

[Costa Mesa City Council Meeting - May 20, 2025](#) - CDBG Grant Recommendations Talking Points

Good evening, Council. My name is Andrea Schmidt, and I serve on the Housing and Public Service Grants Committee. Our committee convened in March to evaluate applications from seven organizations seeking CDBG funding for this fiscal year.

Before presenting our recommendations, I want to acknowledge the incredible work happening throughout Costa Mesa. We are fortunate to have so many dedicated individuals and organizations working to better our community and care for one another. I'm here to present our committee's funding recommendations, with detailed information provided in Attachment 4 of your council packet.

Let me begin by addressing the two organizations that receive automatic funding outside our recommendation process. The City of Costa Mesa Senior Social Services program is automatically granted \$30,000, which is deducted from the allowed grant funds, and the Fair Housing Foundation is automatically granted \$20,000 per HUD requirements, which is paid out of administrative grant funds.

Our committee's evaluation process was thorough and deliberate. Each committee member scored applications based on written submissions and presentations, with opportunities for clarifying questions. To maximize our limited funding of approximately \$136k, we considered several key factors: the overall community impact each organization makes, how they track and measure success, their organizational capacity, and alignment with the Council's strategic goals and priorities. We asked the tough questions to ensure our recommendations would stretch these limited funds as far as possible. During our deliberations in March, we were unsure what the total Grant amount would be, so we based our recommendations off of \$100,000 and agreed that if the allocation was more than that, each awarded agency's grant would be increased by an equal percentage, which is how we produced the numbers I'll be going over today.

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The two organizations that scored the highest are also the organizations we're recommending receive the largest funding amounts. First is Families Forward, an affordable housing support organization serving unhoused Costa Mesa families with children. We're recommending \$26,522, just short of their requested \$30,000. This funding will support staff salaries and services for 50 residents, with 33 of those being Costa Mesa residents. Over recent fiscal years, they have consistently met all grant requirements and exceeded their estimated support goals, and receive our highest recommendation.

Next is Human Options, which provides second step transitional housing and support programs for survivors of domestic violence. We're also recommending \$26,522, just short of their \$30,000 request. This will support salaries for a case manager and supervisor to serve seventy residents total, with fifty-eight of those being Costa Mesa residents. This incredibly important and impactful organization also comes with high regards and recommendations from our committee.

Moving to our other recommendations, we're suggesting \$15,913 for Trellis International and their Labors of Love program, which organizes manual labor projects to help our low-income senior neighbors. This is just over half of their thirty thousand dollar request. They had requested funding to help thirty households, and while it was a difficult decision to recommend a lower grant amount, the committee felt this funding could still have significant impact in helping at least fifteen homes. We recognize that the City of Costa Mesa Senior Social Services automatically receives thirty thousand dollars to support an estimated two hundred sixty residents, and in trying to stretch our limited funds as far as possible, this was a challenging but necessary decision.

Next, I'll speak to Project Hope Alliance, an organization that supports case management for homeless Costa Mesa students. Their funds provide one-on-one case management and other school-related support, as well as assistance with basic needs like food. We're recommending twenty-one thousand two hundred nineteen dollars,

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which would support program staff salaries for them to provide these services to roughly one hundred twenty-five Costa Mesa residents, with eighty-three confirmed Costa Mesa residents to be directly assisted.

Our final funding recommendation is fifteen thousand nine hundred thirteen dollars for the Assistance League of Newport Mesa. This is their first time applying for CDBG funds, and they requested thirty thousand dollars to purchase approximately six hundred pairs of shoes for low-income students. The committee felt that as a first-time applicant, we want to encourage new organizations to apply for Costa Mesa public service grant funds while also recognizing the administrative burden that reporting on grant funds requires. With this in mind, we felt this funding amount would be a good start for the Assistance League to become acquainted with the CDBG process while making an impact for over three hundred students.

The organization not receiving funding recommendation is StandUP for Kids OC. Their Road Map to Success youth mentoring program is aimed at guiding students to become independent post high school graduation, and their thirty thousand dollar request would assist twenty-five Costa Mesa students. While this was a difficult decision and they scored well in our evaluation, the committee felt that the funding recommended for other youth service organizations would stretch our dollars further and have a larger impact in the community.

I want to thank you for your time and consideration today. I also want to express appreciation to all the organizations who invested time in the application process and for the ongoing work they're doing in our communities. These recommendations reflect our commitment to maximizing impact with limited resources while supporting organizations that align with our community's strategic priorities. I'm happy to answer any questions about our committee's recommendations.

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		TOTAL:	\$136,089.00	
Org	Score	Support Type	Funding Rec	Notes
Families Forward	88.8	Affordable Housing Support	\$26,522.00	
Human Options	84.83	Second Step Transitional Housing Program	\$26,522.00	
City of Costa Mesa	N/A	Senior Social Services	\$30,000.00	Not Rated, City Program
Trellis International	74.8	Senior Social Services	\$15,913.00	
Project Hope Alliance	80.2	Youth Services	\$21,219.00	
Assistance League Newport Mesa	79.4	Youth Services	\$15,913.00	
StandUp for Kids OC	84.2	Youth Services	\$0	Duplicate services
Fair Housing Foundation	N/A	Low- and Moderate-Income Services	\$20,000 - does not count towards the \$136k	HUD Required, paid out of admin

From: [Chance Wroe](#)
To: [CITY CLERK](#)
Subject: Shalimar Drive No Parking Zone
Date: Monday, May 19, 2025 10:17:45 PM

Hello,

As a resident of Costa Mesa who lives on Shalimar Drive, I am emailing you today to see how we can get the street updated to allow for parking. It has been a no-parking zone the entire time I've lived here and has caused myself and my neighbors a lot of trouble over the years. Because the entire street is marked as a no parking zone, the surrounding streets all fill up quickly and are often full the entire day, leaving nowhere to park within blocks of our homes. Because of this many people often risk a ticket and still park on the street and often receive tickets as well.

There is no good reason for this street be marked as a no parking zone and it needs to be updated for the residents of this neighborhood.

Please take time to review this and see if there is anyway that we can update this.

Thank you,
William Wroe

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From: [ROBERT ROSSO](#)
To: [CITY CLERK](#)
Subject: Problems Resulting from Reduced Speed Limits in the City of Costa Mesa, California
Date: Saturday, May 17, 2025 2:32:26 PM

Dear Council Members:

The newly set speed limits throughout the city of Costa Mesa, California (referred to as “the city” throughout the rest of this document) are unnaturally low. The consequences of this are the creation of hazardous driving conditions for those of us attempting to abide by the new speed limits, and turning much of the city into a speed trap for those who continue to drive the natural speeds for the city roads.

When the new speed limits were introduced, I was perplexed as I found them to be unnaturally low for the roads that I’ve been navigating since 2008, when I purchase my home in Costa Mesa. However, I attempted to abide by the new speed limits, as my employment requires that I maintain my driving privileges. It was immediately obvious that the other drivers on the roads in the city were either unaware of, or indifferent to the speed limit changes, as I became an obstacle, with other drivers maneuvering around my vehicle and speeding past me. This is particularly problematic on Mesa Verde Dr / Placentia Ave, the route I take when driving my teenage children to and from Estancia High School.

Because of these problems, I made a phone call to the city inquiring about the reduced speed limits on December 5, 2024. I spoke with Sean (I didn’t get his last name) who directed me to Raja Setchuramon. On December 8, 2024 I emailed Mr Setchuramon inquiring about the rationale for lowering the speed limits throughout the city. On December 10, 2024, I received the following email response from Ramin Nikoui:

Good afternoon Mr. Rosso,

Thank you for reaching out. The state recently passed a new law (AB 43) giving municipalities more flexibility in the setting of speed limits based on new parameters such as designating safety corridors or at locations with high concentrations of pedestrians and bicyclists. By state law, all speed limits are required to be reevaluated after a certain number of years through an Engineering and Traffic Survey (E&TS). The E&TS is the document that legally establishes speed limits for cities. Transportation Services Staff recently conducted an update to the City’s E&TS incorporating these new state laws. Based on the results of the study, conducted by a certified and licensed consultant, numerous speed limits throughout the City were able to be lowered. These lower speed limits will help in the City’s overall goal of reducing traffic collisions and increasing the safety and accessibility for all roadway users and modes of travel.

Please feel free to let me know if you have any other questions.

Thank you

On December 10, 2024, I responded to Mr Nikoui’s email with the following:

Mr Nikoui:

Thank you for the response. I must ask, is there any data suggesting that the Mesa Verde neighborhood had an above-average number of automobile versus bicycle/pedestrian collisions, with speed specified as the proximate cause of the collision, while the automobiles were driving at the posted speed limit?

Respectfully,

Robert M. Rosso, Jr

I never received a response to this serious and legitimate question, so on December 14th, I sent the following email to Mr Nikoui:

Mr Nikoui:

Please send me the information requested below. I am not trying to be facetious. I am literally trying to determine the justification for the newly reduced speed limits. You mentioned a study conducted by a consultant. Can you please forward that study to me?

Thank you.

Respectfully,

Robert M. Rosso, Jr

To his credit, Mr Nikoui then responded with the following:

Hi Mr. Rosso,

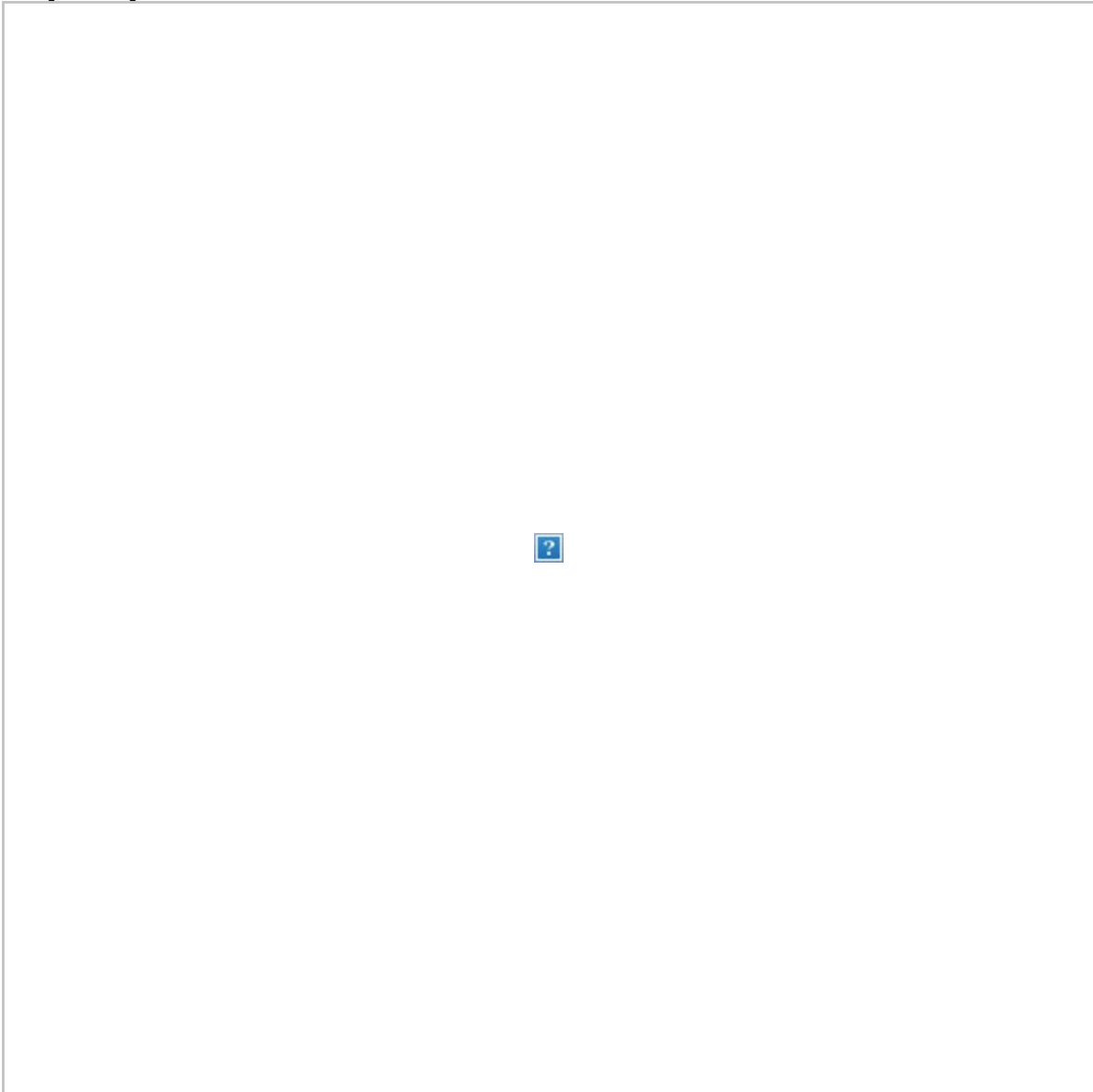
Using the new laws, the speed limit was able to be reduced by an additional 5 mph due to the presence of bicycle and pedestrian traffic on Mesa Verde. If you would like to view the study, please file a public records request with the City Clerks Office on the City's website.

Thank you

Per Mr Nikoui's advice, I submitted a public records request, and after completing the proper forms, I received a copy of the study from David Nguyen on December 24, 2024. Upon reviewing the study, I determined that it was not intended to be read by a layperson such as myself, so **I consulted Mr Eric Spangler, PE, TE. The following pages contain his review of the portions of the study effecting the arteries that I personally found troublesome.**

Overall, the City is creating a lot speed trap segments by reducing their speed limits **over 10mph** below the 85% speed.

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Mesa Verde Drive: they decreased from 35mph to 30mph. Reasons sited below. Seems like a speed trap between Baker to Adams since the 85% speed is 40mph, but the posted speed limit is now 30mph.

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Gisler Ave from Harbor Blvd to Iowa St: they decreased from 35mph to 30mph. Reasons sited below.
Seems like a speed trap since the 85% speed is 40 and 41 mph, but the posted speed limit is now 30mph.

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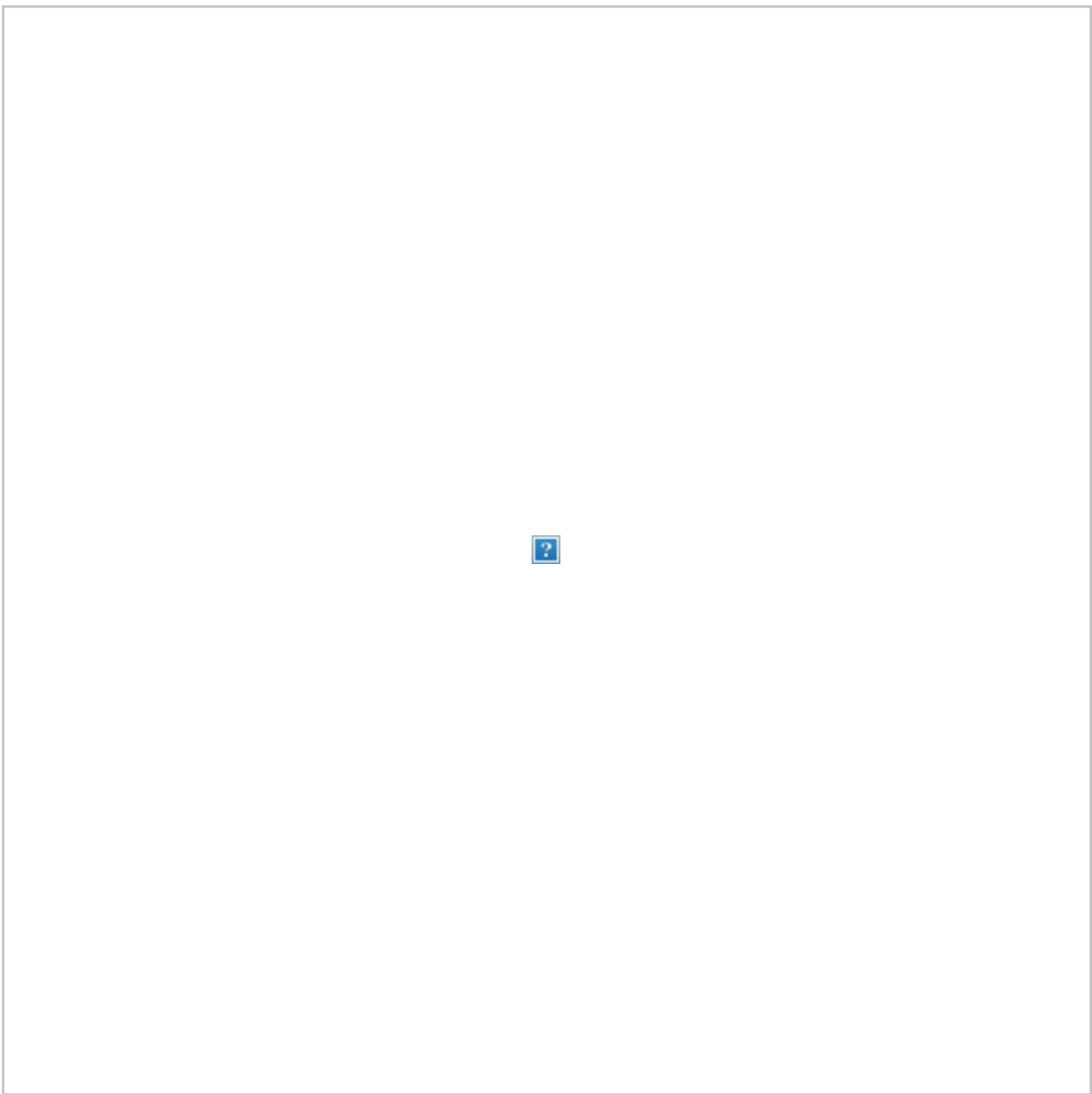
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Baker St from Harbor Blvd to Fairview Dr (double check where Samar Dr is in the below list). Reasons sited below. Reduced from 40mph to 35mph. Speed trap since 85% speed is 46mph.

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Placentia Ave from Adams Ave to 16th St. They reduced most segments by an additional 5mph but not as bad as other locations, since the new speed limit is less than 10mph from the 85% percentile speed.

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My children, wife, and I routinely walk, jog, and ride bikes along the routes in the analysis, so I am not indifferent to maintaining safety on the roads in the city. Repeating the unanswered question I posed to Mr Nikoui: Is there any data suggesting that the Mesa Verde neighborhood had an above-average number of automobile versus bicycle/pedestrian collisions, with speed specified as the proximate cause of the collision, while the automobiles were driving at the posted speed limit? If there is not, then **I am formally requesting that that Mr Spangler's analysis be reviewed by the Costa Mesa city council and that they restore the city speed limits to their previous levels or the 85th percentile listed in the study, whichever is higher.**

Respectfully,

Robert M Rosso Jr

Costa Mesa Resident and Homeowner
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