>
<td>Teléfono (trabajo):</td>
<td></td>
</tr>
<tr>
<td>Dirección:</td>
<td></td>
</tr>
<tr>
<td>Teléfono (casa):</td>
<td></td>
</tr>
<tr>
<td>Dirección de correo electrónico:</td>
<td></td>
</tr>
<tr>
<td>¿Requisitos de formato accesible?</td>
<td></td>
</tr>
<tr>
<td>Impresa grande</td>
<td></td>
</tr>
<tr>
<td>Cinta de audio</td>
<td></td>
</tr>
<tr>
<td>Teléfono de texto</td>
<td></td>
</tr>
<tr>
<td>Otro</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Sección II</th>
</tr>
</thead>
<tbody>
<tr>
<td>¿Presenta usted esta queja en su nombre propio?</td>
</tr>
<tr>
<td>* Si usted contestó “Sí” a esta pregunta, vaya a la sección III.</td>
</tr>
</tbody>
</table>

| Si no, indique el nombre y la relación que tiene con la persona por quien presenta la queja: |

| Por favor explique por qué presenta la queja a nombre de un tercero: |

| Por favor confirme que ha obtenido el permiso de la parte agraviada. | Sí | No |

<table>
<thead>
<tr>
<th>Sección III</th>
</tr>
</thead>
<tbody>
<tr>
<td>Creo que la discriminación de que fui objeto fue por (Marque los que apliquen):</td>
</tr>
<tr>
<td>Raza</td>
</tr>
</tbody>
</table>

| Fecha de la presunta discriminación (mes, día, año): |

| Explique de la manera más clara posible lo que sucedió y por qué cree que se le discrimino. Describa todas las personas involucradas. Incluya el nombre y la información de contacto de la(s) persona(s) que discriminó/discriminaron en contra suya (si se conoce) así como los de cualquier testigo. Si necesita más espacio, por favor use la parte de atrás de este formulario. |

<table>
<thead>
<tr>
<th>Sección IV</th>
</tr>
</thead>
<tbody>
<tr>
<td>¿Usted ha presentado una demanda de Título VI ante esta agencia anteriormente?</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Sección V</th>
</tr>
</thead>
<tbody>
<tr>
<td>¿Usted ha presentado esta queja ante alguna otra agencia federal, estatal o local, o ante algún tribunal federal o estatal?</td>
</tr>
<tr>
<td>Si usted contesta “Sí”, marque los que apliquen:</td>
</tr>
<tr>
<td>Agencia federal</td>
</tr>
<tr>
<td>Tribunal federal</td>
</tr>
</tbody>
</table>

| Por favor entre la información de la persona de contacto en la agencia/tribunal donde se presentó la queja |
| Nombre: |   |
| Agencia: |   |
| Dirección: |   |

<table>
<thead>
<tr>
<th>Sección VI</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nombre de la agencia en que la denuncia es contada:</td>
</tr>
<tr>
<td>Persona de contacto:</td>
</tr>
<tr>
<td>Teléfono:</td>
</tr>
</tbody>
</table>

| Puede adjuntar cualquier material escrito o cualquier otra información que usted piense que es relevante a su queja. Firmá y fecha requeridas a continuación |

| Firma | Fecha |

Por favor somete este formulario a la siguiente dirección, o envíe por correo este formulario a:
Culver CityBus, Attn: Coordinador del Título VI, 4343 Duquesne Avenue, Culver City, CA 90232
APPENDIX C:

ASSESSMENT OF SERVICE AND FARE CHANGES ON MINORITY AND LOW INCOME POPULATIONS
Assessment of Impacts on Minority and Low-Income Riders of Future Fare and Major Service Changes

Title VI requires transit agencies with more than 50 peak hour service vehicles to conduct an equity analysis when considering major service and fare changes. While Culver CityBus does not meet the minimum size standard, its commitment to social and environmental justice is supported by the following methodologies.

**Fare Change**
When considering any fare increase, Culver CityBus will engage its public notification process in both English and Spanish. Notices of the proposed fare changes and dates for public comments will be posted on all buses, sent to customer email distributions on social media and the Culver CityBus website. Public notices will encourage input, including comments from persons with limited English proficiency and those who may consider the proposed fare an excessive economic impact. To assist low-income riders, the agency provides information and promotes the availability of subsidy program for low-income riders, such as the Low Income Fare is Easy (LIFE) regional program, to help minimize the impacts of the fare change.

**Service Change**
Any service change that affects 25% of an individual route, in terms of route length, service hours or service miles or 25% of the system’s mileage, overall, will be considered a major service change. Notices of proposed major service changes and dates for public comments will be posted on all buses, sent to customer email distributions on social media and the Culver CityBus website. An analysis of disparate impacts on low income households will be performed by examining where proposed changes to route alignments and service frequencies impact low income areas at the census tract level. Additionally, Culver CityBus will consider public comments on social and economic issues related to proposed service changes as part of the decision making process.
APPENDIX D:

LIMITED ENGLISH PROFICIENCY ASSESSMENT AND IMPLEMENTATION PLAN FOR CULVER CITY TRANSPORTATION DEPARTMENT
LIMITED ENGLISH PROFICIENCY ASSESSMENT AND IMPLEMENTATION PLAN
CULVER CITY TRANSPORTATION

Introduction
This Limited English Proficiency (LEP) Assessment and Implementation Plan has been prepared to address Culver City Transportation’s (Culver CityBus) responsibilities as a recipient of federal financial assistance to provide meaningful access to limited-English proficient persons. While consistent with Title VI requirements for non-discrimination on the basis of race, color, or national origin, obligations to LEP compliance are enacted by Executive Order 13166, which requires Federal agencies to provide guidance to recipients of federal financial assistance on ways to provide meaningful access to LEP individuals. The Department of Transportation (DOT) guidance is provided through 70 FR 74090, Policy Guidance Concerning Recipients’ Responsibilities to Limited English Proficient Persons, which frames the criteria used by DOT in evaluating compliance with Title VI regulations.

Limited English proficient (LEP) persons are individuals for whom English is not their primary language and who have limited ability to read, write, speak or understand English. Within the Culver CityBus service area, 40% of the population speaks at least one other language other than English. Slightly less than 12% of the service area population meets the definition of an LEP person.

Assessment of Limited English Proficient Population
In order to determine the extent of its obligation to provide LEP services, Culver CityBus assessed the LEP environment using the U.S. Department of Transportation’s four-factor LEP analysis which considers the following factors:

1. The number or proportion of LEP persons in the service area who may be served or are likely to encounter a Culver CityBus program, activity or service.
2. The frequency with which LEP persons come in contact with Culver CityBus programs, activities or services.
3. The nature and importance of programs, activities or services provided by CulverCityBus to the LEP population.
4. The resources available to Culver CityBus and overall cost to provide LEP assistance.
The assessment examined census tract-level information derived from the 2019 American Community Survey for Language Spoken at Home for Population 5 Years and Older. Based on this data, the following summary of the four-factor analysis is presented in the following section.

**Four-Factor Analysis**

1. The number or proportion of LEP persons in the service area who may be served or are likely to encounter a Culver CityBus program, activity or service.

Census tracts that are within 3/4 mile of a Culver CityBus route comprise the Culver CityBus service area. Figure 1 shows the areas where the LEP populations reside in relation to transit service within this radius.

Data derived from the U.S. Census 2019 American Community Survey (ACS) shows the total service area has a population of 485,938 that are five years of age or older. Of those persons, 56,695 (11.7%) speak English “less than very well”. More than one-half of the LEP population (31,056) speak Spanish as their primary language. A chart showing a breakdown of languages spoken at home is presented in Table A.1.

The category, “Other Indo European” populations comprised approximately 8,100 persons or 1.7% of the service area population. As the 2019 ACS data combined certain languages that were included in Culver City’s last LEP Update, the analysis also considered 2015 ACS information to discern more detailed information on specific LEP populations. In the 2015 data, Persian, Armenian, Portuguese, Italian and Hindi were separate categories that have since been combined into the broader 2019 category. Of these languages, Persian speakers represented 1% of the LEP population, with the remaining languages representing less than 0.1%, each.

Mandarin and Cantonese are spoken as first languages by over 5,200 persons (1.1%) within the service area. “Other Asian and Pacific Islander” languages are spoken as the primary language for 3,898 (0.8%) persons. This category includes Japanese, Khmer/Cambodian, Miao/Hmong, Laotian and Thai languages in the 2019 ACS. Approximately one-third of the service area’s Korean population (2,140) speak English “less than very well”, which represents 0.4% of the total service area population.

Figure A.2 shows the dispersion of the total LEP population across the Culver CityBus service area. While higher concentrations of LEP residents are reflected on the eastern and southern perimeters of the service boundary, the map shows that Culver CityBus
serves a diverse population with limited English proficiency, of which more than one-half speak Spanish. Figures A.3 through A.7 show the distribution of these LEP populations by language category.
<table>
<thead>
<tr>
<th>Language Group</th>
<th>Total in Group</th>
<th>Percent of Total Population</th>
<th>Speak English &quot;less than very well&quot; Group</th>
<th>Total in Group</th>
<th>Percent of Total Population</th>
<th>Speak English &quot;less than very well&quot; Group</th>
</tr>
</thead>
<tbody>
<tr>
<td>English</td>
<td>206,760</td>
<td>60.0%</td>
<td></td>
<td>291,452</td>
<td>60.0%</td>
<td></td>
</tr>
<tr>
<td>Spanish</td>
<td>64,387</td>
<td>18.7%</td>
<td>19,202 (5.6%)</td>
<td>98,154</td>
<td>20.2%</td>
<td>31,056 (6.4%)</td>
</tr>
<tr>
<td>Indo-European</td>
<td>31,957</td>
<td>9.3%</td>
<td>7,699 (2.2%)</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>French/ Haitian/ or Cajun</td>
<td>4,488</td>
<td>1.3%</td>
<td>730 (0.2%)</td>
<td>6,783</td>
<td>1.4%</td>
<td>1,038 (0.2%)</td>
</tr>
<tr>
<td>French/ Creole</td>
<td>212</td>
<td>0.1%</td>
<td></td>
<td>179</td>
<td>0.1%</td>
<td></td>
</tr>
<tr>
<td>Portuguese</td>
<td>1,296</td>
<td>0.4%</td>
<td>295 (0.1%)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>German/ other West Germanic</td>
<td>2,083</td>
<td>0.6%</td>
<td>108 (0.0%)</td>
<td>3,267</td>
<td>0.7%</td>
<td>274 (0.1%)</td>
</tr>
<tr>
<td>Yiddish</td>
<td>190</td>
<td>0.1%</td>
<td>5 (0.0%)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>West Germanic</td>
<td>474</td>
<td>0.1%</td>
<td>35 (0.0%)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Scandinavian</td>
<td>742</td>
<td>0.2%</td>
<td>25 (0.0%)</td>
<td></td>
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</tr>
<tr>
<td>Greek</td>
<td>486</td>
<td>0.1%</td>
<td>60 (0.0%)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Russian/ Polish/ Other Slavic</td>
<td>2,889</td>
<td>0.8%</td>
<td>980 (0.3%)</td>
<td>5,593</td>
<td>1.2%</td>
<td>1,476 (0.3%)</td>
</tr>
<tr>
<td>Polish</td>
<td>391</td>
<td>0.1%</td>
<td>95 (0.0%)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Serbo-Croatian</td>
<td>365</td>
<td>0.1%</td>
<td>31 (0.0%)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Slavic</td>
<td>342</td>
<td>0.1%</td>
<td>28 (0.0%)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Armenian</td>
<td>362</td>
<td>0.3%</td>
<td>226 (0.1%)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gujarathi</td>
<td>933</td>
<td>2.7%</td>
<td>3,439 (1.0%)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hindi</td>
<td>2,524</td>
<td>0.7%</td>
<td>285 (0.1%)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Urdu</td>
<td>1,154</td>
<td>0.3%</td>
<td>350 (0.1%)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other Indic</td>
<td>1,228</td>
<td>0.4%</td>
<td>470 (0.1%)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other Indo European</td>
<td>591</td>
<td>0.2%</td>
<td>235 (0.1%)</td>
<td>30,388</td>
<td>6.3%</td>
<td>8,096 (1.7%)</td>
</tr>
<tr>
<td>Asian/ Pacific Islander</td>
<td>34,643</td>
<td>10.1%</td>
<td>12,585 (3.7%)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mandarin/ Cantonese</td>
<td>6,797</td>
<td>2.0%</td>
<td>2,633 (0.8%)</td>
<td>15,410</td>
<td>3.2%</td>
<td>5,207 (1.1%)</td>
</tr>
<tr>
<td>Cantonese</td>
<td>6,479</td>
<td>1.9%</td>
<td>2,510 (0.7%)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Japanese</td>
<td>5,012</td>
<td>1.5%</td>
<td>2,366 (0.7%)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Korean</td>
<td>5,851</td>
<td>1.7%</td>
<td>2,222 (0.6%)</td>
<td>6,506</td>
<td>1.3%</td>
<td>2,140 (0.4%)</td>
</tr>
<tr>
<td>Khmer, Cambodian</td>
<td>348</td>
<td>0.1%</td>
<td>203 (0.1%)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Miao Hmong</td>
<td>79</td>
<td>0.0%</td>
<td></td>
<td>478</td>
<td>0.1%</td>
<td></td>
</tr>
<tr>
<td>Thai</td>
<td>801</td>
<td>0.2%</td>
<td>478 (0.1%)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Laotian</td>
<td>61</td>
<td>0.0%</td>
<td>35 (0.0%)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vietnamese</td>
<td>1,881</td>
<td>0.5%</td>
<td>383 (0.1%)</td>
<td>2,138</td>
<td>0.4%</td>
<td>530 (0.1%)</td>
</tr>
<tr>
<td>Other Asian</td>
<td>2,088</td>
<td>0.6%</td>
<td>490 (0.1%)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tagalog</td>
<td>4,217</td>
<td>1.2%</td>
<td>953 (0.3%)</td>
<td>4,854</td>
<td>1.0%</td>
<td>999 (0.2%)</td>
</tr>
<tr>
<td>Other Asian and Pacific Islander</td>
<td>1,029</td>
<td>0.3%</td>
<td>312 (0.1%)</td>
<td>11,813</td>
<td>2.4%</td>
<td>3,898 (0.8%)</td>
</tr>
<tr>
<td>All Other Languages</td>
<td>6,954</td>
<td>2.0%</td>
<td>2,060 (0.6%)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Navajo</td>
<td>-</td>
<td>0.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other Native American</td>
<td>-</td>
<td>0.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hungarian</td>
<td>383</td>
<td>0.1%</td>
<td>96 (0.0%)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Arabic</td>
<td>3,310</td>
<td>1.0%</td>
<td>1,381 (0.4%)</td>
<td>3,176</td>
<td>0.7%</td>
<td>970 (0.2%)</td>
</tr>
<tr>
<td>Hebrew</td>
<td>1,479</td>
<td>0.4%</td>
<td>263 (0.1%)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>African</td>
<td>1,550</td>
<td>0.4%</td>
<td>250 (0.1%)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other Unspecified</td>
<td>232</td>
<td>0.1%</td>
<td>70 (0.0%)</td>
<td>6,404</td>
<td>1.3%</td>
<td>1,011 (0.2%)</td>
</tr>
<tr>
<td>Total</td>
<td>63,890</td>
<td>18.5%</td>
<td>485,938 (100.0%)</td>
<td>56,695</td>
<td>11.7%</td>
<td></td>
</tr>
</tbody>
</table>
LEP Population Speaking Spanish at Home in Census Tracts Serviced by CCB

Figure A.3

Legend
- Culver City boundary
- Culver City bus service area (3/4 mile radius)
- Culver City bus (CCB) routes
- E (Expo) Line
- E Line Expo / Sepulveda Station
- E Line Westwood Station
- E Line Palms Station
- E Line Culver City Station
- E Line La Cienega Station
- Green Line Aviation Center
- West LA Transit Center
- Sepulveda/Venice Intersection
- Westfield-Culver City Transit Center
- Key Transit Priority Areas
- LAX
- Venice Beach
- UCLA
- Loyola Marymount University
- LAX specific plan area
- Century City
- LEP Population Speaking Spanish at Home
  - 0 - 250
  - 251 - 500
  - 501 - 750
  - 751 - 1,000
  - 1,001 - 1,250
  - 1,251 - 1,500
  - 1,501 - 1,750
  - No Information

Sources: U.S. Census Bureau, 2019 5-Year American Community Survey (2015 - 2019, table ID: C16001);
City of Culver City; Los Angeles County Metropolitan Transportation Authority
2. The frequency with which LEP persons come in contact with Culver CityBus programs, activities or services.

Culver CityBus routinely monitors the frequency with which staff and drivers have, or could have, contact with LEP persons. This includes reviewing phone inquiries and surveying bus operators. In addition to serving a diverse residential population, Culver CityBus services Los Angeles International Airport which connects international visitors to local transit service at the LAX Transit Center. Culver CityBus serves major tourism attractions, such as Venice Beach and provides connections to other major educational, commercial and tourist destinations across Los Angeles County via direct service to destinations within the area’s vibrant westside communities and connections to the regional Metro light rail network.

Since the onset of the COVID-19, the transit system has deferred all external surveying activities; however, the most recent survey taken found that 34% bus operators have daily interaction with limited English-speaking passengers. The predominant language encountered by bus operators is Spanish, with bus operators reporting some interaction with passengers speaking other languages including Korean, Japanese and Chinese dialects. While all public notices placed on transit vehicles are published in both English and Spanish, 90% of motor coach operators had not received requests for translated materials in other languages.

3. The nature and importance of programs, activities or services provided by Culver CityBus to the LEP population.

Public transportation is an essential service which Culver CityBus provides without regard to race, color, or national origin. Staff training provided to all personnel who come into contact with the public clearly indicates that every effort is to be made to ensure that a passenger’s rights to access the service are protected and that service is not to be denied based on a customer’s inability to speak English well.

When plans and programs to improve public transportation services are being developed, the opportunity for persons with limited English proficiency to provide input and fully engage in the planning process is also important.

4. The resources available to Culver CityBus and overall cost to provide LEP assistance.

Culver CityBus operates fewer than 50 vehicles, yet its commitment to social
and environmental equity in demonstrated in its voluntary inclusion of Title VI components required of transit providers that operate larger transit systems, including:

- A demographic analysis and map of the transit provider’s service area,
- A description of the public engagement process for setting “major service change policy.”

Although there is not financial capacity to incorporate written translations for every language spoken within the diverse LEP community, a language assistance implementation plan has been developed that commits resources needed to support full access to services, plans and programs to LEP persons.

**Language Assistance Implementation Plan**

Culver CityBus will make every effort to provide oral interpretation, written translation and other language assistance services to LEP individuals. The foundation of this support will be provided through:

- Identification and training of in-house, multi-lingual staff
- Voluntary translators available through community-based social and cultural organizations throughout the service area, and
- Commercial translation, electronic and telephonic interpretation/translation services.
- Continued analysis of the frequency with which LEP individuals come in contact with Culver CityBus services and programs.
- Posting the availability of language assistance services at meetings, online and in telephone messaging systems for incoming customer service calls.
- Provide Census Bureau Language Identification Flashcards (“I Speak Cards”) to bus operators, customer service staff and at registration tables set up for Culver CityBus public meetings and events.
- Network with local community service centers, such as the Culver City Senior Center, that provide services to LEP individuals and seek opportunities to provide information on transit services.
- Vehicle operators and other front-line staff, including bus operators, supervisors, customer service representatives, clerical staff and dispatchers will be informally surveyed periodically on their experience concerning any contacts with LEP persons during the previous year.
- Monitor LEP participation as part of the Culver CityBus Consolidated Service Analysis that will be conducted in FY 2023 to foster LEP participation in the planning process and to incorporate survey tools that
will allow the process to produce relevant information on LEP customer accessibility to mobility programs and services.

- Incorporate the use of a computerized translation tools on the Culver CityBus website.
- Provide written translation of any Culver CityBus policy, upon request of an LEP person.

**Safe Harbor Stipulation**

The Department of Transportation has adopted the Department of Justice’s Safe Harbor provision that presumes strong evidence of compliance with a recipient’s written translation obligations under Title VI if written translation of vital documents is provided for each LEP group that constitutes five percent (5%) of the total service area population or 1,000 persons, whichever is less.

In the Culver CityBus service area, only Spanish speakers with limited English proficiency exceed 5% of the total population. A number of language groups exceed the 1,000 person threshold for which written translations of vital documents could be provided under the safe harbor standard. The language groups that exceed 1,000 persons include: Other Indo-European Languages (8,096); Mandarin/ Cantonese (5,207); Other Asian and Pacific Islander Languages (3,898); Korean (2,140); Russian/Polish/ Slavic Languages (1,476); French/ Haitian/ or Cajun (1,038); and Other Unspecified Languages (1,011). Table D.1 shows the LEP population analyzed pursuant to this provision.

The inability to provide written translations of all transit policies for each language group that meets the safe harbor criteria does not mean there is noncompliance. However, this analysis will serve as a guide in better understanding the need for interpretation/translation services within the Culver CityBus service area.

While, Culver CityBus will continue to translate vital documents such as the Title VI Complaint Forms, the Title VI reporting process, the LEP Plan and public notices of changes to transit service into the Spanish, it will monitor and evaluate the need for future translation of materials into the other languages listed above. Culver CityBus staff will utilize features such as Google Translate and multilingual staff from the City of Culver City to translate vital documents for eligible LEP language groups upon request. Culver CityBus will also proceed with oral interpretation options for compliance with LEP regulations.

**Dissemination of the Culver CityBus LEP Plan**

The following training information will be distributed to Culver CityBus staff:
• Information on the Title VI Policy and LEP responsibilities.
• Description of language assistance services offered to the public.
• Use of the Language Identification Flashcards.
• Information on how to document language assistance requests.
• How to handle a potential Title VI/LEP complaint.
• Bus operator training incorporating FTA’s Title VI training video.
• Information on how City personnel may qualify to become a paid language assistance translator.

Members of the public will be able to access the Title VI Update report and LEP Plan from the City of Culver City website where both documents will be available in a downloadable .PDF format. Copies may also be obtained upon request via telephone, fax, mail, or in person, and shall be provided at no cost. LEP individuals may request copies of the plan in translation which Culver CityBus will provide, if feasible.

Questions or comments regarding the LEP Plan may be submitted to:
Title VI Coordinator
City of Culver City Transportation
4343 Duquesne Avenue
Culver City, CA 90232
(310) 253-6500.

**Monitoring and Updating the LEP Plan**

Culver CityBus will continue to monitor, assess and update the LEP Plan as required by the FTA. The next update of this plan will be completed by April 1, 2023.
OFFICIAL MINUTES

REGULAR MEETING OF THE
CITY COUNCIL, CULVER CITY
HOUSING AUTHORITY BOARD, AND
SUCCESSOR AGENCY TO THE CULVER CITY
REDEVELOPMENT AGENCY BOARD
CULVER CITY, CALIFORNIA

February 14, 2022
7:00 p.m.

Call to Order & Roll Call

Mayor Lee called the regular meeting of the City Council, Culver City Housing Authority Board, and Successor Agency to the Culver City Redevelopment Agency Board to order at 5:34 p.m. in the Mike Balkman Chambers at City Hall.

Present: Daniel Lee, Mayor
Albert Vera, Vice Mayor
Göran Eriksson, Council Member
Alex Fisch, Council Member
Yasmine-Imani McMorrin, Council Member

Mayor Lee invited public comment.

Jeremy Green, City Clerk, indicated that no requests to speak had been received and that Item CS-3 would not be heard in Closed Session.

MOVED BY COUNCIL MEMBER MCMORRIN, SECONDED BY COUNCIL MEMBER ERIKSSON AND UNANIMOUSLY CARRIED, THAT THE CITY COUNCIL, CULVER CITY HOUSING AUTHORITY BOARD, AND SUCCESSOR AGENCY TO THE CULVER CITY REDEVELOPMENT AGENCY BOARD ADJOURN TO CLOSED SESSION.

Closed Session
At 5:36 p.m. the City Council, Culver City Housing Authority Board, and Successor Agency to the Culver City Redevelopment Agency Board adjourned to Closed Session to consider the following Closed Session Items:

**CS-1** CC - Conference with Legal Counsel - Anticipated Litigation  
Re: Significant Exposure to Litigation - (1 Item)  
Pursuant to Government Code Section 54956.9(d)(2)

**CS-2** CC - Conference with Legal Counsel - Anticipated Litigation  
Re: Significant Exposure to Litigation - 1 Item  
Pursuant to Government Code Section 54956.9(d)(2)

**CS-3** CC - Conference with Legal Counsel - Anticipated Litigation  
Re: Initiation of Litigation (To File Amicus Letter With California Supreme Court Supporting The City of Long Beach’s Petition For Review In The Matter of Lejins v. City of Long Beach, Case No. S272594)  
Pursuant to Government Code Section 54956.9(d)(4)

**CS-4** CC - Conference with Real Property Negotiators  
Re: 9240 Culver Boulevard  
City Negotiators: John Nachbar, City Manager; Sol Blumenfeld, Community Development Director; Todd Tipton, Economic Development Manager  
Other Parties Negotiators: K-ZO Restaurant  
Under Negotiation: Price, terms of payment or both, including use restrictions, development obligations and other monetary related considerations  
Pursuant to Government Code Section 54956.8

Reconvene

Mayor Lee reconvened the meeting of the City Council for Recognition Presentations at 6:52 p.m. with all Council Members present.
February 14, 2022

Report on Action Taken in Closed Session

Mayor Lee indicated nothing to report out from Closed Session.

Jeremy Green, City Clerk, indicated that Item CS-3 had not been heard in Closed Session.

000

Recognition Presentations

CC - Proclamation in Honor of Black History Month 2022

Jeremy Green, City Clerk, presented the proclamation in honor of Black History Month 2022.

Mayor Lee expressed concern with information in the proclamation regarding the location of the Mayme A. Clayton Library.

000

Recess

At 6:57 p.m. Mayor Lee called a brief recess of the City Council meeting until time for the regular session.

000

Regular Session

Mayor Lee reconvened the meeting of the City Council, the Culver City Housing Authority Board and the Successor Agency to the Culver City Redevelopment Agency Board at 7:00 p.m. with all Council Members present.

000

Report on Action Taken in Closed Session

Mayor Lee indicated nothing to report out from Closed Session except that Item CS-3 had not been heard.

000

Pledge of Allegiance
Mayor Lee led the Pledge of Allegiance.

000

Community Announcements by Members/Information Items from Staff

Council Member McMorrin wished everyone a happy Black History month; expressed appreciation for the recognition; acknowledged the past and current work of many people in different areas; wished everyone a Happy Valentines' Day; discussed fostering community; the 2022 Liberty Hill Wally Marks Leadership Institute Commissions Training Program; and she indicated that additional information was available at libertyhill.org.

Mayor Lee reported participating in an Environmental Justice Fellowship with the Liberty Hill Foundation when he was at UCLA and he noted that Wally Marks Jr. is an active business leader in the community.

Council Member Fisch announced the 10th Anniversary Celebration of Walk and Rollers at the Wende Museum and he indicated that additional information was available at walkmorebikemore.org.

Council Member Eriksson wished everyone a Happy Valentines' Day; was pleased to be celebrating Black History month again; and he noted that the Mayme A. Clayton Museum was no longer at the previous location but he expressed hope that something else would be figured out.

Council Member Vera wished everyone a Happy Valentines' Day; was pleased to be celebrating Black History month; and he echoed comments regarding the Mayme A. Clayton Museum.

Mayor Lee discussed his experiences growing up in Alabama; encouraged people to visit the Legacy Museum in Montgomery, Alabama; discussed the extent and viciousness of racism in the country; the substantive undercount of personal violence that Black Americans were subjected to not that long ago; the 1612 Project; Critical Race Theory; he felt it was informative to engage with the actual history of the country rather than simplified versions taught in schools; he encouraged anyone who wants to celebrate Black History month in a transformative way to educate themselves; noted the importance of open and honest engagement; and he clarified that history is not an accusation, but rather an affirmation.

000
Joint Public Comment - Items NOT on the Agenda

Mayor Lee invited public comment.

Jeremy Green, City Clerk, discussed procedures for making public comment.

The following members of the public addressed the City Council:

Bubba Fish was called to speak but was not present on Webex.

Jim Buck was called to speak by was not present on Webex.

Emily Baldwin discussed the No Kid Hungry campaign; childhood hunger; length of time Taste of the Nation has been held in Media Park; and she asked that the City consider sponsoring the June 5 Taste of the Nation No Kid Hungry event in Media Park.

Discussion ensued between staff and Council Members regarding consideration by the Special Events Committee; the off-cycle request; and City Council consensus to agendize a discussion of the request.

Maria Schultz was called to speak but was not present on Webex.

Stephen Jones discussed action at the previous meeting to adopt the Housing Element; the actions of neighboring cities; support for the action taken by Culver City; efforts to be compliant; and potential litigation.

Denice Renteria thanked the Equity and Human Relations Advisory Committee (EHRAC) and City staff for making sections of the City’s website available in Spanish, and she asked what language was next.

Freddy Puza wished everyone a Happy Valentine’s Day and Black History Month; thanked the City for their support of Pride 2021; discussed positive feedback; studies on the risk of suicide for LGBTQ youth; access to spaces that affirm sexual orientation and gender identity; unseen benefits; and he requested support from the City.

Discussion ensued between staff and Council Members regarding agendizing consideration of support for the 2022 event planned for June; City Council policy; the special event designation; City costs; and annual consideration.
Philip Lelyveld was called to speak but was not present on Webex.

Colin Diaz expressed appreciation for the celebration of Black History Month; discussed his experience being the first Black Chief Executive Officer and President of the Chamber of Commerce; he invited everyone to the Chamber's Centennial Celebration on March 4 noting that additional information was available at culvercitychamber.com; and he asked that the City Council consider awarding a proclamation to the Chamber.

Mark Lipman was called to speak but was not present on Webex.

Discussion ensued between staff and Council Members regarding City Council consensus to agendize consideration of awarding a proclamation to the Chamber of Commerce for their centennial and to agendize consideration of support for Pride 2022.

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Receipt and Filing of Correspondence

MOVED BY COUNCIL MEMBER MCMORRIN, SECONDED BY COUNCIL MEMBER FISCH AND UNANIMOUSLY CARRIED, THAT THE CITY COUNCIL RECEIVE AND FILE CORRESPONDENCE.

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Order of the Agenda

Items C-6 through C-8 were considered at the end of the Consent Calendar.

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Consent Calendar

MOVED BY COUNCIL MEMBER VERA, SECONDED BY COUNCIL MEMBER FISCH AND UNANIMOUSLY CARRIED, THAT THE CITY COUNCIL APPROVE ITEMS C-1 THROUGH C-5, C-9 AND C-10.

Item C-1
CC:HA:SA - (1) Approval of Cash Disbursements for January 15, 2022 to February 4, 2022

THAT THE CITY COUNCIL, HOUSING AUTHORITY BOARD, AND SUCCESSOR AGENCY TO THE REDEVELOPMENT AGENCY BOARD: APPROVE CASH DISBURSEMENTS FOR JANUARY 15, 2022 TO FEBRUARY 4, 2022.

Item C-2

CC:HA:SA - Approval of Minutes for the Regular City Council Meeting of January 24, 2022


Item C-3

CC - Adoption of a Resolution Adopting a Notification of Intent to Comply (NOI) with SB 1383 Regulations and Authorizing the Submittal of the NOI to CalRecycle, in Compliance with SB 619

THAT THE CITY COUNCIL: ADOPT A RESOLUTION ADOPTING A NOTICE OF INTENT TO COMPLY WITH SB 1383 REGULATIONS AND AUTHORIZING THE SUBMITTAL OF THE NOI TO CALRECYCLE IN COMPLIANCE WITH SB 619.

Item C-4

CC - Approval of a Professional Services Agreement with Bucknam Infrastructure Group, in an Amount Not-to-Exceed $32,886, for Update of the Pavement Management Program, PZ-546

THAT THE CITY COUNCIL:

1. APPROVE A PROFESSIONAL SERVICES AGREEMENT WITH BUCKNAM INFRASTRUCTURE GROUP, IN AN AMOUNT NOT-TO-EXCEED $32,886, TO UPDATE THE PAVEMENT MANAGEMENT PROGRAM, PZ-429, AND,

2. AUTHORIZE THE CITY ATTORNEY TO REVIEW/prepare the NECESSARY DOCUMENTS; AND,
3. AUTHORIZE THE CITY MANAGER TO EXECUTE SUCH DOCUMENTS ON BEHALF OF THE CITY.

Item C-5

CC - Approval of Amendments to Existing On-Call Professional Services Agreements with Ayala Engineering, Amireh Sewer Contractor, Escobar Contracting, Inc., GRBCON, Inc., and Charles King Company for Emergency Sewer Repair Services in an Aggregate Amount Not-to-Exceed $100,000

THAT THE CITY COUNCIL:

1. APPROVE AMENDMENTS TO THE EXISTING ON-CALL PROFESSIONAL SERVICES AGREEMENTS WITH AYALA ENGINEERING, AMIREH SEWER CONTRACTOR, ESCOBAR CONTRACTING INC., GRBCON, INC., AND CHARLES KING COMPANY FOR EMERGENCY SEWER REPAIR SERVICES IN AN AGGREGATE NOT-TO-EXCEED AMOUNT OF $100,000, AND,

2. AUTHORIZE THE CITY ATTORNEY TO REVIEW/PREPARE THE NECESSARY DOCUMENTS; AND,

3. AUTHORIZE THE CITY MANAGER TO EXECUTE SUCH DOCUMENTS ON BEHALF OF THE CITY.

Item C-9

(Out of Sequence)

CC - Receipt and Filing of the First Quarter Fiscal Year (FY) 2021/2022 Unaudited Financial Report for the General Fund

THAT THE CITY COUNCIL: RECEIVE AND FILE THE FIRST QUARTER FY 2021/2022 UNAUDITED FINANCIAL REPORT FOR THE GENERAL FUND.

Item C-10

CC - (1) Approval of a Professional Services Agreement with The [Re]DESIGN Group for the Purchase, Configuration, and Installation of a Dell EMC VxRail System to Replace and Enhance Storage Capacity in the City’s Data Center, in an Amount Not-
to-Exceed $146,056.29; and (2) Approval of the [RE]DESIGN Group’s Buyback of the City’s Legacy Hardware System

THAT THE CITY COUNCIL:

1. APPROVE OF A PROFESSIONAL SERVICES AGREEMENT WITH THE [RE]DESIGN GROUP FOR THE PURCHASE, CONFIGURATION, AND INSTALLATION OF A DELL EMC VXRAIL SYSTEM TO REPLACE AND ENHANCE STORAGE CAPACITY IN THE CITY’S DATA CENTER, IN AN AMOUNT NOT-TO-EXCEED $146,057; AND,

2. APPROVE THE [RE]DESIGN GROUP’S BUYBACK OF THE CITY’S LEGACY HARDWARE SYSTEM FOR A PURCHASE CREDIT OF $84,000; AND,

3. AUTHORIZE THE CITY ATTORNEY TO REVIEW/PREPARE THE NECESSARY DOCUMENTS; AND,

4. AUTHORIZE THE CITY MANAGER TO EXECUTE SUCH DOCUMENTS ON BEHALF OF THE CITY.

Item C-6

(Out of Sequence)

CC – Approve a Five-Year and Four Month Agreement Amendment for Emergency Police and Fire Dispatch Services with the South Bay Regional Public Communications Authority (SBRPCA) to Provide Police and Fire Dispatch and Vehicle Builds in an Amount Not-to-Exceed $15,504,853.00 through June 30, 2027

Responding to Council Member McMorrin, Police Chief Manny Cid discussed extension of the current contract; Regional Communications Center (RCC) handling of 911 dispatch for Police and Fire; implementation of the mobile crisis unit; the Public Safety Review; unwillingness of RCC to dispatch the mobile crisis unit; and continued work to solve logistical issues and challenges.

John Krok, RCC, indicated that the mobile crisis unit was not something normally provided to the cities served.

Discussion ensued between staff and Council Members regarding the need for dispatch inclusion; finding a dispatch solution; measuring effectiveness of the program; identification of other options; facilitating a process; working around the traditional model; the ability to amend the RCC contract; moving forward
with mobile crisis response; work being done with Ben Climer; and taking a different logistical approach to accomplish the same goal.

THAT THE CITY COUNCIL:

1. APPROVE A FIVE-YEAR AND FOUR MONTH AGREEMENT AMENDMENT FOR EMERGENCY POLICE AND FIRE DISPATCH SERVICES WITH THE SOUTH BAY REGIONAL PUBLIC COMMUNICATIONS AUTHORITY (SBRPCA) TO PROVIDE POLICE AND FIRE DISPATCH AND VEHICLE BUdLS IN AN AMOUNT NOT-TO-EXCEED $15,504,853.00 THROUGH JUNE 30, 2027; AND,

2. AUTHORIZE THE CITY ATTORNEY TO REVIEW/PREPARE THE NECESSARY DOCUMENTS; AND,

3. AUTHORIZE THE CITY MANAGER TO EXECUTE SUCH DOCUMENTS ON BEHALF OF THE CITY.

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Item C-7

CC - Authorization of Free Fare Days for Culver CityBus in Association with (1) Bike to Work Day (Friday, May 20, 2022), (2) Clean Air Day 2022 (Wednesday, October 5, 2022) and (3) Election Day (Tuesday, November 8, 2022)

Council Member Eriksson discussed partnerships for Bike to Work Day and Free Fare Days noting the need for buy-in from large corporations in the City.

Discussion ensued between staff and Council Members regarding past practices for Bike to Work Day; the county-wide campaign; communication with local bike groups and the Chamber of Commerce; regional collaboration; openness to suggestions; adding the June election to the list of Free Fare Days; the intent to align with the county calendar; the importance of the partnership with LA Metro; and support for more democracy.

THAT THE CITY COUNCIL:

1. AUTHORIZE CULVER CITYBUS TO OFFER FREE FARES TO RIDERS WITH A BICYCLE AND/OR BIKE HELMET ON BIKE TO WORK DAY, FRIDAY, MAY 20, 2022, AND,

2. AUTHORIZE CULVER CITYBUS TO OFFER FREE FARES TO ALL RIDERS ON CLEAN AIR DAY, WEDNESDAY, OCTOBER 5, 2022, AND,
3. AUTHORIZE CULVER CITYBUS TO OFFER FREE FARES TO ALL RIDERS ON ELECTION DAY, TUESDAY, NOVEMBER 8, 2022.

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Item C-8

CC - Approval of an Agreement with ABM Building Solutions, LLC for an HVAC Replacement Project in the Transportation Facility in an Amount Not-To-Exceed $545,644 ($363,112 BASE, $109,910 OPTIONS, AND $72,622 CONTINGENCY)

Rolando Cruz, Chief Transportation Officer, provided a summary of the material of record.

Mayor Lee invited public comment.

Bud D. was called to speak but was not present on Webex.

Council Member Eriksson received clarification from the City Attorney that she did not have a problem with the letter and was comfortable with the City Council moving forward on the item.

THAT THE CITY COUNCIL:

1. APPROVE AGREEMENT WITH ABM BUILDING SOLUTIONS, LLC FOR AN HVAC REPLACEMENT PROJECT IN THE TRANSPORTATION FACILITY IN AN AMOUNT NOT-TO-EXCEED $545,644 ($363,112 BASE, $109,910 OPTIONS, AND $72,622 CONTINGENCY); AND,

2. AUTHORIZE THE CITY ATTORNEY TO REVIEW/PREPARE THE NECESSARY DOCUMENTS; AND,

3. AUTHORIZE THE CITY MANAGER TO EXECUTE SUCH DOCUMENTS ON BEHALF OF THE CITY.

MOVED BY COUNCIL MEMBER ERIKSSON, SECONDED BY COUNCIL MEMBER FISCH AND UNANIMOUSLY CARRIED, THAT THE CITY COUNCIL APPROVE CONSENT CALENDAR ITEMS C-6, C-7 AND ITEM C-8 WITH CHANGES AS PRESENTED BY CHIEF TRANSPORTATION OFFICER ROLANDO CRUZ REGARDING OPTIONS FOR ALLOCATION WHILE REPAIR AND REPLACEMENT IS TAKING PLACE.

   o0o
Public Hearings

CC - PUBLIC HEARING: Introduction of an Ordinance Amending Culver City Municipal Code (CCMC) Sections 17.400.046, 17.230.015 (Table 2-8) and 17.260.035 (Table 2-11), Relating to Emergency Shelters

MOVED BY COUNCIL MEMBER FISCH, SECONDED BY VICE MAYOR VERA AND UNANIMOUSLY CARRIED, THAT THE CITY COUNCIL RECEIVE AND FILE THE AFFIDAVITS OF PUBLICATION AND POSTING OF THE PUBLIC HEARING NOTICE.

Gabriela Silva, Associate Planner, provided a summary of the material of record.

MOVED BY COUNCIL MEMBER FISCH, SECONDED BY VICE MAYOR VERA AND UNANIMOUSLY CARRIED, THAT THE CITY COUNCIL OPEN THE PUBLIC HEARING.

Mayor Lee invited public comment.

The following member of the public addressed the City Council:

Kelli Estes discussed notification on the item; incorrect links; concern with confusion caused by incorrect information being put out obscuring what was to be discussed; bypassing the process to involve the community in the zoning change; transparency; and she commented on the process for a redevelopment of a single family home to a four unit apartment in a different city.

Mark Lipman was called to speak but was not on Webex.

MOVED BY COUNCIL MEMBER FISCH, SECONDED BY VICE MAYOR VERA AND UNANIMOUSLY CARRIED, THAT THE CITY COUNCIL CLOSE THE PUBLIC HEARING.

Discussion ensued between staff and Council Members regarding removing barriers to providing support for those who need assistance; application requirements for the Homekey grant; elimination of discretionary approval; competitiveness of the application; discretionary review; the ministerial conformance review; the update on the funding for operations; consultants retained; examination and pricing of necessary improvements; the MOU (Memorandum of Understanding) with the facility
operator; Culver City as the only city in the county applying for operational funding; addressing the remaining amount of money set aside for Homekey operating funds; appreciation for the work done; mistakes made with the link; confirmation that there is no hidden agenda to avoid public input; the need to act quickly; one-time monies; the need to support continued operational costs; the zoning item at hand; confusion that Culver City is the only City to apply for operational funding; collaboration with Exodus to apply for funding from certain foundations; and ensuring long-term sustainability of the program.

MOVED BY COUNCIL MEMBER MCMORRIN, SECONDED BY COUNCIL MEMBER ERIKSSON AND UNANIMOUSLY CARRIED, THAT THE CITY COUNCIL: INTRODUCE THE ORDINANCE APPROVING ZONING CODE AMENDMENT P2022-0002-ZCA, AMENDING CULVER CITY MUNICIPAL CODE (CCMC) SECTIONS 17.400.046, 17.230.015 (TABLE 2-8) AND 17.260.035 (TABLE 2-11), RELATING TO EMERGENCY SHELTERS.

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Action Items

Item A-1

CC - (1) Consideration of a Request from Hackman Capital Partners, LLC to Place a Permanent Art Installation within the Town Plaza Expansion Area Subject to Cultural Affairs Commission Review and Approval of the Art Concept; and (2) Direction to the City Manager as Deemed Appropriate

Christine Byers, Cultural Affairs Manager, provided a summary of the material of record.

Discussion ensued between staff and Council Members regarding transparency; providing access to the attachments in the staff report; and City Council review of the project.

Beau Bass, LeBasse Projects, discussed their work as Art Consultants on the project; goals for the project; creating a landmark artwork for the City; the artist selection process; providing a space for community connection and public performances; creation of a multi-functional element in the plaza; the current lack of shade in the plaza; increasing public usage of the space; engineering elements in the proposal; the draft rendering; the concept inspired by the jacaranda trees in the City; events that take place in the plaza; the intent to
provide a visual landmark and destination; lighting; and feedback from the Cultural Affairs Commission.

Discussion ensued between Mr. Bass, staff, and Council Members regarding placement of the tree trunks; the budget for the project; displacement of the Holiday Tree Lighting location; maintenance; concern with children climbing the structure; the Building and Safety and permitting process; safety requirements; longevity of the paint applications; appreciation for the renderings; bringing an outdoor screening series to the City; vendor ideas for screen placement; materials used that do not require repainting; providing a photo opportunity location; creating a natural amphitheater and using the steps as a natural seating element; activating the installation; use of enamel coated aluminum panels; creating a project that is experiential in scale and on a human level; and dynamic and engaging installations created by Marc Fornes.

Mayor Lee invited public comment.

Jeremy Green, City Clerk, indicated that no requests to speak had been received and she noted that Vice Mayor Vera had lost connection and was working to reconnect.

Discussion ensued between staff and Council Members regarding use of City space; trust in the Cultural Affairs Commission to examine the item; enhancing usage; aesthetics; the importance of shade and casual seating space; and providing a space for people to sit on grass.

Vice Mayor Vera re-joined the meeting.

MOVED BY MAYOR LEE, SECONDED BY COUNCIL MEMBER FISCH AND UNANIMOUSLY CARRIED, THAT THE CITY COUNCIL: AUTHORIZE HACKMAN CAPITAL PARTNERS, LLC TO PLACE A PERMANENT ART INSTALLATION WITHIN THE TOWN PLAZA EXPANSION AREA SUBJECT TO CULTURAL AFFAIRS COMMISSION REVIEW AND APPROVAL OF THE ART CONCEPT.

Mayor Lee noted several theatrical productions that could be performed in the space.

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Item A-2
CC - Appointments to the Advisory Committee on Housing and Homelessness; Civil Service Commission; and Fiesta La Ballona Committee; and (2) Approval of Recommended Appointment of Greg Maron as the Culver City Unified School District Representative to the Bicycle and Pedestrian Advisory Committee

Jeremy Green, City Clerk provided a summary of the material of record.

Discussion ensued between staff and Council Members regarding applicant availability to speak; appreciation for the strong pool of applicants; concern with the potential for conflicts between appointed Members who are lawyers with City lawyers; support for various applicants; proactive engagement by various applicants; and concern with the viability of the Civil Service Commission.

Mayor Lee invited public comment.

The following members of the public addressed the City Council:

John Buck provided background on himself; expressed appreciation for the invitation to participate on the Advisory Committee on Housing and Homelessness (ACOHH); and he indicated that he would also be pleased to participate on the periphery to address homelessness issues.

Tristan Ezidore provided background on himself; requested appointment to the ACOHH; he was looking to continue work that he is already doing to increase housing security; discussed his goals and strengths; constituent perspectives; providing a voice for the under-represented; and the importance of centering equity and the voices of those with lived-experience.

Stephen Johnson, provided background on himself; discussed his desire to give back to the community; intervention of special populations; and providing clear and measurable impacts.

Lizbeth Mendez provided background on herself; discussed her desire to serve on the ACOHH; increased rents; housing insecurity; providing solutions and stable rent conditions; diversity; and moving forward in creating a better City.

Elias Platte-Bermoe provided background on himself; discussed the need for the City to do more to address the homelessness crisis; the role of the ACOHH; lack of mediations for the
Landlord Tenant Mediation Board; and appointments to better represent the community at large.

Jessica Laird provided background on herself and expressed eagerness to serve on the ACOHH.

Additional discussion ensued between staff and Council Members regarding length of the term for the Youth Seat on the EHRAC; diversity; providing (Federal Emergency Management Agency) FEMA-level response to homelessness; encouragement for anyone not appointed to reapply; encouragement to Mr. Ezidore to apply for the Youth Seat on the EHRAC; appointees; and length of terms.

Elizabeth Mendez indicated that she was in her first year of college and willing to serve the unexpired term and the next four years thereafter.

Further discussion ensued between staff and Council Members regarding additional applications received for the Fiesta La Ballona Committee; timely submission of applications; qualified applicants; and the position on the Bicycle and Pedestrian Advisory Committee (BPAC) selected by the Culver City Unified School District (CCUSD).

Greg Maron expressed appreciation for being considered and eagerness to serve on the BPAC.

MOVED BY MAYOR LEE, SECONDED BY COUNCIL MEMBER FISCH AND UNANIMOUSLY CARRIED, THAT THE CITY COUNCIL:

1. APPOINT MICHELE VAN GELDEREN TO SEAT NO. 4 OF THE CIVIL SERVICE COMMISSION FOR A PARTIAL TERM EXPIRING ON JUNE 30, 2023; AND,

2. APPOINT LEONARDO WILBORN TO SEAT NO. 4 OF THE ADVISORY COMMITTEE ON HOUSING AND HOMELESSNESS (ACOHH) FOR A FULL TERM EXPIRING JUNE 30, 2024, AND APPOINT LIZBETH MENDEZ TO SEAT NO. 7 OF THE ACOHH FOR A PARTIAL TERM EXPIRING JUNE 30, 2022 AND THE NEXT FULL FOUR-YEAR TERM EXPIRING JUNE 30, 2026; AND,

3. APPOINT NANCY TRUJILLO TO FILL SEAT NO. 1 OF THE FIESTA LA BALLONA COMMITTEE FOR A FULL TERM EXPIRING ON OCTOBER 31, 2025 AND COLEEN JONES TO SEAT NO. 4 FOR A FULL TERM EXPIRING OCTOBER 31, 2025; AND,

4. APPOINT GREG MARON TO THE CULVER CITY UNIFIED SCHOOL DISTRICT
February 14, 2022


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Item A-3

CC - (1) Discussion of Whether to Return to In-Person City Council, Commission, Board, and Committee Meetings and Whether to Require COVID-19 Vaccination Verification for In-Person Attendance at Such Meetings; or (2) Adoption of a Resolution to Continue the Ability to Hold Teleconference Meetings for City Council and all City Commissions, Boards and Committees, as Required by AB361 Every 30 Days, During the COVID-19 Proclaimed Local Emergency and California State of Emergency; and (3) Provide Other Direction to the City Manager if Deemed Appropriate

Jesse Mays, Assistant City Manager, provided a summary of the material of record.

Discussion ensued between staff and Council Members regarding masking requirements for in-person meetings; alignment with Los Angeles County Public Health recommendations; vaccination card requirements; social distancing; and the actions of other cities.

Mayor Lee invited public comment.

The following members of the public addressed the City Council:

Khin Khin Gyi was called to speak but was not present on Webex.

Colin Diaz expressed support for use of a hybrid model; discussed equity; staffing issues; notification of the public; and timing for bringing back in-person meetings.

Michelle Weiner expressed concern with returning to in-person meetings; discussed those supporting health-compromised family members; distancing indoors; concern with putting people in the position of being required to be present; the climate crisis; staff commutes; support for remaining remote until things are better; coaching people on how to get online; and benefits of remote meetings for those who cannot attend in-person.
Ken Mand expressed support for a hybrid model, and he wanted to see vaccination requirements noting the need to protect people who must be present.

Karim Sahli expressed support for vaccination requirements and a permanent hybrid option.

Discussion ensued between staff and Council Members regarding concern with public safety; varied levels of risk tolerance; length of City Council meetings; masking requirements; mask quality; enforcement; size of Council Chambers vs. number of people who participate online; social distancing; comfort level; data regarding transmissibility; the invocation of equity and transparency; ableism; when it is appropriate to lead the way and when it’s appropriate to be cautious; protecting staff and Council Members; the importance of the discussion; concern with bringing back in-person meetings too quickly; support for continuing the hybrid model permanently; following the county order; the indoor mask mandate from the county; events with vaccination requirements or proof of a negative test; protecting those with health conditions; value of the interactions with each other before, during and after Council meetings; consideration of the way to run Council meetings in the future; providing greater access; ensuring involvement; logistical considerations; appreciation for the increased public engagement; continued conversation prior to the end of the county timeline to map out how things will move forward; changes to the way the City works due to the pandemic; the huge loss of life; increased tools to interact with people; continuing the current format; consideration of the matter again in 30 days; intentional discussion about increasing engagement; increasing equity; the childcare option; continuing to eliminate barriers; recognition of the need to ensure that people feel safe expressing their opinions; types of communication; divisiveness; violence toward City staff and elected officials; the increase in running over pedestrians during the pandemic; the deterioration of social cohesion; nationwide trends; re-engagement; taking the opportunity to improve discourse in the City; doing a World Café format State of the City; mixing people with different views to discuss issues pertinent to the City; (Assembly Bill) AB 361; Brown Act requirements; lack of kindness exacerbated by the pandemic; a suggestion to agendize a discussion of the continuing commercial eviction moratorium; and the feeling that people get along better when they know each other.
MOVED BY COUNCIL MEMBER ERIKSSON, SECONDED BY VICE MAYOR VERA AND UNANIMOUSLY CARRIED, THAT THE CITY COUNCIL:

1. ADOPT A RESOLUTION TO CONTINUE THE ABILITY TO HOLD TELECONFERENCE MEETINGS FOR THE CITY COUNCIL AND ALL CITY COMMISSIONS, BOARDS AND COMMITTEES, AS REQUIRED BY AB 361 EVERY 30 DAYS, DURING THE COVID-19 PROCLAIMED LOCAL EMERGENCY AND CALIFORNIA STATE OF EMERGENCY; AND,

2. DIRECT THE CITY MANAGER TO RETURN TO THE CITY COUNCIL IN 30 DAYS WITH ANOTHER AGENDA ITEM SUCH AS THIS.

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Item A-4

CC - (1) Discussion of a Recommendation by the Economic Development Subcommittee to Consider the Installation of Two Freestanding Monument Directional Signs in the Expanded Portion of Town Plaza; and (2) Direction to the City Manager as Deemed Appropriate

Todd Tipton, Economic Development Manager, provided a summary of the material of record.

Mayor Lee requested that the proposed signage plans be presented for the public to review.

Council Member Eriksson noted that the Economic Development Subcommittee felt that the full City Council should consider the matter as there were multiple issues to be resolved.

Mayor Lee invited public comment.

The following members of the public addressed the City Council:

Michael Racine, Hackman Capital Partners (HCP), discussed businesses that do not have visibility; the intent to raise public awareness; and he indicated that he was present to answer questions.

Michelle Weiner indicated that, while she was Chair of the Bicycle and Pedestrian Advisory Committee, she was speaking as an individual; she discussed concern with the signage proposed for the public island; setting an uncomfortable precedent; visibility of signage on the Plaza side; ensuring that there is plenty of room for pedestrians; increased distractions on public
sidewalks and right of way; and she asked the City Council to consider strategic placement of signs on property that is not closing in on the public right of way.

Karim Sahli acknowledged the thoughtful and beautiful design of the signs; discussed placement; signage intended for cars rather than for pedestrians; the need to create a sense of public space; moving freely; positions of the signs as impeding access on Main Street; and he asked the applicants to come up with a more discreet but visible solution such as is utilized at The Platform.

Discussion ensued between staff and Council Members regarding signage geared to cars rather than to pedestrians; encouraging new modes of transportation; infrastructure investment; and growing alternate types of transit.

Michael Racine, HCP, indicated that placing signage on private property would not resolve the needs of the businesses; discussed the intent to help businesses in the Plaza; the lack of signage for pedestrians or cars; signage in the public right of way; code compliance; the blank space on the back of the signs; coordination with the Culver City Education Foundation (CCEF) for public art; landscaping behind the signage; and the intent to activate the Plaza and engage the community.

Additional discussion ensued between Michael Racine, staff, and Council Members regarding public vs. private land; concern with placing signage in the island area; visibility of the businesses prior to construction of The Culver Steps; placement of the signage by the rail that already obstructs the path in the Plaza; concern that the signage is geared toward cars; the unique situation; support for the concept; the need for buy-in; justification for finding a solution; suggestions to enhance signage with backlit letters; effective use of space; increasing visibility to help the businesses be successful; collaboration with staff to improve the look and feel of the signage; activation of the Plaza; collaboration with the schools with art on the signage; materials used to integrate the signage into the area; addressing fears and concerns; use of space; signage for cars and pedestrians; fine-tuning the design; forming a partnership with CCUSD; expanding community outreach; architects and urban planners who might be able to improve upon the designs; use of directional arrows; the Metro station wayfinding signs; expanding bike racks in the area; visibility; lighting; putting bike and scooter racks on the back of the signage; adding wayfinding elements on blank spaces on the
signage to serve both a public and a private interest; providing information for City facilities if space is available; and empty storefronts.

Further discussion ensued between staff and Council Members regarding clarification that the signage would be City-owned on City property and under City control; the design proposed by the developer; signage utilized by Platform; best practices; success of businesses in the area; supporting community benefit over business benefit; community space; the need for different location options and size/mass options; a suggestion to have staff continue to work with Hackman Capital; the original proposal from the developer to place signage on the side of their building; wayfinding as a separate sign design; electronic signs; providing another chance for the public to weigh in; and location choice.

Hilary Laffer, Part and Parcel, provided background on the company; discussed the study of optimal signage locations for vehicular and pedestrian visibility while not interfering with sightlines; avoiding the impression of advertising that might be at a shopping center; scale and size appropriate for the site conditions; and identification of seamless locations.

Discussion ensued between staff and Council Members regarding due diligence; concern with creating more work for staff or HCP; increasing the size of the signage if wayfinding is added vs. removing and adding information in empty spaces; participation in the signage program; support for the public art component; enhancing the area; directional signage; creating a directory that includes City facilities; extracting public benefit from allowing private companies to put signage in the public right of way; Council identified issues: location, design, wayfinding information, and temporarily changing out signage when vacancies arise; permissibility of utilizing signage for private business on public space; concern with normalizing private signage on the public right of way; ramifications of decisions made; restrictions on the public right of way; the sign program; City ownership of the signage on City property; sign permit fees; the public plaza being considered; the similarity to advertising on City buses; the ability to restrict usage; gaging Council support before spending too much staff time on the item; potential public benefit; moving forward with something that transverses a policy that residents voted on; the decision of the entire City to restrict billboards; ensuring as much community benefit as possible if the signs move forward; the need for more outreach; wayfinding; the decision as to whether
to allow signs at all; keeping signage limited and simplistic; the ability to deny the signage; the unique situation where the plaza area was activated with store fronts; allowing advertising to benefit the public space; the public art as a community benefit; direction to staff to explore the item further with a few more options; making a decision when the item returns to the City Council; and staff agreed to continue work with HCP to refine the design and provide options.

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CC - Approval and Authorization of the Transportation Department's Title VI and Limited English Proficiency Plan (LEP) Update for Filing with the Federal Transit Administration as Required for all Transit Operators with Bus Fleets in Excess of 50 Transit Vehicles in Service and Receiving Federal Assistance Awards

Nick Szamet, Senior Management Analyst, provided a summary of the material of record.

Mayor Lee invited public comment.

Jeremy Green, City Clerk, indicated that no public comment had been received.

Discussion ensued between staff and Council Members regarding guidance from the Transportation Director on addressing employment issues.

MOVED BY COUNCIL MEMBER FISCH, SECONDED BY VICE MAYOR VERA AND UNANIMOUSLY CARRIED, THAT THE CITY COUNCIL: APPROVE AND AUTHORIZE THE TRANSPORTATION DEPARTMENT TO FILE THE TITLE VI AND LIMITED ENGLISH PROFICIENCY PLAN WITH FTA REGION IX OFFICE OF CIVIL RIGHTS.

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Public Comment - Items Not on the Agenda

Mayor Lee invited public comment.

The following members of the public addressed the City Council:
Bryan Sanders was called to speak but could not be heard.

Karim Sahli pointed out that the event tab on the City website did not feature the meeting, nor did it feature upcoming meetings; he discussed difficulty finding information; information that is not being imported from one calendar to another; and the importance of notification to everyone.

Mayor Lee discussed communication with the Information Technology (IT) department to prioritize City Council meetings on the front page of the City website in addition to inclusion on the page with the meeting dates for all Committees, Boards and Commissions.

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**Items from Council Members**

None.

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**Council Member Requests to Agendize Future Items**

Council Member McMorrin noted a suggestion from Judith Martin-Straw to create a policy for those involved with domestic violence.

Discussion ensued between staff and Council Members regarding City Council consensus to agendize consideration of creating a policy requiring action within 30 days after notice is made to any authoritative body regarding allegations of domestic violence by any appointees in the City; the need for timeliness to respond to issues; consideration by the Policy Subcommittee before coming before the City Council; and creation of official City policy.

Council Member Erikson received City Council consensus to agendize a discussion to consider removing the commercial eviction moratorium.

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Adjournment

There being no further business, at 12:02 a.m. Tuesday, February 15, 2022 the City Council, Housing Authority Board, and Successor Agency to the Culver City Redevelopment Agency Board adjourned to a regular meeting on February 28, 2022.

Jeremy Green
CITY CLERK of Culver City, California
EX-OFFICIO CLERK of the City Council and SECRETARY of the Successor Agency to the Culver City Redevelopment Agency Board, and Culver City Housing Authority Board
Culver City, California

Date: 28 Feb 2022