Members of the public may observe this meeting via Channel 36 or via city website streaming services at www.comptoncity.org, and offer comments at this meeting via Zoom during the public comments portion of the meeting. If you are an individual with a disability and need a reasonable modification or accommodation pursuant to the American with Disabilities Act ("ADA") please contact the City Clerk's Office at (310) 605-5530 or email contactcityclerk@comptoncity.org prior to the meeting for assistance.

(Zoom is only for Public Comments)

https://us02web.zoom.us/j/81596853081?pwd=dEpiSmxKR0szYTRmK0lhbjFaVXI4QT09

Meeting ID: 815 9685 3081
Passcode: 199193
Call In: 1-669-900-6833

COMPTON CITY COUNCIL
STUDY SESSION
AGENDA
01/19/2021
5:30 PM

OPENING

ROLL CALL

PUBLIC COMMENTS ON AGENDA ITEMS AND NON-AGENDA MATTERS

CITY MANAGER'S REPORT

POWER POINT PRESENTATION - PROJECT HOME KEY AND PROJECT ROOM KEY - Elizabeth Ben-Ishai, Ph.D. (Principal Analyst), Los Angeles County Chief Executive Office

POWER POINT PRESENTATION - SR-91 CENTRAL AVENUE TO ACACIA COURT IMPROVEMENT PROJECT (COMPLETE STREETS PROGRAM) -Julio Perucho (Project Manager), LA Metro

ORAL PRESENTATION - Dan Garcia PE, REA, CPP and Ruth Smith, TE, PTP - Interwest Engineering Company (Traffic Engineer) - Various Projects

ORAL REPORT - COMPTON SQUARE SHOPPING CENTER

NEW BUSINESS

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON ACCEPTING THE PROPOSAL OF SA ASSOCIATES, AND AUTHORIZING THE CITY MANAGER

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON SUPPORTING THE BREATHE ACT PRESENTED BY THE ELECTORIAL JUSTICE PROTECT OF THE MOVEMENT FOR BLACK LIVES

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON ADOPTING POLICIES AND PROCEDURES FOR THE INSTALLATION OF STOP SIGNS IN THE CITY OF COMPTON

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON ADOPTING POLICIES AND PROCEDURES FOR THE INSTALLATION OF SPEED HUMPS IN THE CITY OF COMPTON

COUNCIL COMMENTS

ADJOURNMENT

SPECIAL CALLED MEETING: 1/22/2021 @ 8:30 AM

Visit our website at http://www.comptoncity.org

January 19, 2021

TO: **HONORABLE MAYOR AND COUNCIL MEMBERS**

FROM: **COMPTON MUNICIPAL WATER DEPARTMENT**

SUBJECT: **A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE CITY MANAGER TO ENTER INTO A PROFESSIONAL SERVICES AGREEMENT WITH AND ESTABLISH A PURCHASE ORDER FOR SA ASSOCIATES FOR THE PREPARATION OF THE 2020 URBAN WATER MANAGEMENT PLAN UPDATE ($39,000).**

SUMMARY

Adoption of this resolution will authorize the City Manager accept the proposal of, enter into a professional services agreement with and establish a purchase order in the amount of Thirty Nine Thousand Dollars ($39,000.00) for SA Associates for preparation of the 2020 Urban Water Management Plan update.

BACKGROUND

The City of Compton's water system serves approximately eighty percent (80%) of the land within City limits. The remaining twenty percent (20%) is served by private water companies. Currently, the City's water sources include imported water and groundwater.

The City operates and maintains a total of eight (8) active wells for extracting groundwater, 156 miles of water distribution lines and two (2) reservoir locations (including booster stations) with four (4) 3 million gallon elevated storage tanks. Additionally, the City has three (3) treated water interconnections with the Metropolitan Water District ("MWD").

As mandated by the California Urban Water Management Planning Act ("UWMP"), every urban water supplier providing water for municipal purposes to more than 3,000 customers, or supplying more than 3,000 acre-feet ("AF") of water annually, is required to prepare and adopt an UWMP containing prescribed requirements. The Plan must be periodically reviewed at least once every five (5) years.

The Compton Municipal Water Department ("Department") is an urban water supplier, and as such is required to comply with the UWMP, its subsequent amendments and the Water Conservation Act of 2009.

An UWMP is required in order for a water supplier to be eligible for State grants and loans and drought assistance. The UWMP is considered to be a foundation document and a source of information for Water Supply Assessments (Senate Bill 610) and Written Verifications of Water Supply (Senate Bill 221). Additionally, the UWMP may serve as a long-range planning document for water supply, a source of data for development of a regional water plan and source document for preparation for the General Plan.

The 2020 UWMP Plan update must have a public notification period of 60 days prior to a public hearing and must be submitted to the California Department of Water Resources ("DWR") by or before July 1, 2021.

STATEMENT OF THE ISSUE

Department staff has determined that reparation of the 2020 Urban Water Management Plan update requires the assistance and services of an qualified and experienced engineering firm; thus, on September 23, 2020 a Request for Proposals ("RFP") was advertised soliciting proposals from twelve (12) engineering firms experienced in this type of engagement. On October 29, 2020, proposals were received from four (4) firms. Proposals were independently evaluated and scored on six (6) criteria;

- Proposed Scope of Work and Project approach.
- Plan for managing the work rate, project management methods.
- Project experience and staff qualifications.
- Proposed schedule.
- Overall quality of proposal.
- Cost proposal.

Staff review/evaluation of the presented proposals resulted in the following ranking scores:

• SA Associates	15.88
• Stetson Engineers	13.45
• MKN Associates	12.78
• Civiltec Engineering	11.35

Based on the proposal presented by SA Associates, staff determined that they possess the qualities, training, experience and expertise to provide the services sought by the City for this project at a reasonable cost and recommend contracting with their firm.

FINANCIAL IMPACT

SA Associates' fee proposal for performing the requested and needed services is a not-to-exceed amount of $39,000.00. Funds for this expenditure are available in the Fiscal Year 2020/2021 Budget in Account No. 5000-900-000-4262 (Other Professional Services).

RECOMMENDATION

Staff recommends that the City Council adopt the attached Resolution.

**BRIAN A. DICKINSON, GENERAL MANAGER
COMPTON MUNICIPAL WATER DEPARTMENT**

APPROVED FOR FORWARDING

**CRAIG J. CORNWELL
CITY MANAGER**

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE CITY MANAGER TO ENTER INTO A PROFESSIONAL SERVICES AGREEMENT WITH AND ESTABLISH A PURCHASE ORDER FOR SA ASSOCIATES FOR THE PREPARATION OF THE 2020 URBAN WATER MANAGEMENT PLAN UPDATE ($39,000).

WHEREAS, the City of Compton's water system serves approximately eighty percent (80%) of the land within City limits. The remaining twenty percent (20%) is served by private water companies. Currently, the City's water sources include imported water and groundwater; and

WHEREAS, as mandated by the California Urban Water Management Planning Act ("UWMP"), every urban water supplier providing water for municipal purposes to more than 3,000 customers, or supplying more than 3,000 acre-feet ("AF") of water annually, is required to prepare and adopt an UWMP containing prescribed requirements. The Plan must be periodically reviewed at least once every five (5) years; and

WHEREAS, the Compton Municipal Water Department ("Department") is an urban water supplier, and as such is required to comply with the UWMP, its subsequent amendments and the Water Conservation Act of 2009; and

WHEREAS, an UWMP is required in order for a water supplier to be eligible for State grants and loans and drought assistance. The UWMP is considered to be a foundation document and a source of information for Water Supply Assessments (Senate Bill 610) and Written Verifications of Water Supply (Senate Bill 221). Additionally, the UWMP may serve as a long-range planning document for water supply, a source of data for development of a regional water plan and source document for preparation for the General Plan; and

WHEREAS, the 2020 UWMP Plan update must have a public notification period of 60 days prior to a public hearing and must be submitted to the California Department of Water Resources ("DWR") by or before July 1, 2021; and

WHEREAS, Department staff has determined that preparation of the 2020 Urban Water Management Plan update requires the assistance and services of an qualified and experienced engineering firm; thus, on September 23, 2020 a Request for Proposals ("RFP") was advertised soliciting proposals from twelve (12) engineering firms experienced in this type of engagement; and

WHEREAS, on October 29, 2020, proposals were received from four (4) firms; to wit: SA Associates, Stetson Engineers, MKN Associates and Civiltec Engineering; which were evaluated by staff pursuant to select criteria; and

WHEREAS, based on the proposal presented by SA Associates, staff determined that they possess the qualities, training, experience and expertise to provide the services sought by the City for this project at a reasonable cost and recommend contracting with their firm at a cost of Thirty Nine Thousand Dollars ($39,000.00); and

WHEREAS, funds for this expenditure are available in the Fiscal Year 2020-2021 budget.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COMPTON RESOLVES AS FOLLOWS:

Section 1. That the City Manager is hereby authorized to accept the proposal of and enter into a professional services agreement with SA Associates in the amount of $39,000.00 for preparation of the 2020 Urban Water Management Plan update.

Section 2. That funds for this expenditure are available in the Compton Municipal Water Department's Fiscal Year 2020/2021 Budget in Account No. 5000-900-000-4262 (Other Professional Services).

Section 3. That a purchase order in the amount of $39,000.00 is authorized to be established for SA Associates for preparation of the 2020 Urban Water Management Plan update.

Section 4. That a certified copy of this Resolution shall be filed in the offices of the City Manager, City Attorney, City Controller, City Clerk, the Municipal Water Department.

Section 5. That the Mayor shall sign and the City Clerk shall attest to the adoption of this Resolution.

ADOPTED this _____ day of _____, 2021.

_____
MAYOR OF THE CITY OF COMPTON

ATTEST:

_____
CITY CLERK OF THE CITY OF COMPTON

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES
CITY OF COMPTON: ss

I, Alita Godwin, City Clerk of the City of Compton, hereby certify that the foregoing Resolution was adopted by the City Council, signed by the Mayor and attested by the City Clerk at the regular meeting thereof held on the _____ day of _____, 2021.

That said resolution was adopted by the following vote, to wit:

AYES: COUNCIL MEMBERS -
NOES: COUNCIL MEMBERS -
ABSENT: COUNCIL MEMBERS -
ABSTAIN: COUNCIL MEMBERS -

_____
CITY CLERK OF THE CITY OF COMPTON

SA
ASSOCIATES

DELIVERING VALUE....COMMITTED TO EXCELLENCE

CITY OF COMPTON

Proposal for

URBAN WATER MANAGEMENT PLAN 2020 UPDATE

October 29, 2020



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(FEE IS IN A SEPARATE ENVELOPE PER RFP INSTRUCTIONS)

SECTION I: LETTER OF TRANSMITTAL

TO: Ms. Alita Goodwin, City Clerk
City of Compton
205 South Willowbrook Avenue
Compton, CA 90220

FROM: Shahnawaz Ahmad, PE, QSD, President
SA Associates
1130 West Huntington Drive, Unit 12
Arcadia, CA 91007

RE: City of Compton Water Department – Request for Proposals for Urban Water Management 2020 Update

Following is our submittal in response to the City of Compton Water Department Request for Proposal for Urban Water Management 2020 Update. We have included four (4) copies marked "Urban Water Management Plan 2020 Update" with the fee proposal in a separate envelope. In our response we will elaborate on our qualifications and team experience specifically with Urban Water Management Plans.

SA Associates was established in May, 1989 as a principal-owned engineering firm. SA Associates is a California Corporation and "SA Associates" is our full legal name. SA Associates services cover a broad spectrum of engineering from investigation and feasibility reports to design, construction administration, and construction observation. The firm provides complete civil engineering services for municipalities, public and private water agencies, sanitary districts, and flood control districts. Our main fields of specialty are water supply projects, wastewater facilities projects, construction management & inspection services, civil engineering, feasibility studies, flood control and draining projects, and surveying services.

Our office locations are as follows:

CORPORATE OFFICE	ORANGE COUNTY OFFICE
1130 West Huntington Drive, Unit 12 Arcadia, CA 91007 Tel: 626.821.3456 Fax: 626.445.1461	1661 N. Raymond Ave, Suite 100 Anaheim, CA 92801 Tel: 714.871.9083 Fax: 714.871.3652

Mr. Shahnawaz Ahmad is the primary contact, Project Manager and the authorized signatory on behalf of the firm. Please contact Mr. Ahmad at sahmad@saassociates.net or tel 626.821.3456. He is based in the Arcadia Office and is a registered civil engineer in the state of California. This proposal is considered valid and binding for a period of 90 days after the proposal due date.

Very truly yours,

Shahnawaz Ahmad

Shahnawaz Ahmad, P.E., President
Tel 626.821.3456, Fax 626.445.1461
sahmad@saassociates.net

enclosures

SECTION II: EXECUTIVE SUMMARY

In the following proposal, you will see how SA Associates provides the experience and knowledge to meet your project needs and goals. We are committed to providing the resources and quality services that you are seeking for the update of the City's UWMP. SA Associates has extensive experience in the preparation of UWMPs and we understand the level of attention and support necessary to meet the demands of this project and the expectations of the Department of Water Resources (DWR).

For your project, a team of experienced professionals will be able to provide the leadership, management skills, and similar project experience to make your project a success. We have prepared over 35 UWMPs since 1990. Our current experience also benefits your water City as we are familiar with the changes to the water code (SB7x7, AB1668, and SB606) and how it relates to the preparation of 2020 UWMPs. We prepared fourteen 2015 UWMPS. DWR had no significant comments on the 2015 UWMPs we prepared in terms of submittal/reporting requirements.

Our proposed team is currently preparing Urban Water Management Plans for the Foothill Municipal Water District and its five member agencies in addition to the City of Torrance, and San Gabriel Valley Municipal Water District. We bring relevant current experience with 2020 Urban Water Management Plans, understanding any changes since 2015 as mentioned in the previous paragraph. Both SA Associates and our subconsultant have experience working with the City of Compton.

We have developed a work plan to prepare 2020 UWMPs. The Work Plan divides the project work into distinct categories, most of which can be performed simultaneously by different project team members to provide greater efficiency and value for the City.

We have included John Robinson of John Robinson Consulting on our team. Our firms have worked together for over 15 years on a range of UWMPs and water projects. Mr. Robinson also brings his expertise in local, State and Federal agency grants . He assists Cities and districts in tapping into $271 million of funding available from the U. S Bureau of Reclamation Title XVI funding; State Revolving Fund Proposition 50; State Water Resource Control Board (SWRCB) Proposition 13; SWRCB Clean Water and Drinking Water SRF programs; Department of Water Resources Proposition 84 Rounds 1-3 plus the drought ; Metropolitan Water District of Southern California Local Resources Program and: Metropolitan Water District Recycled Water Retrofit Pilot Program.

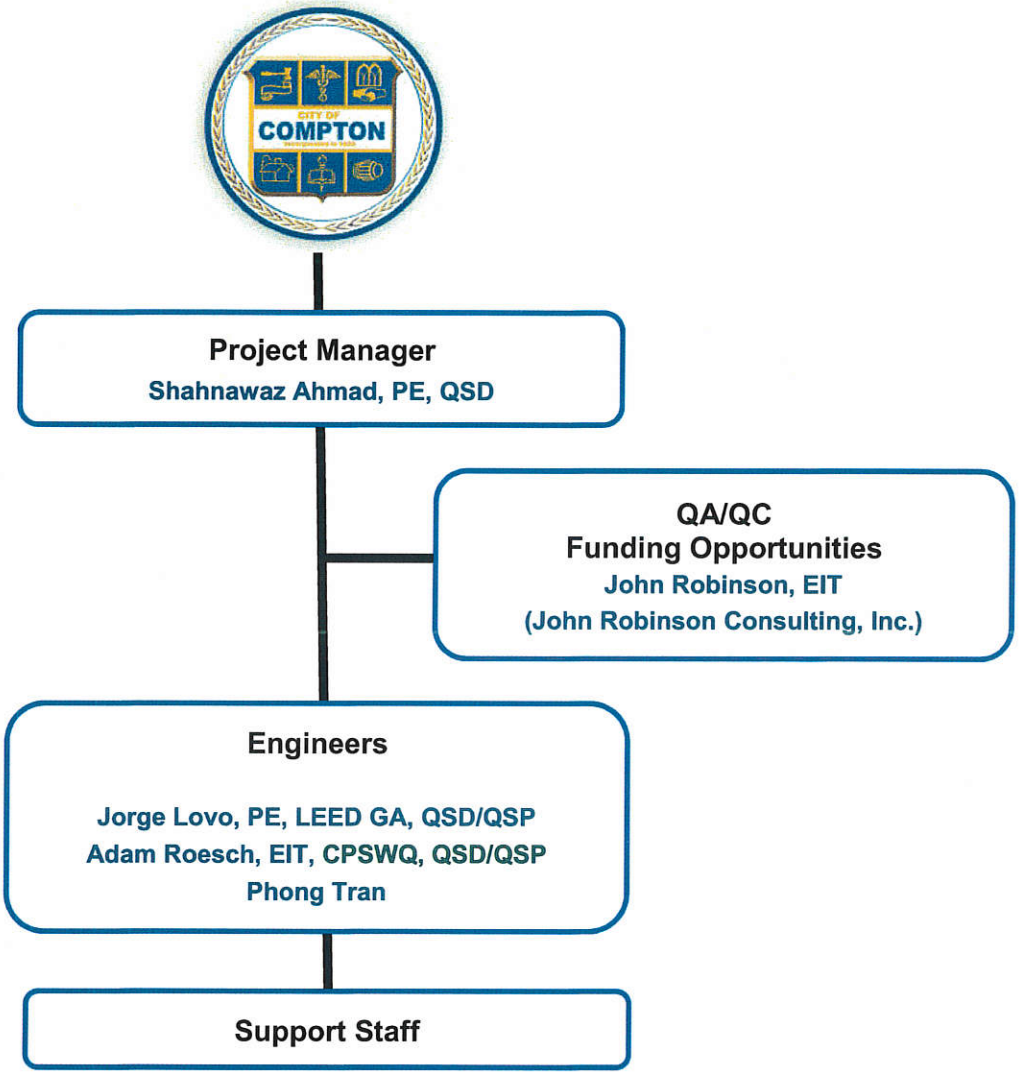
Mr. Robinson has experience working with the city of Compton. He served as project manager and was responsible for the development of a Recycled Water Feasibility Study.

We are positioned to be ready for your anticipated December 8 award date. We have the required experience to provide:

- Project Management
- Review of previous 2015 UWMP and Water Department Studies
- Establish Agency Coordination, Public Outreach and Identify Potential Stakeholders and Level of Involvement in UWMP process
- Develop Background Information Required for UWMP
- DWR Guidelines review and evaluation
- Report Preparation
- Submit adopted UWMP to DWR

SECTION III: QUALIFICATIONS OF PERSONS TO BE ASSIGNED TO COMPTON

ORGANIZATIONAL CHART



STAFFING ROLES

The Project Manager, Mr. Shahnawaz Ahmad, is very competent, and has considerable experience in preparing Urban Water Management Plans. He either personally prepared or oversaw over 35 UWMPs since 1990. He is in contact with the DWR and has kept up to date on new developments, regulations and changes to the 2020 UWMP requirements. Under his guidance, the project will remain on schedule and within budget.

The Engineers, Mr. Lovo, Mr. Roesch, Mr. Tran, will assist and receive direction from Mr. Ahmad in doing research, obtaining statistics, and reports from the City to compile all the information necessary to produce a comprehensive, thorough and understandable report. Both of them have experience on various 2015 UWMP projects and are currently working on the 2020 UWMPs for Foothill Municipal Water District and member agencies, as well as recently awarded 2020 UWMP for the City of Torrance and San Gabriel Valley Municipal Water District

Mr. Robinson has the experience necessary to review and give keen insight into the development of the report from start to finish from a QA/QC standpoint. Mr. Robinson brings expertise in funding, and market sector strategy development focused most recently on obtaining local, State and Federal grants and/or loans for public agencies and special districts. John also worked on the City of Compton's Recycled Water Feasibility Study.

With the current COVID situation our staff and consultant work remotely. The team will meet, as needed, with City Staff virtually or with COVID safety protocol as needed, especially with DWR.

Detailed funding experience is in Section VI, and further information on John Robinson Consulting Inc. is in Section IX.

Resumes are on the following pages.

SHAHNAWAZ AHMAD, P.E., QSD
Project Manager



Mr. Ahmad established SA Associates in 1989, creating a civil engineering firm focused on city, county and municipal agencies. Mr. Ahmad has over 40 years of experience.

Mr. Ahmad serves as principal-in-charge and/or project manager for projects related to water and sewer system master planning; water resources; water supply and treatment; water reuse; wastewater collection, treatment, and disposal; storm drainage; design of water and wastewater treatment plants, water pipelines, sewers, pumping stations, wells, storage reservoirs, and water reclamation systems; studies of water and wastewater treatment processes; and industrial waste problems.

Mr. Ahmad has prepared or is currently preparing Urban Water Management Plans and Urban Water Shortage Contingency Plans as listed in the Project Experience table.

PROJECT EXPERIENCE

City/Agency	Urban Water Management Plan							Urban Water Shortage Contingency Plan		
Year→	1990	1995	2000	2005	2010	2015	2020	1990	1995	2000
Arcadia	√							√		
Alhambra						√				
Azusa					√	√				
Beverly Hills				√	√					
Covina			√							√
Crescenta Valley Water District						√	√			
Foothill Municipal Water District						√	√			
Glendale						√				
La Palma	√	√	√	√				√	√	√
Lincoln Avenue Water Company						√	√			
Lomita					√	√				
Lynwood					√					
Pomona	√	√						√	√	
Rialto					√					
Rubio Cañon Land and Water Association						√	√			
San Fernando			√	√	√	√				√
San Gabriel Valley Water Municipal District						√	√			
Santa Monica					√	√				
Sierra Madre						√				
Torrance		√			√	√	√		√	
Valley Water Company						√	√			
Castaic Lake Water Agency/Newhall County Water District, Santa Clarita Water Company/Valencia Water Company			√							√

EDUCATION:
University of Karachi, Pakistan, B.E., Civil Engineering,
University of California, Berkeley, M.S., Sanitary Engineering,

REGISTRATION:
Registered Civil Engineer, California, No. 23712

MEMBER:
American Academy of Environmental Engineers, Diplomate
American Public Works Association
American Society of Civil Engineers
American Water Works Association
California Water Environment Association
Southern California Water Utilities Association
Water Environment Fed

BOY SCOUTS OF AMERICA – GREATER LOS ANGELES AREA COUNCIL

Currently preparing plans, estimate, and specifications for the Trask Scout Reservation (Monrovia, CA) Water System Rehabilitation and Enhancement Project to satisfy stringent water treatment regulations and standards. The project includes implementation of a new Water Treatment Plant (WTP) along with other significant improvements such as pumps, cartridge filters, UV system, chorine/disinfection, new treatment housing, backup generator, grading, two (2) – 50,000 steel tanks, fire hydrants, environmental health, creek restoration, hiking trails, landscaping, others.

CENTRAL BASIN MUNICIPAL WATER DISTRICT

- Prepared plans, specifications, and cost estimates for The Recycled Water System Extension in the City of South Gate, CA. This Project consists of the construction of approximately 24,600 LF of recycled pipeline varying in diameter between 8" & 20".

CITY OF COMPTON

- Sewer Improvement – Engineering services for the preparation of a Prioritized Sewer Improvement Program for the entire 150 miles of the City's sewer system. The work included identifying sewers that needed to be replaced or rehabilitated, providing recommendations for replacement or rehabilitation of the sewers, preparing preliminary cost estimates for each reach of sewer, and preparing a prioritized sewer improvement program giving the cost and order of priority for each reach of sewer.
- Phased Sewer Main Culver Avenue and Willowbrook Avenue - plans and specifications for the design of approximately 7,700 feet of 8-inch through 15-inch diameter sewer mains. A jacked casing was provided underneath the right rail of the railroad track at Compton Boulevard
- Undersized Water Line Replacement Report and Hydraulic Network Analysis for the City's water system. -The work included determining the population and water demand projections, evaluating alternative sources of water supply, conducting a computer hydraulic analysis for the water system, delineation of pressure zones, and recommendations for transmission and distribution mains.
- Well and Water Quality Investigation - This project involved investigation of alternative techniques that enabled three wells to meet water quality standards. Areas of investigation for each well included alternative methods of treatment available to improve the water quality of the well, and selective pumping from specific aquifers of existing wells so as to limit production to higher quality water. Iron and manganese treatment facilities were recommended for one well.

CRESCENTA VALLEY WATER DISTRICT

- Prepared plans for Crescenta Valley Water District's Well No. 2 at Ordunio Reservoir. The project consists of a new 150 gpm submersible pump and motor for Well No. 2, onsite piping, a chorine feed system using sodium hypochlorite (NAOCL), a nitrate removal treatment facility (by APT Water), upgrade of two existing booster pumps, installation of a masonry or pre-fabricated operations building, installation of a "carport" type building over concrete pad for the nitrate removal facility, water, sewer, and gas services, electrical and telemetry system (SCADA), pavement and other on-site improvements. **This project received awards from American Council of Engineering Companies, American Public Works Association, American Society of Civil Engineers and placed 2nd for the Association for California Water Agencies Clair A. Hill Agency Award for Excellence.**

KINNELOA IRRIGATION DISTRICT

- East-West Tank Connector Pipeline Project – Design for improving the reliability and service of the District's water distribution system by connecting the distribution system of its East Tank and West Tank Reservoirs with a 12-inch water line.

CITY OF MONTEREY PARK

- Plans and specifications for the water and sewer mains along Atlantic Boulevard. The proposed sewer main is approximately 2,700 LF long and shall be 12" Vitrified Clay pipe (VCP).

CITY OF ONTARIO

- Water Main Improvements - plans and specifications for approximately 25,430 LF of water mains at 30 various locations. The improvements replace existing water mains of diameters ranging from 2" to 12" to proposed 8" and 12" sizes.

JORGE LOVO, P.E., LEED G.A., QSD/QSP
Engineer



Mr. Lovo has over 19 years of experience designing and managing a variety of water-related projects and programs ranging from water, wastewater, recycled water, and storm water facilities including conveyance, water quality & treatment, pump stations, and storage. Providing technical leadership on small to large sized projects; supporting teams winning new business; interacting with clients, agencies and other consulting firms; preparing detailed engineering calculations, CAD drawings, estimates, master planning, facilities condition assessment, construction support, preparation of plans, specifications and others documents for permitting and construction.

EDUCATION:
University of Hawaii,
B.S. Civil Engineering

REGISTRATION:
Registered Civil Engineer, California
No. C75632
Registered Civil Engineer, Canada
Board of Professional Engineers

CERTIFICATION:
LEED Green Associates – Green Building Certification Institute,
ID No. 10779963
Construction Management, University of Quebec, Canada
Professional Studies in Technique of Architecture, College of Old Montreal

Qualified SWPPP Developer
(QSD), Qualified SWPPP Practitioner (QSP)
Certificate No. 25596

PROJECT EXPERIENCE

2020 URBAN WATER MANAGEMENT PLANS

. Currently conducting research and preparing data for the 2020 Urban Water Management Plans for the following agencies:

- Crescenta Valley Water District
- Foothill Municipal Water District
- Lincoln Avenue Water Company
- Rubio Cañon Land and Water Assn.
- Valley Water Company

2015 URBAN WATER MANAGEMENT PLANS

. Prepared the 2015 Urban Water Management Plan for the City of Glendale.

CITY OF ALHAMBRA

. Prepared PS&E documents for the construction of the Main Street Sewer Replacement Project. The City of Alhambra's replaced approximately 1,900 linear feet of existing 8-inch sewer main in Main Street with 12-inch diameter extra strength vitrified clay pipe (VCP) sewer,

CITY OF ANAHEIM

. Prepared plans and specifications for Water Main Replacement Projects on Pepper Creek Way, Fern Haven Lane, and Hadrians Crescent to replace approximately 1,500 ft. of existing cast iron pipe (CIP) to polyvinyl chloride (PVC) pipe along various streets within Anaheim Hills. The pipes were installed between 1960s and 1970s and are in need of replacement due to external corrosion of the pipeline. As a result, the corrosion causes numerous main breaks rendering water loss.

. Prepared plans and specifications for an 8" PVC Water Main Replacement in Baja Dr. between Palo Alto Dr. & Pueblo Pl., and Solomon Dr. between Arno Crescent St. & Camino Pinzon, with an approximate length of 1,557 ft.

BOY SCOUTS OF AMERICA – GREATER LOS ANGELES AREA COUNCIL

Currently preparing plans, estimate, and specifications for the Trask Scout Reservation (Monrovia, CA) Water System Rehabilitation and Enhancement Project to satisfy stringent water treatment regulations and standards.

CENTRAL BASIN MUNICIPAL WATER DISTRICT

. Prepared plans, specifications, and cost estimates for The Recycled Water System Extension in the City of South Gate, CA. This Project consists of the construction of approximately 24,600 LF of recycled pipeline varying in diameter between 8" & 20". In addition, approximately 3,400 LF of pipeline will be constructed in California Avenue north from Southern Avenue to South Gate City Hall and then to South Gate High School. Shorter segments on Tweedy Blvd. (1,900 FL) and Sequoia Dr (495 LF) are also included. The proposed Recycled Water main will be crossing the Alameda Corridor (ACTA) at Southern Ave/Alameda St. and at Alameda St./Tweedy Blvd. This new system extension will serve South Gate Park, State Street Park, South Gate Middle

School, Stanford Avenue Park, American Apparel, Koos Manufacturing Co., South Gate City Hall, South Gate High School, and South East High School.

CRESCENTA VALLEY WATER DISTRICT

- Conducted a preliminary feasibility study to use recycled water at Los Angeles County's Two-Strike Park.
- Prepared plans for Crescenta Valley Water District's Well No. 2 at Ordunio Reservoir. The project consists of a new 150 gpm submersible pump and motor for Well No. 2, onsite piping, a chorine feed system using sodium hypochlorite (NAOCL), a nitrate removal treatment facility (by APT Water), upgrade of two existing booster pumps, installation of a masonry or pre-fabricated operations building, installation of a "carport" type building over concrete pad for the nitrate removal facility, water, sewer, and gas services, electrical and telemetry system (SCADA), pavement and other on-site improvements. **This project received awards from American Council of Engineering Companies, American Public Works Association, American Society of Civil Engineers and placed 2nd for the Association for California Water Agencies Clair A. Hill Agency Award for Excellence.**

CITY OF HUNTINGTON BEACH

- Provided design services for the replacement of water valves in approximately 50 separate locations throughout the City's water system. Over 50% of those locations are expected to be closer to the coast, in area of low elevations where groundwater may be encountered and the other 50% will be located inland. In addition to restoring valve operation, the City will require the construction contractor to carefully remove and bag asbestos cement pipe from each of these valve locations, to collect field data, to collect soil samples, and to store at a location identified by the City for future analysis to determine remaining useful life of ACP as part of the City's Asset Management Program. The valve sizes will be 6" to 12" and will be in-line valves with no vaults.

CITY OF MONTEREY PARK

- Currently preparing plans and specifications for the water and sewer mains along Atlantic Boulevard. The proposed sewer main is from W. Hellman Avenue to Garvey Avenue with a length of approximately 2,700 LF and shall be 12" Vitrified Clay pipe (VCP).

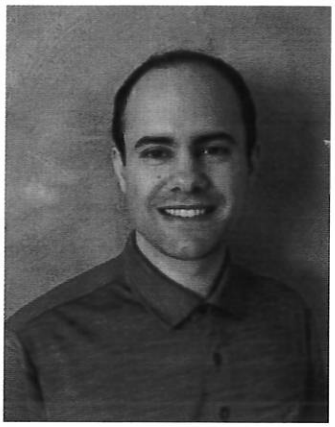
ROSE HILLS MEMORIAL PARK

- Designed the recycled water retrofit for 600 acres of Rose Hills Memorial Park and Cemetery. The design included approximately 4,500 LF of 8" potable water/fire to the four (4) on-site wells and four (4) reservoirs. The project team is coordinating with Rose Hills staff, Upper San Gabriel Valley Municipal Water District, Los Angeles County Sanitation Districts, San Gabriel Valley Water Company, Los Angeles County Fire Department. This project is funded by DWR Proposition 84, Round 3 – Drought Grant and MWD On-Site Recycled Water Retrofit.

CITY OF WHITTIER

- Designed the replacement of a water main in the uptown business district, along Comstock Avenue between Hadley Avenue and Wardman Avenue, for an approximate length of 2,000 ft., upgrading a 6" cast iron line to the 12" ductile iron pipe to provide sufficient flow within the area as well as for future improvements.
- Designed the replacement of a water main along Beverly Boulevard between Palm Avenue and Citrus Avenue to replace an aging water main with an approximate length of 4,450 ft. The existing 6" cast iron water main will be replaced with an 8" ductile iron pipe. The suggested design will minimize construction and maintenance costs by protecting the existing parkway and pine trees, and providing better access for maintenance of the proposed main.

ADAM ROESCH, E.I.T., CPSWQ, QSD/QSP
Engineer



Mr. Roesch serves as an engineer for various projects, including water main, wells, sewer, storm, & street projects. Due to his knowledge of engineering principles, Mr. Roesch provides valuable engineering assistance to SA Associates. Also, due to his past and part-time experience in environmental engineering/water quality, Mr. Roesch provides valuable technical assistance, especially in areas related to NPDES permitting.

PROJECT EXPERIENCE

2020 URBAN WATER MANAGEMENT PLANS

. Currently conducting research and preparing data for the 2020 Urban Water Management Plans for the following agencies:

- Crescenta Valley Water District
- Foothill Municipal Water District
- Lincoln Avenue Water Company
- Rubio Cañon Land and Water Assn.
- San Gabriel Valley Municipal Water District
- City of Torrance
- Valley Water Company

2015 URBAN WATER MANAGEMENT PLANS

. Prepared the 2015 Urban Water Management Plans for the following agencies:

- City of Alhambra
- City of Azusa
- Crescenta Valley Water District
- Foothill Municipal Water District
- Lincoln Avenue Water Company
- City of Lomita
- Rubio Cañon Land & Water Assn
- City of San Fernando
- San Gabriel Valley Municipal Water Dist.
- City of Santa Monica
- City of Sierra Madre
- City of Torrance
- Valley Water Company

CITY OF ANAHEIM

. Prepared plans and specifications for Water Main Replacement Projects on (1) Pepper Creek Way, (2) Fern Haven Lane, and Hadrians Crescent (Project) to replace approximately 1,500 ft. of existing cast iron pipe (CIP) to polyvinyl chloride (PVC) pipe along various streets within Anaheim Hills. The pipes were installed between 1960s and 1970s and are in need of replacement due to external corrosion of the pipeline. As a result, the corrosion causes numerous main breaks rendering water loss

. Prepared plans and specifications for the 8" Water Main Replacement in Country Glen Way for the replacement of 5,300 ft. of 6 & 8-inch ductile iron pipe and 6 & 8-inch polyvinyl chloride (PVC) pipe. Prepared the as-built plans.

CITY OF ARCADIA

· Assisted with preparing plans for the Orange Grove Disinfection System Upgrade Project. The project involved the installation of new DIP to connect the existing piping with three existing reservoirs. The project also involved the installation of a chlorine injector assembly, nitrate analyzers, drainage pipes, and concrete removal and replacement.

EDUCATION:
California State University, Long Beach, B.S. Civil Engineering

REGISTRATION:
Engineer in Training, California

Certified Professional in Storm Water Quality (CPSWQ), Certificate No. 1022

Qualified SWPPP Developer (QSD), Qualified SWPPP Practitioner (QSP), Certificate No. 25508

SOFTWARE:
Microsoft Office
Adobe
Autodesk (AutoCAD)

CENTRAL BASIN MUNICIPAL WATER DISTRICT

- Provided design services for the construction of approximately 24,600 ft. of new 8" to 20" recycled water main located in segments of Southern Avenue, Alameda St., Hildreth Ave and California Ave. to South Gate City Hall, and State St.

CITY OF CHINO

- Prepared plans & specifications for the Quadrant I Water Main Replacement Project which consisted of 10,940 ft. of 8" PVC pipe to improve the existing water system. In addition, the project consisted of the replacement or reconnection of existing service laterals and reconnections to the existing water mains

CRESCENTA VALLEY WATER DISTRICT

- Assisted with preparing plans for Crescenta Valley Water District's Well No. 2 at Ordunio Reservoir. **This project received awards from American Council of Engineering Companies, American Public Works Association, American Society of Civil Engineers and placed 2nd for the Association for California Water Agencies Clair A. Hill Agency Award for Excellence.**

KINNELOA IRRIGATION DISTRICT

- Prepared plans for the East-West Tank Connector Pipeline Project. The project involves improving the reliability and service of the District's water distribution system by connecting the distribution system of its East Tank and West Tank Reservoirs with a 12-inch water line. The project also involved the installation of a 4" DIP main alongside the 12" DIP main in order to abandon an existing 4-inchwaterline that runs through private properties. Mr. Roesch Also performed the utility research, coordinated with utility companies within the project vicinity.

LONG BEACH WATER DEPARTMENT

- Prepared plans and specifications for the East 27th Street and Via Passilo Cast Iron Water Main Replacement Project which consists of the replacement of approximately 4,000 feet of 6 & 8 inch cast iron & ductile pipe.

- Provided inspection for the Groundwater Treatment Plant Chemical Tank Replacement Project – Phase I. The project involved the replacement of three existing polyethylene chemical storage tanks located within LBWD's Groundwater Treatment Plant, along with chemical piping, vent piping, liquid level indicators, and SCADA equipment.

CITY OF MONTEREY PARK

- Plans and specifications for the water and sewer mains along Atlantic Boulevard. The proposed sewer main is from W. Hellman Avenue to Garvey Avenue with a length of approximately 2,700 LF and shall be 12" Vitrified Clay pipe (VCP).

ROSE HILLS MEMORIAL PARK

- Assisted with the design of the recycled water retrofit for 600 acres of Rose Hills Memorial Park and Cemetery. The design included approximately 4,500 LF of 8" potable water/fire protection pipeline, 8,000 LF of 4" and 8" potable water pipeline, and modifications to the four (4) on-site wells and four (4) reservoirs. The project team is coordinating with Rose Hills staff, Upper San Gabriel Valley Municipal Water District, Los Angeles County Sanitation Districts, San Gabriel Valley Water Company, Los Angeles County Department of Public Health, and the Los Angeles County Fire Department. This project is funded by DWR Proposition 84, Round 3 – Drought Grant and MWD On-Site Recycled Water Retrofit.

CITY OF WHITTIER

- Comstock Water Main Improvement -Technical specifications for the removal and replacement of approximately 2,000 linear feet of 6-inch CIP with 12-inch ductile iron pipe, the repair of the existing concrete pavement.

- Designed the replacement of a water main along Beverly Boulevard between Palm Avenue and Citrus Avenue to replace an aging water main with an approximate length of 4,450 ft. The existing 6: cast iron main was replaced with 8" ductile iron pipe.

PHONG TRAN
Engineer



Mr. Tran is an engineer who is currently pursuing a Masters Degree in Civil Engineering. He is well versed in the use of AutoCAD and GIS software. He has gained valuable experience by assisting the senior engineers with design calculations and researching information. He is participating in the assembly of proposals and statements of qualifications. He has worked on various projects, including water mains, storm, & street projects.

EDUCATION:
California State University, Long Beach, B.S. Civil Engineering
California State University, Pomona, Candidate for M.S. Civil Engineering with emphasis in Environmental and Water Resources
Anticipated 2020 completion

PROJECT EXPERIENCE

2020 URBAN WATER MANAGEMENT PLANS

. Currently conducting research and preparing data for the 2020 Urban Water Management Plans for the following agencies:

- Crescenta Valley Water District
- Foothill Municipal Water District
- Lincoln Avenue Water Company
- Rubio Cañon Land and Water Assn.
- San Gabriel Valley Municipal Water District
- City of Torrance
- Valley Water Company

2015 URBAN WATER MANAGEMENT PLANS

. Prepared the 2015 Urban Water Management Plans for the following agencies:

- City of Alhambra
- City of Azusa
- Crescenta Valley Water Dist.
- Foothill Municipal Water Dist.
- Lincoln Avenue Water Co.
- City of Lomita
- Rubio Cañon Land & Water Assn
- City of San Fernando
- San Gabriel Valley Municipal Water Dist.
- City of Santa Monica
- City of Sierra Madre
- City of Torrance
- Valley Water Company

CITY OF ANAHEIM

. Conducted utilities research and preparing plans for the Solomon and Baja Drives Water Main Replacement project. The work included replacement of approximately 1,557 ft. of corroded 6" & 8" cast iron pipe with 8" PVC pipe. The project also consisted of replacing fire hydrants, valves, service lines, and appurtenances.

CENTRAL BASIN MUNICIPAL WATER DISTRICT

. Provided design services for the construction of approximately 24,600 ft. of new 8" to 20" recycled water main located in segments of Southern Avenue, Alameda St., Hildreth Ave and California Ave. to South Gate City Hall, and State St. ..

CITY OF CHINO

. Prepared plans & specifications for the Quadrant I Water Main Replacement Project which consisted of 10,940 ft. of 8" PVC pipe to improve the existing water system. In addition, the project included the replacement of or reconnection of existing service laterals and reconnections to the existing water mains.

CRESCENTA VALLEY WATER DISTRICT

- Assisted with preparing plans for Crescenta Valley Water District's Well No. 2 at Ordunio Reservoir. The project consists of a new 150 gpm submersible pump and motor for Well No. 2, onsite piping, a chorine feed system using sodium hypochlorite (NAOCL), a nitrate removal treatment facility (by APT Water), upgrade of two existing booster pumps, installation of a masonry or pre- fabricated operations building, installation of a "carport" type building over concrete pad for the nitrate removal facility, water, sewer, and gas services, electrical and telemetry system (SCADA), pavement and other on-site improvements. **This project received awards from American Council of Engineering Companies, American Public Works Association, American Society of Civil Engineers and placed 2nd for the Association for California Water Agencies Clair A. Hill Agency Award for Excellence**

CITY OF TORRANCE

- Van Ness Water Wells Transmission Water Main. Provided CAD Drafting, utility research and pipeline alignment of the 4-mile pipeline project. This project consisted of connecting two groundwater wells to an outflow reservoir. Utility coordination was between Caltrans, various gas companies and two railroad companies. In addition, aided the research for a CEQA developed for the project.

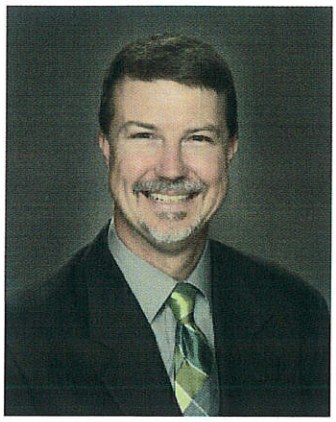
- Purche Avenue Storm Drain Design. Provided CAD drafting and utility research for an area storm drain system from 185th Street to Purche Avenue. This project was worked parallel with the Van Ness Wells Transmission Main.

CITY OF WHITTIER

- Conducted utilities research and preparing plans for Comstock Avenue Water Replacement Project. The work includes replacement of approximately 2,000 ft. of 6" cast iron pipe with 12" ductile iron pipe on Comstock Avenue and Hadley Avenue and Wardman Avenue. The upgrading of the water to a large size is to provide adequate fire flow and supply within the area to accommodate future developmental projects. The project also consists of replacing service laterals and tie-ins to repair the existing concrete pavement along the trench width.

- Aided in the design for the replacement of a water main along Beverly Boulevard between Palm Avenue and Citrus Avenue to replace an aging water main with an approximate length of 4,450 ft. The existing 6" cast iron water main will be replaced with an 8" ductile iron pipe. The suggested design will minimize construction and maintenance costs by protecting the existing parkway and pine trees, and providing better access for maintenance of the proposed main.

JOHN ROBINSON, EIT – Principal John Robinson Consulting Inc. (SBE) Subconsultant – QA/QC



John Robinson has more than 25 years of experience in engineering consulting, project leadership project management and construction management.

His strengths include water resource planning with a program approach. Mr. Robinson is experienced in risk and resilience assessments and emergency response plans. His experience encompasses a variety of wastewater engineering, water reclamation and planning projects.

PROJECT EXPERIENCE

CRESCENTA VALLEY WATER DISTRICT
- QA/QC Consultant for RRA, ERP and 2020 Urban Water Management Plan (UWMP).
- QA/QC Consultant for 2015 UWMP

CITY OF COMPTON
- **Program Manager, Recycled Water Feasibility** - Mr. Robinson served as project manager and was responsible for the development of a Recycled Water Feasibility Study. The RWFS included a market assessment, evaluation and identification of future recycled water system infrastructure requirements, alternative analysis with recommended projects and implementation and financing plan. The RWFS evaluated a "no project alternative" as well a supply recycled water from Central Basin MWD, West Basin MWD, a combination of both agencies and a satellite or "scalping" recycled water projects. Mr. Robinson's responsibilities included overall project management, meeting coordination, budget, and RWFS development.

LA CAÑADA IRRIGATION DISTRICT
- QA/QC Consultant for RRA and ERP

FOOTHILL MUNICIPAL WATER DISTRICT
- QA/QC Consultant for RRA, ERP and 2020 UWMP
- 2015 UWMP

INLAND EMPIRE UTILITIES AGENCY
- Emergency Response Plan

LAS FLORES WATER COMPANY
- QA/QC Consultant for RRA, ERP and 2020 UWMP

LINCOLN AVENUE WATER COMPANY
- QA/QC Consultant for RRA, ERP and 2020 UWMP
- QA/QC Consultant for 2015 UWMP

MESA WATER DISTRICT
- Risk and Resilience Assessment (RRA) and Emergency Response Plan (ERP)

EDUCATION:
California State University, Long Beach
B.S. Civil Engineering

REGISTRATION:
Engineer in Training, California

ASSOCIATIONS:
American Society of Civil Engineers

California Water Environment Association Los Angeles Basin Section – Past President

Orange County Water Association – Board Director 2014 to Present

Water Environmental Federation

WateReuse California Association – Board of Directors 1997 to Present

RUBIO CAÑON LAND AND WATER ASSOCIATION

- QA/QC Consultant for RRA, ERP and 2020 UWMP
- QA/QC Consultant for 2015 UWMP

UPPER SAN GABRIEL VALLEY MUNICIPAL WATER DISTRICT

- Emergency Response Plan
- QA/QC Consultant for 2015 UWMP

VALLEY WATER DISTRICT

- QA/QC Consultant for RRA, ERP and 2020 UWMP
- QA/QC Consultant for 2015 UWMP

FUNDING EXPERIENCE:

He assisted in obtaining and managing the U.S. Bureau of Reclamation Title XVI funding, State Revolving Fund (SFR) Proposition 50, State Water Resources Control Board (SWRCB) Proposition 13, Department of Water Resources Proposition 84 Rounds 1-3, Metropolitan Water District of Southern California Local Resources Program and Recycled Water Retrofit Pilot Program monies in order to complete the approximately $182 million of recycled water projects for clients in southern California.

- ***Metropolitan Water District of Southern California (MWD) Recycled Water Retrofit, City of Fontana, CA.*** Mr. Robinson assisted the City obtain over $100,000 of grant funding to convert nine (9) parkways and four (4) parks to recycled water in coordination with **Fontana Water District and California Public Utilities Commission**. Assisted City staff and selected contractor with the recycled water conversion including inspection, preliminary cross connection testing and final cross connection testing.

- ***LRP, Proposition 50, Title XVI and Water SMART, Inland Empire Utilities Agency, CA.*** Mr. Robinson assisted in obtaining and managing the U.S. Bureau of Reclamation Title XVI funding, State Water Resources Control Board State Revolving Fund linked to Proposition 50, SWRCB Proposition 13 and MWD Local Resources Program monies in order to complete selected projects. Mr. Robinson assisted in completing the coordination **~$85 million** with USBOR, SWRCB, and MWD on the behalf of IEUA including monthly reports, progress deliverables, proposed financial breakdowns, and coordinating field meetings.

- ***La Puente County Valley Water District and San Gabriel Valley Water Company*** – Mr. Robinson assisted in obtaining Department of Water Resources Proposition84, Round 3 Part A funding at **$0.8M**. Mr. Robinson coordinated with the application consultant, Upper District, LPCVMWD staff and SGVWC staff to develop all sections of the application and complete the review of the application before submittal to the DWR. Mr. Robinson made all the presentation to the Greater Los Angeles Steering Committee for the application. Mr. Robinson was response for the expansion of the Upper San Gabriel Valley Municipal Water District's recycled water system to both LPCVWD and SGVWC. The facilities for these two projects include 15,000 linear feet of pipeline and the recycled water conversion of approximately 130 acre-feet per year to utilize recycled water for irrigation purposes.

SECTION IV: LIST OF REFERENCES AND RELATED EXPERIENCE

REFERENCES:

CRESCENTA VALLEY WATER DISTRICT
David Gould, District Engineer
2700 Foothill Boulevard
La Crescenta, CA 91214
Phone & Email: 818.248.3925 | dgould@cvwd.com

Dates of Service: 2015 & 2020 Urban Water Management Plans

FOOTHILL MUNICIPAL WATER DISTRICT
Nina Jazmadarian,
4536 Hampton Road
La Cañada – Flintridge, CA 91011
Phone & Email: 818.790.4036 | nina.jaz@fmwd.com

Dates of Service: 2015 & 2020 Urban Water Management Plans

CITY OF GLENDALE
Raja Takidin, P.E.
Glendale Water & Power
141 N. Glendale Avenue, 4th Floor
Glendale, CA 92106
Phone & Email: 818.548.3906 | rtakidin@glendaleca.gov

Dates of Service: 2015 Urban Water Management Plan

CITY OF SIERRA MADRE
Chris Cimino, Public Works Director
232 W. Sierra Madre Blvd.
Sierra Madre, CA 91024
Phone & Email: 626.355.6615 | ccimino@cityofsierramadre.com

Dates of Service: 2015 Urban Water Management Plan

CITY OF TORRANCE
Chuck Schaich
City of Torrance, Public Works Department
20500 Madrona Avenue
Torrance CA 90503
Phone & Email: 310.618-6221 | cschaich@TorranceCA.Gov

Dates of Service: 1995, 2010, 2015 and 2020 Urban Water Management Plans

RELATED EXPERIENCE:

URBAN WATER MANAGEMENT PLAN EXPERIENCE

SA Associates has prepared Urban Water Management Plans for the cities and agencies listed in the chart below:

City / Agency	Urban Water Management Plan							Urban Water Shortage Contingency Plan		
Year→	1990	1995	2000	2005	2010	2015	2020	1990	1995	2000
Arcadia	√							√		
Alhambra						√				
Azusa					√	√				
Beverly Hills				√	√					
Covina			√							
Crescenta Valley Water District						√	√			
Foothill Municipal Water District						√	√			
Glendale						√				
La Palma	√	√	√	√				√	√	√
Lincoln Avenue Water Company						√	√			
Lomita					√	√				
Lynwood					√					
Pomona	√	√						√	√	
Rialto					√					
Rubio Cañon Land & Water Association						√	√			
San Fernando			√	√	√	√				√
San Gabriel Valley Municipal Water District						√	√			
Santa Monica					√	√				
Sierra Madre						√				
Torrance		√			√	√	√	√	√	
Valley Water Company						√	√			
Castaic Lake Water Agency/Newhall County Water District, Santa Clarita Water Company/Valencia Water Company			√							√

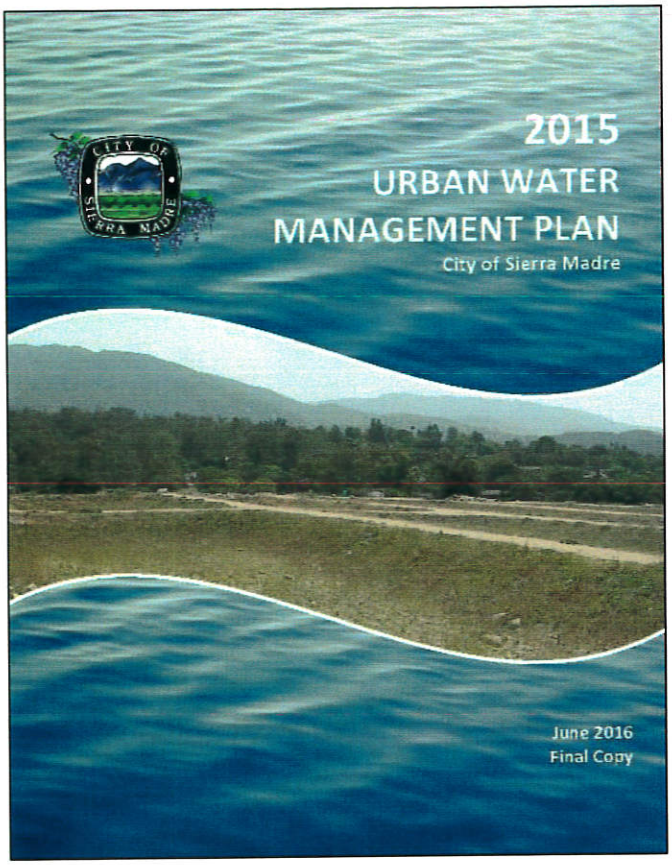
2015 Urban Water Management Plans - DWR Approval

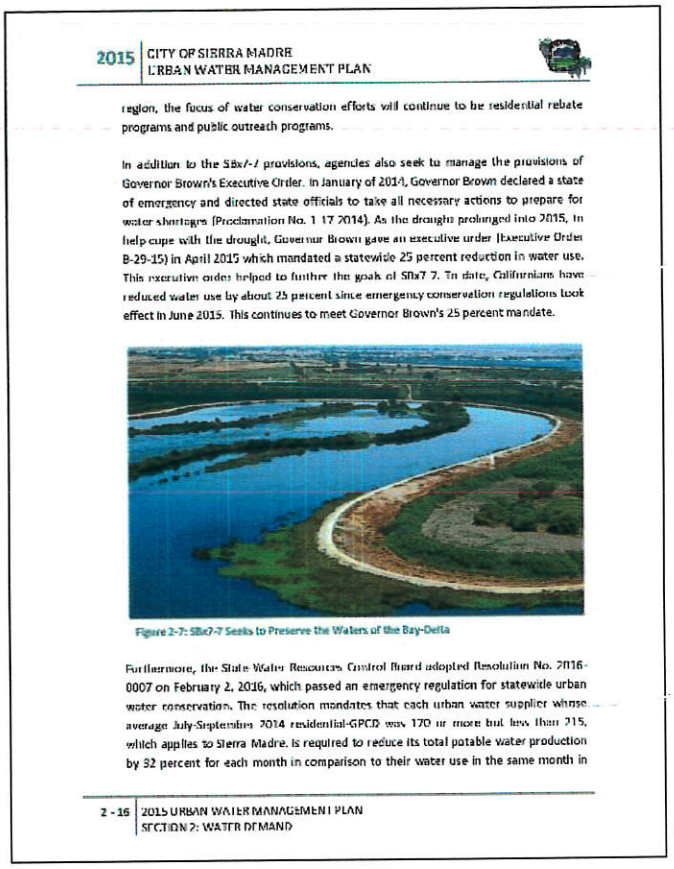
DWR has reviewed and approved of the 2015 UWMPs prepared by SA Associates on the following dates:

City/Agency	DWR Approval Dates of 2015 UWMPs
Alhambra	May 11, 2017
Azusa	December 11, 2017
Crescenta Valley Water District	January 27, 2017
Foothill Municipal Water District	April 20, 2017
Glendale	June 28, 2017
Lincoln Avenue Water Company	September 12, 2017
Lomita	March 7, 2017
Rubio Cañon Land & Water Association	September 6, 2017
San Fernando	August 31, 2016
San Gabriel Valley Municipal Water District	September 18, 2017
Santa Monica	September 22, 2016
Sierra Madre	September 6, 2017
Torrance	November 7, 2016
Valley Water Company	May 3, 2017

SAMPLES OF PAST UWMP WORK

As indicated by the chart on the previous page, SA Associates has extensive experience in the UWMP preparation process. Due to this familiarity, we strive to prepare UWMPs that will not only meet requirements but also act as a source document of clear, precise, and organized information. To reflect our attention to quality, we have included a sample portion of our 2015 UWMP for the City of Sierra Madre below:





2015 | CITY OF SIERRA MADRE
URBAN WATER MANAGEMENT PLAN

region, the focus of water conservation efforts will continue to be residential rebate programs and public outreach programs.

In addition to the SBx7-7 provisions, agencies also seek to manage the provisions of Governor Brown's Executive Order. In January of 2014, Governor Brown declared a state of emergency and directed state officials to take all necessary actions to prepare for water shortages (Proclamation No. 1 17 2014). As the drought prolonged into 2015, in help cope with the drought, Governor Brown gave an executive order (Executive Order B-29-15) in April 2015 which mandated a statewide 25 percent reduction in water use. This executive order helped to further the goals of SBx7 7. To date, Californians have reduced water use by about 25 percent since emergency conservation regulations took effect in June 2015. This continues to meet Governor Brown's 25 percent mandate.

Figure 2-7: SBx7-7 Seeks to Preserve the Waters of the Bay-Delta

Furthermore, the State Water Resources Control Board adopted Resolution No. 2016-0007 on February 2, 2016, which passed an emergency regulation for statewide urban water conservation. The resolution mandates that each urban water supplier whose average July-September 2014 residential-GPCD was 170 or more but less than 215, which applies to Sierra Madre, is required to reduce its total potable water production by 32 percent for each month in comparison to their water use in the same month in

2 - 16 | 2015 URBAN WATER MANAGEMENT PLAN
SECTION 2: WATER DEMAND

Full samples of the 2015 Urban Water Management Plans prepared by SA Associates can be found on the State of California Department of Water Resources website. Please see the links below:

- 2015 UWMP for the City of Torrance:
  https://wuedata.water.ca.gov/public/uwmp_attachments/9494046866/2015_UWMP_TORRANCE_FINAL.pdf
- 2015 UWMP for the City of Santa Monica
  https://wuedata.water.ca.gov/public/uwmp_attachments/7808606803/SANTA%20MONICA%20FINAL%202015%20UWMP%20JUNE%202016%5FRevised%202016%2D09%2D21%2Epdf
- 2015 UWMP for the City of Sierra Madre:
  https://wuedata.water.ca.gov/public/uwmp_attachments/4559125602/Sierra%20Madre%202015%20FINAL%20UWMP%20%28wAppendix%29_2016-06-28.pdf

In preparing the 2020 UMWP for the City, we intend to provide the same level of attention to detail while providing the necessary updates in accordance with the most recent DWR guidelines

The following tables show that the Project Team (as indicated in Section III) has experience in working together on multiple Urban Water Management Plans:

2020 URBAN WATER MANAGEMENT PLANS

Projects	Key Staff				
City/Agency	Shahnawaz Ahmad	Jorge Lovo	Adam Roesch	Phong Tran	John Robinson
Foothill Municipal Water District	√	√	√	√	√
Crescenta Valley Water District	√	√	√	√	√
Lincoln Avenue Water Company	√	√	√	√	√
Rubio Cañon Land and Water Association	√	√	√	√	√
San Gabriel Valley Municipal Water District	√	√	√	√	√
City of Torrance	√	√	√	√	
Valley Water Company	√	√	√	√	√

2015 URBAN WATER MANAGEMENT PLANS

Projects	Key Staff				
City/Agency	Shahnawaz Ahmad	Jorge Lovo	Adam Roesch	Phong Tran	John Robinson
Alhambra	√		√	√	
Azusa	√		√	√	
Crescenta Valley Water District	√		√	√	√
Foothill Municipal Water District	√	√	√	√	√
Glendale	√	√			
Lincoln Avenue Water Company	√		√	√	√
Lomita	√		√	√	
Rubio Cañon Land and Water Association	√		√	√	√
San Gabriel Valley Municipal Water District	√		√	√	√
Santa Monica	√		√	√	
Sierra Madre	√		√	√	
Torrance	√		√	√	
Valley Water Company	√		√	√	√

SECTION V: LIST OF CONTRACTS IN COMPTON

PROJECTS FOR THE CITY OF COMPTON WITHIN THE LAST 5 YEARS

Recycled Water Feasibility Study – John Robinson Consulting, Inc.

Mr. Robinson served as project manager and was responsible for the development of a Recycled Water Feasibility Study. The RWFS included a market assessment, evaluation and identification of future recycled water system infrastructure requirements, alternative analysis with recommended projects and implementation and financing plan. The RWFS evaluated a "no project alternative" as well a supply recycled water from Central Basin MWD, West Basin MWD, a combination of both agencies and a satellite or "scalping" recycled water projects. Mr. Robinson's responsibilities included overall project management, meeting coordination, budget, and RWFS development.

PREVIOUS PROJECTS FOR THE CITY OF COMPTON

Priortized Sewer Improvement

Engineering services for preparation of a Prioritized Sewer Improvement Program for the entire 150 miles of the City's sewer system. The work included identifying sewers that needed to be replaced or rehabilitated, providing recommendations for replacement or rehabilitation of the sewers, preparing preliminary cost estimates for each reach of sewer, and preparing a prioritized sewer improvement program giving the cost and order of priority for each reach of sewer. A report summarizing the recommendations along with a map of the sewer system showing the results of the analysis were also prepared. Approximately one-third of the City's sewer system was identified as requiring replacement and/or rehabilitation at a cost of approximately $24 million.

Sewer Main Design

Plans and specifications for the design of approximately 7,700 feet of 8-inch through 15-inch diameter sewer mains. The project was divided into two phases. The first phase extended along Culver Avenue, Rosecrans Avenue, and Willowbrook Avenue West. Phase II extended along Willowbrook Avenue East from Compton Boulevard to Alondra Boulevard. A jacked casing was provided underneath the right rail of the railroad track at Compton Boulevard. Completed 2000, Construction Cost $800,000.

Undersized Water Line Replacement Report and Hydraulic Network Analysis

This project involved preparation of a report for Undersized Water Line Replacement and Hydraulic Network Analysis for the City's water system. The work included determining the population and water demand projections, evaluating alternative sources of water supply, conducting a computer hydraulic analysis for the water system, delineation of pressure zones, and recommendations for transmission and distribution mains. Estimates of construction costs were also prepared.

Well Water Quality Standards for Three Wells

This project involved investigation of alternative techniques that enabled three wells to meet water quality standards. The extent of the problems of taste, odor, trihalomethanes and other parameters which limited the usability of the wells was determined. The most economical and operationally responsible means of utilizing the wells so that potable water quality standards may be satisfied, were evaluated. Areas of investigation for each well included alternative methods of treatment available to improve the water quality of the well, and selective pumping from specific aquifers of existing wells so as to limit production to higher quality water. Iron and manganese treatment facilities were recommended for one well.

SECTION VI: LIST OF OUTSIDE FUNDING SOURCES OBTAINED

SA Associates has included John Robinson as a subconsultant on our team. He has successfully obtained outside funding sources for a variety of water related projects.

He assisted in obtaining and managing the U.S. Bureau of Reclamation Title XVI funding, State Revolving Fund (SFR) Proposition 50, State Water Resources Control Board (SWRCB) Proposition 13, Department of Water Resources Proposition 84 Rounds 1-3, Metropolitan Water District of Southern California Local Resources Program and Recycled Water Retrofit Pilot Program monies in order to complete the approximately $182 million of recycled water projects for clients in southern California.

Metropolitan Water District of Southern California (MWD) Recycled Water Retrofit, City of Fontana, CA. Mr. Robinson assisted the City obtain over $100,000 of grant funding to convert nine (9) parkways and four (4) parks to recycled water in coordination with **Fontana Water District and California Public Utilities Commission**. Assisted City staff and selected contractor with the recycled water conversion including inspection, preliminary cross connection testing and final cross connection testing.

LRP, Proposition 50, Title XVI and Water SMART, Inland Empire Utilities Agency, CA. Mr. Robinson assisted in obtaining and managing the U.S. Bureau of Reclamation Title XVI funding, State Water Resources Control Board State Revolving Fund linked to Proposition 50, SWRCB Proposition 13 and MWD Local Resources Program monies in order to complete selected projects. Mr. Robinson assisted in completing the coordination **~$85 million** with USBOR, SWRCB, and MWD on the behalf of IEUA including monthly reports, progress deliverables, proposed financial breakdowns, and coordinating field meetings.

La Puente County Valley Water District and San Gabriel Valley Water Company – Mr. Robinson assisted in obtaining Department of Water Resources Proposition84, Round 3 Part A funding at **$0.8M**. Mr. Robinson coordinated with the application consultant, Upper District, LPCVMWD staff and SGVWC staff to develop all sections of the application and complete the review of the application before submittal to the DWR. Mr. Robinson made all the presentation to the Greater Los Angeles Steering Committee for the application. Mr. Robinson was response for the expansion of the Upper San Gabriel Valley Municipal Water District's recycled water system to both LPCVWD and SGVWC. The facilities for these two projects include 15,000 linear feet of pipeline and the recycled water conversion of approximately 130 acre-feet per year to utilize recycled water for irrigation purposes.

The following table presents the Outside Funding Obtained for various agencies:

Agency	Projects	Funding Agency	Value
Grant Application and Post Award Grant Administration Services			
Central Basin Municipal Water District	Title XVI Funding for Recycled Water Program	USBR	$25 million
City of Signal Hill	Proposition 13 – Recycled Water Feasibility Study	SWRCB	$75,000
Crescenta Valley Water District	Proposition 84 – Well No. 2 and Related Facilities Project	SWRCB	$700,000
San Gabriel Valley Municipal Water District	Proposition 13 – Recycled Water Feasibility Study	SWRCB	$75,000
Upper San Gabriel Valley Municipal Water District	Clean Water State Revolving Fund	SWRCB	$27 million
Upper San Gabriel Valley Municipal Water District	Title XVI – Funding for Recycled Water Program	USBR	$25 million
Upper San Gabriel Valley Municipal Water District	Proposition 84, Drought Round – Rose Hills Expansion, South El Monte Recycled Water Project; La Puente Valley County Water District Recycled Water Project	DWR	$4 million
West Basin Municipal Water District	Title XVI Funding for Recycled Water Program	USBR	$25 million
		Subtotal	**$106.9 million**
Grant Application Services Only			
Central Basin Municipal Water District	Proposition 1 – Recycled Water Conversion Projects for Disadvantaged Communities within Gateway Water Management Agency	DWR	$4 million
Chino Basin Water Conservation District	WaterSMART – Drought Resiliency Project Grant	USBR	$500,000
Chino Basin Water Conservation District	Stormwater Recharge Pilot Program	MWD	$325,000
Foothill Municipal Water District	Proposition 84 – Recycled Water Satellite Project	SWRCB	$2 million
Inland Empire Utilities Agency	Title XVI Funding for Recycled Water Program	USBR	$80 million
La Puente Valley County Water District	Proposition 84 – Recycled Water Project	SWRCB	$400,000

Long Beach Water Department	WaterSMART - Water and Energy Efficiency Grants	USBR	$1.5 million
Long Beach Water Department	WaterSMART – Drought Resiliency Project Grant	USBR	$2.89 million
		Subtotal	**$87.6 million**

Post Award Grant Administration Services Only

City of Monterey Park	Proposition 84, Round 2 – Centralized Groundwater Treatment Project	SWRCB	$4 million
City of San Fernando	Proposition 84 Grant – Upper Reservoir Replacement Project	DWR	$5 million
Eastern MWD	Perris II Reverse Osmosis Treatment Facility	SWRCB	$22.5 million
Eastern MWD	Perris North Basin Groundwater Program	SWRCB	$44.9 million
West Basin MWD	WaterSMART – Desalination Program	USBR	$103,000
		Subtotal	**$76.5 million**
		TOTAL	**$271 million**

SECTION VII: FIRM'S UNDERSTANDING OF THE CITY'S NEEDS

PROJECT UNDERSTANDING

It is our understanding that the City of Compton (City) is seeking engineering services for the preparation of the 2020 Urban Water Management Plan (UWMP). As mandated by the State of California's Urban Water Management Planning Act, every urban water supplier providing water for municipal purposes to more than 3,000 customers, or supplying more than 3,000 acre-feet (AF) of water annually, is required to prepare and adopt an UWMP containing prescribed requirements. The Plan needs to be periodically reviewed at least once every five years. The 2020 UWMP will be in accordance with the 1983 Urban Water Management Planning Act and subsequent amendments, including the passage of the Water Conservation Act of 2009, SBx7-7 (20%x2020 - Steinberg), by presenting water use target data that reflects the water supplier's standing on achieving the 20x2020 mandate.

An UWMP is required in order for a water supplier to be eligible for State grants and loans and drought assistance. An UWMP is considered to be a foundation document and a source of information for Water Supply Assessments (Senate Bill 610) and Written Verifications of Water Supply (SB 221). In addition, an UWMP may serve as a long-range planning document for water supply, a source of data for development of a regional water plan, and a source document for cities and counties as they prepare their General Plans. These planning documents are linked, and their accuracy and usefulness are interdependent.

As with the 2015 UWMPs, the 2020 UWMPs must have a public notification period of 60 days prior to the public hearing and are to be submitted to the California Department of Water Resources (DWR) by July 1, 2021. Per Senate Bill No. 606, Chapter 14, the deadline for submitting the 2020 UWMP has been revised from December 31, 2020 to July 1, 2021 to allow water suppliers sufficient time to incorporate 2020 reporting data required by the 20x2020 water conservation statute. We have reviewed and become familiar with DWR's Draft 2020 UWMP Guidebook that was released by DWR on September 2, 2020, attended the DWR UWMP Guidebook Public Workshop on September 16, 2020, and have noted all changes from the 2015 UWMP Guidebook. Once the Final 2020 UWMP Guidebook becomes available on DWR's website, we will thoroughly review it and follow the revised guidelines in preparing the City's 2020 UWMP. DWR anticipates releasing the Final 2020 UWMP Guidebook sometime in Fall 2020.

CITY WATER SYSTEM UNDERSTANDING

The City of Compton was incorporated in 1888. The City, also known as the Hub City due to its location in almost the exact center of Los Angeles County, is approximately 10.2 square miles in size. Its water system serves more than 98,000 residents encompassing about 80 percent of the land within the City limits. The remaining 20 percent is served by private water companies, including California Water, L.A. Water, Midland Park Water & Trust, Park Water, Sativa Water, and Southern Cal Water. Currently, the City's water sources include imported water and groundwater. At this time, the City does not serve recycled water within its' service area; however, if the City were to develop a recycled water system, they would do so in conjunction with the Central Basin Municipal Water District (CBMWD), of which the City is a member agency. In 2015, the City obtained nearly 100 percent of its water supply through groundwater production originating from the Los Angeles County Central Subbasin (Central Basin). The City operates and maintains a total of eight (8) active wells for extracting groundwater, 156 miles of water distribution lines, and two (2) reservoir locations (including booster stations) with four (4) 3 million gallon elevated storage tanks. In addition, the City has three (3) treated water interconnections with the Metropolitan Water District (MWD). The City can purchase imported water through MWD, which obtains its water from the Colorado River Aqueduct and the California State Water Project (SWP); however, in 2015, imported surface water from MWD accounted for only 0.2 AF of the City's water supply. Concerning water demand, the total water demand in 2015 was approximately 7,381 AF, almost all of which was provided by the City's own groundwater wells.

Based on our experience on past and current UWMP projects, since the City is a retail supplier, the provisions of SBx7-7 (Water Conservation Act of 2009) apply directly to the City. As shown in the City's 2015 UWMP, we note that the 10-year average baseline (2001-2010) per capita water use average was estimated to be 89 gallons per capita per day (gpcd), while the 5-year (2006-2010) baseline average was estimated to be 84 gpcd*. In DWR's

Guidebook for calculating compliance targets, DWR has granted provisions for agencies like the City with Method 3 (using a minimum 5% reduction from the 5-year baseline OR 5% reduction from the hydrologic region)*. The City is located within the South Coast Hydrologic Region, which has a regional target of 149 gpcd. A 5% reduction (i.e., minimum reduction requirement) from the South Coast Hydrologic Regional Target would be 142 gpcd. Since 5% minimum reduction of its 5-year average Baseline Per Capita Daily Water Use (80 gpcd) is less than 95% of the regional target (142 gpcd), Method 3 was selected for calculating the City's 2015 (115 gpcd)** and 2020 (142 gpcd)** compliance targets.

*Note: Senate Bill X7-7 requires water agencies in the State to achieve a 20% reduction in urban per capita water use by December 31, 2020. The law requires the State (DWR) to make incremental progress towards this goal by reducing per capita water use by at least 10% on or before December 31, 2015. This requirement varies by agency depending on water use efficiency and may be less than a strict 20% reduction, including a minimum 5% reduction from 5-year baseline, a 5% reduction from the hydrologic region target, or no reduction required for agencies with water use less than 100 gpcd.

**Note: SBx7-7 compliance does not include any other water reduction targets enforceable by the State of California, such as executive order B-29-15 signed by Governor Brown and enforced by the State Water Resources Control Board.

KEY UPDATES TO 2020 UWMPS

Per our recent discussions with DWR staff, our participation in DWR's 2020 UWMP workshops, and our review of the Draft 2020 UWMP Guidebook and latest changes to the California Water Code* enacted by Senate Bill No. 606 and Assembly Bill No. 1668, we understand the following to be some of the key updates to the previous UWMPs:

1. Updates to Water Shortage Contingency Plan
   - Shortage contingency section of UWMP to discuss six water shortage levels corresponding to 10, 20, 30, 40, 50, and greater than 50 percent shortages.
   - New standard for indoor water use of 55 gallons per person per day.
2. Enforcements of SBx7-7
   - Agencies must provide a description in the 2020 UWMP how their water use goals of the 20% x 2020 were met. Beginning in 2021, agencies must comply with 2020 goals to be eligible for State funds. An urban retail water supplier's failure to meet those goals will establish a violation of law for purposes of any state administrative or judicial proceeding.
3. Water Losses
   - Agencies must indicate the quantity of water losses, if not already shown in UWMPs, and show whether the agency met the distribution loss standards enacted by the State Water Resources Control Board (SWRCB).
4. Strategic Planning
   - UWMPs to include a description of how much water the agency has on a reliable basis, how much it needs for the foreseeable future, what the agency's strategy is for meeting its water needs, and the challenges facing the agency.
5. Updates to Demand Management Measures (DMMs)
   - Narrative to be included describing the DMMs the supplier plans to use to achieve its water use objective by January 1, 2027.
6. Seismic Risk Assessment
   - UWMPs to include a seismic risk assessment and mitigation plan to assess the vulnerability of each of the various facilities of a water system and mitigate those vulnerabilities.
7. Five-Year Drought Risk Assessment
   - Drought risk assessment section of UWMP to discuss reliability of each supply source during a drought lasting five consecutive water years. Drought risk assessment also to include considerations of the historical drought hydrology.
8. Climate Change
   - Description of plausible climate change impacts on projected supplies and demands to be included.
9. Energy Intensity
   - UWMPs must include description of the energy intensity of the water production and delivery system associated with each source of water.

*Note: Further updates and applicable changes to the Water Code will be incorporated upon review of DWR's Final 2020 UWMP Guidebook anticipated to be released in Fall 2020.

PROJECT APPROACH

Due to our past experience, we will prepare the 2020 UWMP in accordance with a work plan we have developed for preparing 2020 UWMPs. This work plan divides the project work into distinct categories, most of which can be performed simultaneously by different project team members to provide greater efficiency and value for the City. These categories are listed below:

1. Collect and Review Available Data from the City.
2. Collect and Review Available Data from Outside Agencies as necessary. Establish Personal Contacts between Agency and the City as necessary.
3. Per SBx7-7, evaluate the 2015 Calculated Baseline Water Use (previous Mid-Term Goals) and 2020 Goals.
4. Evaluate Current Drought conditions, Current 20x2020 Standing, and Impacts of SBx7-7 on the City. Determine Requirements for meeting 2020 Goals*.
5. Prepare Draft and Final UWMP.
6. Assist the City with Advertisement, Public Outreach, Public Hearing, Council Relations (Including Attending Council Meeting).
7. Submit Adopted UWMP to DWR*.

The work involved with categories 1, 2, and 6 involve City staff assistance; however, we will attempt to minimize City staff time involvement for this work in order to create additional value for the City.

*Note: After submittal to DWR, feedback is expected concerning the content of the City's UWMP as it relates to the legal requirements of the Water Code. It is anticipated that DWR may take up to four years to provide feedback on the City's UWMP.

SCOPE OF WORK

The City's RFP provides a typical scope of services for this project. We will provide the services as described in the RFP and as supplemented below:

A. Preliminary Water System Analysis and Data Collection

Work to be performed under this work item shall include, but not be limited to, gathering all data pertinent to the preparation of the 2020 UWMP, reviewing the City's 2015 UWMP, reviewing MWD's 2015 UWMP and 2020 UWMP, conducting a kick-off meeting, establishing internal contacts with City staff, establishing contacts with outside agencies necessary to obtain additional data and assistance as it becomes necessary, and conducting a thorough review of all data received as it relates to the UWMP requirements. A brief technical memorandum will be prepared summarizing the review of the data collected and additional information needed. **Due to the current COVID-19 pandemic and the uncertainty of when social distancing regulations will be lifted, it is anticipated that all meetings shall be virtual.**

B. Coordination with the City, Metropolitan Water District (MWD), the Public, and Outside Agencies

Under this work item, we will assist the City in developing a public outreach program complying with the requirements of the Water Code §10642 and §10644. We will develop a list of the agencies with which the City is required to coordinate preparation of its UWMP. The type of coordination will include, but not be limited to, data/information exchange and review, participation in plan development, comment on the plan, contact for assistance, meetings (as required), received copy of draft and final report, and sent notice of UWMP update, public hearing, and adoption. We will coordinate with MWD exchanging information (i.e., supply and demand, population projections, etc.) in order for MWD to update the region's water supply estimates and to allow for regional consistency among all the 2020 UWMPs being prepared. In the 2020 UWMP, we will include a summary and documentation of public outreach and coordination with agencies (i.e., documentation that the City has provided 60-day notification letters to encourage agencies to participate in the UWMP preparation process). We will also assist the City in drafting the coordination letters and notices for the public hearing as required by the Water Code §10621(b), §10620(d), and §10642.

C. Preparation of Draft Urban Water Management Plan/Progress Meetings with the City

This work item shall include the preparation of the 2020 UWMP per the latest requirements, and shall include the following content:

1. Describe the service area of the City. Include current and projected population in five-year increments over a 20-year period. This data will be provided by the City. The population forecast will utilize the DWR Population Tool included in the latest UWMP guidelines.

2. Identify and quantify the existing and planned sources of water available to the City over the same five-year increments as in Task C1 above.

3. Describe the groundwater basin from which the City extracts groundwater, and provide information such as the static pumping levels, water quality, extraction rate, total storage, and recharge. This data will be provided by the City.

4. Describe the reliability of the water supply and vulnerability to seasonal or climatic shortages, and provide data for an average water year, a single dry water year, and multiple dry water years.

5. Describe the opportunities for exchanges or transfers of water on a short-term or long-term basis.

6. Quantify past, current, and projected water use over the same five-year increments as in Task C1, and identify the uses among water use sectors, including:

   a. Single-family residences
   b. Multifamily
   c. Commercial
   d. Industrial
   e. Institutional and governmental
   f. Landscape
   g. Sales to other agencies
   h. Saline water intrusion barriers, groundwater recharge, or conjunctive use, or any combination
   i. Agricultural

7. Describe the City's water demand management measures (DMMs). This description will include:

   a. A description of the planned efforts of the water agency in implementing each of the following DMM categories:

      (1) Water Waste Prevention Ordinances
      (2) Metering
      (3) Conservation Pricing
      (4) Public Education & Outreach
      (5) Programs to assess and manage distribution system real loss
      (6) Water conservation program coordination and staffing support
      (7) Other DMMs

   b. A schedule of implementation for all water demand management measures proposed or described in the Plan.

   c. A description of the methods that the City will use to evaluate the effectiveness of water demand management measures implemented or described under the Plan.

   d. An estimate, if available, of existing conservation savings on water use within the City's service area, and the effect of such savings on the City's ability to further reduce demand.

e. Water Losses

(1) Indicate the quantity of water losses, if not already shown in UWMP, using American Water Works Association (AWWA) calculation method, and show whether the City met the distribution loss standards enacted by the SWRCB.

(2) Assist the City with the distribution system water loss audit report and submit to DWR along with the 2020 UWMP.

8. Evaluate each water demand management measure that is not currently being implemented or scheduled for implementation. In the course of the evaluation, first consideration will be given to water demand management measures, or combination of measures, that offer lower incremental costs than expanded or additional water supplies. This evaluation shall do the following:

a. Take into account economic and non-economic factors, including environmental, social, health, customer impact, and technological factors.

b. Include a cost-benefit analysis, identifying total benefits and total costs.

c. Include a description of funding available to implement any planned water supply project that would provide water at a higher unit cost.

d. Include a description of the City's legal authority to implement the measure and efforts to work with other relevant agencies to ensure the implementation of the measure and to share the cost of implementation.

9. Prepare a detailed description of expected future projects and programs, other than the demand management programs, that the City may implement to increase the amount of the water supply available to the City in average, single-dry, and multiple dry water years.

10. Describe the opportunities for development of desalinated water, including ocean water, brackish water, and ground water, as a long-term supply.

11. Provide the wholesale agency, MWD, with water use projections in five-year increments to 20 years or as far as data is available.

12. Prepare an Urban Water Shortage Contingency analysis, which includes the following elements:

a. Stages of action to be undertaken in response to water supply shortages, including up to greater than 50 percent reduction in water supply, and an outline of specific water supply conditions that are applicable to each stage.

b. An estimate of the minimum water supply available during each of the next five water years based on the driest five-year historic sequence for water supply.

c. Actions to be undertaken to prepare for, and implement during, a catastrophic interruption of water supplies, including a regional power outage, an earthquake, or other disaster.

d. Additional mandatory prohibitions against specific water use practices during water shortages, including prohibiting the use of potable water for street cleaning.

e. Consumption reduction methods in the most restrictive stages.

f. Penalties or charges for excessive use.

g. The revenue and expenditure impacts, and proposed measures to overcome those impacts.

h. A draft water shortage contingency resolution or ordinance.

i. A mechanism for determining actual reductions in water use pursuant to the urban water shortage contingency analysis.

13. Evaluate how the City met the requirements of SBx7-7 to achieve a 20% reduction in urban per capita water use by December 31, 2020.

14. Provide information, to the extent available, on recycled water and its potential for use as a water source in the City's service area. Information in this recycled water plan may include the recycled

water quality impact, projected use and future demand, and planned programs to encourage consumers about the use of recycled water.

15. Include information, to the extent practicable, relating to the quality of existing sources of water available to the City over five-year increments over the next 20 years and the manner in which water quality affects water management strategies and supply reliability.

16. Provide an assessment of the reliability of the City's water service, which will include an assessment of the reliability of the City's water service to its customers during normal, dry, and multiple dry water years. This water supply and demand assessment will compare the total water supply sources available to the City with the total projected water use over the next 20 years, in five-year increments, for a normal water year, a single dry water year, and multiple dry water years.

17. Provide a climate change vulnerability assessment describing how the City will address the impacts of climate change in their water supplies and demands.

18. Include, to the extent available, an estimate of the amount of energy used for the following:

    a. To extract or divert water supplies;
    b. To convey water supplies to the water treatment plants or distribution system;
    c. To treat water supplies;
    d. To distribute water supplies through its distribution systems;
    e. For treated water supplies in comparison to the amount used for nontreated water supplies;
    f. To place water into or withdraw from storage; and
    g. Any other energy-related information deemed appropriate

19. Include a seismic risk assessment and mitigation plan to assess the vulnerability of each of the various facilities of a water system and mitigate those vulnerabilities. According to the Water Code, an agency may comply with this requirement by submitting a copy of their most recent adopted local hazard mitigation plan or multi-hazard mitigation plan to address seismic risk*. Work to be performed under this work item does not include development of said mitigation plan.

    *Note: During our recent coordination with DWR staff, Julia Ekstrom, who is DWR's Senior Environmental Scientist Supervisor, informed us that water suppliers do not need to prepare their own seismic risk assessment, local hazard, or multi-hazard mitigation plans in order to comply with the 2020 UWMP submittal requirements. If a water supplier does not have one of the three mitigation plans mentioned above, they may instead refer to the already developed hazard mitigation plan from their local land planning authority/county and include a write up in the UWMP describing their own measures to mitigate seismic risks or a timeline for developing such measures.

20. Prepare a report outlining the findings, conclusions, and recommended actions pursuant to the Urban Water Management Planning Act. Ten (10) hard copies and electronic copies (PDF and Word) of the Draft UWMP will be submitted to the City for review. Ten (10) hard copies and electronic copies (PDF and Word) of the Final UWMP, incorporating the City's comments, will be submitted to the City.

21. Conduct progress review meetings with City staff at the draft and final draft completion levels. Biweekly project updates via email will be conducted with City staff to discuss schedule, budget, and any issues with the project. We will also conduct four (4) monthly progress meetings with City staff during the preparation of the draft and final draft. It is assumed monthly progress meetings will be combined with progress review meetings occurring in the same month. Any additional meetings shall be held at the City's request. **It is anticipated that all meetings shall be virtual.**

D. Finalization of UWMP/Coordination with Public/Submission to Department of Water Resources

Work to be performed under this work item shall include, but not be limited to, submission of the final UWMP to City staff, providing assistance to City staff in conducting one (1) presentation to the City Council

and the public at a public hearing, attending said public hearing, and providing assistance to City staff for the adoption of the 2020 UWMP. Once the 2020 UWMP is adopted, we will provide assistance in submitting the approved plan to DWR and entering water use data using the DWR Water Use Efficiency Data Tool (WUEdata).

CITY FURNISHED SERVICES

It is assumed that the City will be responsible for collecting, providing, and organizing the following data into a format useable by the Consultant:

Service Area 1. Official Service Area Boundaries 2. Pending or Future Updates to Service Area Boundaries	**Water Conservation (SBx7-7/Other)** 1. SBx7-7 Targets: 2020 2. Water Conservation Resolutions/Ordinances
Water Supply Facilities/Locations of Interest 1. Wells 2. Surface Water 3. Imported Supply Interconnections 4. Emergency Supply Interconnections 5. Recycled Water (if applicable) 6. Reservoirs 7. Pending or Future Updates to Water Supply Facilities	**Energy Intensity** Provide energy used: 1. to extract/divert water supplies 2. to convey water supplies 3. to treat water supplies 4. to distribute water supplies 5. to place into or withdraw from storage 6. for treated water vs. nontreated water supplies 7. Other energy-related information
Detailed Data 1. Imported water received 2. Groundwater Production 3. Alternate Water Sources (i.e., recycled, grey water) 4. Miscellaneous Data/Maps, etc. 5. Photographs (to be included in 2020 UWMP)	**Water Demands** 1. Residential/Commercial/Industrial 2. High-Demand Customers / Unique Demand Characteristics 3. Pending or Future Updates to Water Demands
Water Losses 1. Quantity of distribution system water losses	**Demand Management Measures (DMMs)** 1. List of DMMs implemented by the City
Seismic Risk Assessment 1. Seismic Risk Assessment and Mitigation Plan 2. Local Hazard Mitigation Plan or Multi-Hazard Mitigation Plan	

QUALITY CONTROL METHODS

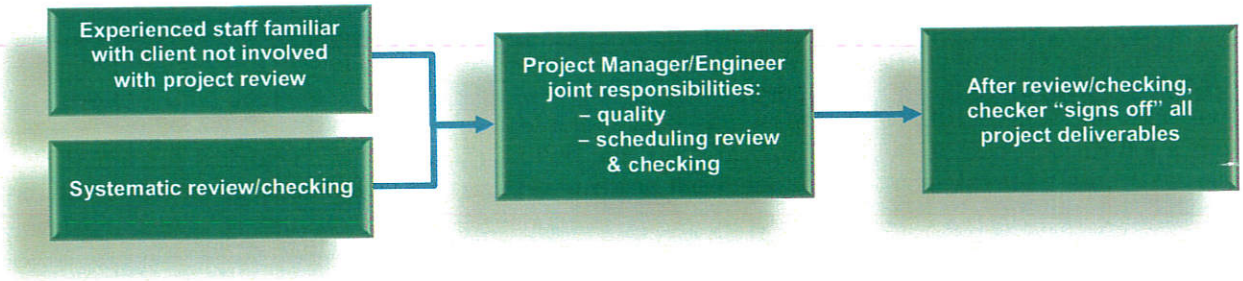
For this project, we have designated a Quality Control position who will thoroughly review internal drafts of the 2020 UWMP. In addition, we utilize computerized Quality Control methods by using Adobe PDF software as opposed to hard copies to check for formatting and marginal errors normally detected after printing has taken place in order to avoid internal paper waste (i.e., being "green").

Our goal is to present our clients with a superior 2020 UWMP product and responsive service. To accomplish this, we apply a sound company policy which emphasizes technical strength, professional conduct, efficiency, and communication. We will accomplish our Quality Assurance goals by adhering to review and checking procedures that correspond to our basic philosophy on quality assurance.

Our basic philosophy is described on the following page.

- The review and checking procedure must be a systematic approach with sufficient flexibility to be workable with a wide variety of projects. The timing and level of review must be consistent with project needs.

- Responsibility for the quality of the final product rests jointly with the Project Manager/Engineer and the QA/QC reviewer.
- Responsibility for scheduling review and checking rests with the Project Manager/Engineer.
- All project deliverables must be reviewed by an experienced individual not directly involved in the project, although general familiarity with the project and the client would be desirable.
- All project deliverables must be "signed off" by the checker following review and/or checking.



The Project Manager will conduct monthly progress meetings with City staff (videoconferencing) to review project status. We will frequently check with the Department of Water Resources for any changes or updates to UWMP requirements, and we will utilize any such information to complete the UWMP. Overall project management will ensure all project tasks are completed and are within the budget and schedule.

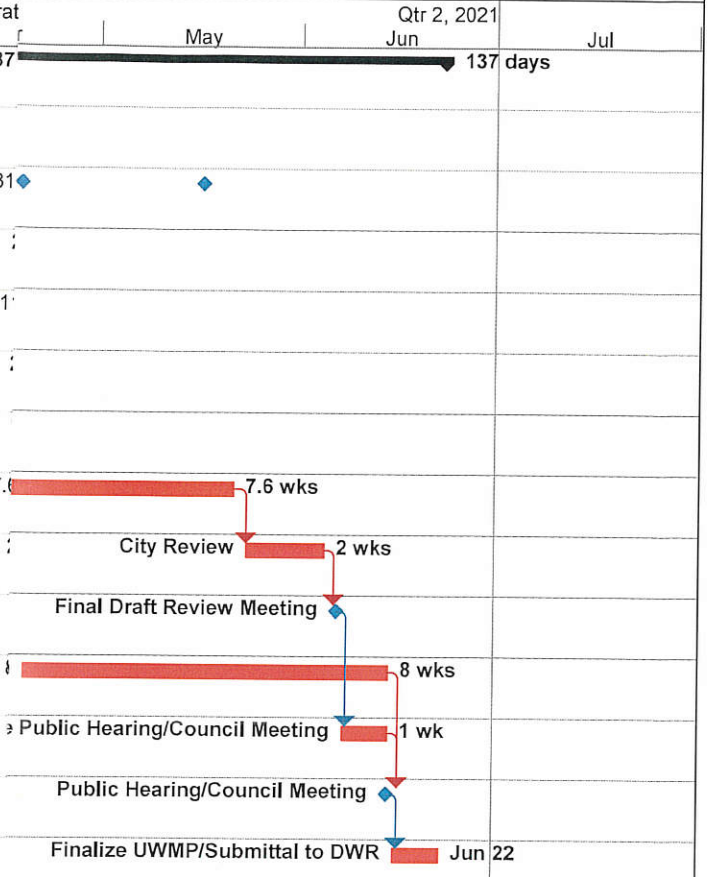
PROJECT SCHEDULE

The project start date of December 14, 2020 shown in our project schedule assumes the full execution of all contracts by the City Council in mid-December 2020 (with an Award of Contract on December 8, 2020 as mentioned in the RFP). If the Notice to Proceed is issued at a different date, we will update our schedule accordingly once a kick-off meeting date has been set. Per the California Water Code, all UWMPs must be submitted to DWR no later than July 1, 2021. By finishing the Final Draft by mid-May 2021, the City will have sufficient time to hold the necessary meetings and adopt the plan before preparing a submittal to DWR.

We have included our project schedule in MS Project format for the preparation of the City's 2020 UWMP on the following page. The dates shown on our project schedule assume the City is submitting their UWMP near the final due date established by the State. For this reason, our schedule may be expedited to provide the City with more sufficient time to prepare the submittal to DWR.

SA ASSOCIATES

ID	Task Name	Durat
1	**Preparation of 2020 UWMP**	137
2	Kick-Off Meeting	
3	Montly Progress Meetings	81
4	Data Collection/Analysis	
5	Prepare & Submit Draft UWMP	1
6	City Review	
7	Draft Review Meeting	
8	Prepare & Submit Final Draft UWMP	7.6
9	City Review	
10	Final Draft Review Meeting	
11	60 Calendar Day Public Hearing Notification	
12	Coordinate Public Hearing/Council Meeting	
13	Public Hearing/Council Meeting (Presentation/Adoption)	
14	Finalize UWMP/Submittal to DWR	



SECTION VIII: LIMIT OF GENERAL LIABILITY AND PROFESSIONAL LIABILITY INSURANCE

SA Associates is able to provide the coverage and minimum limits indicated in the RFP, Professional Services Agreement, Item 11: Insurance. We currently carry Commercial General Liability Insurance, Automobile Liability, Worker's Compensation and Professional Liability coverage. Upon selection we will furnish he City of Compton with a certificate of insurance and endorsement to the City.

SECTION IX: NAME AND QUALIFICATIONS OF SUBCONTRACTORS

QA/QC AND FUNDING OPPORTUNITIES

John Robinson Consulting, Inc.
1055 E. Colorado Blvd. Suite 500
Pasadena, CA 91106
Contact: John Robinson
Phone: 626.375.9389
E-Mail: jrobinson@johnrobinsonconsulting.com

Status: Small Business Enterprise
City or Business License: Pasadena, CA

John Robinson Consulting, Inc.: John Robinson Consulting, Inc. (JR Consulting) firm was established in May 2013 as an S Corporation and is certified as a Small Business Enterprise (SBE) by the Metropolitan Water District of Southern California. John Robinson is the only personnel of the firm.

Mr. Robinson served as project manager and was responsible for the development of a Recycled Water Feasibility Study. The RWFS included a market assessment, evaluation and identification of future recycled water system infrastructure requirements, alternative analysis with recommended projects and implementation and financing plan. The RWFS evaluated a "no project alternative" as well a supply recycled water from Central Basin MWD, West Basin MWD, a combination of both agencies and a satellite or "scalping" recycled water projects. Mr. Robinson's responsibilities included overall project management, meeting coordination, budget, and RWFS development.

SA Associates has worked with John Robinson Consulting for over 15 years.

Mr. Robinson's detailed project experience is in Section III: Qualifications of Persons to be Assigned to Compton and his funding experience can be found in Section VI: List of Outside Funding Obtained.

SECTION X: GENERAL COMPANY INFORMATION

FIRM OVERVIEW

SA Associates was established in May, 1989 as a principal-owned engineering firm. SA Associates is a California Corporation and "SA Associates" is our full legal name. SA Associates services cover a broad spectrum of engineering from investigation and feasibility reports to design, construction administration, and construction observation. The firm provides complete civil engineering services for municipalities, public and private water agencies, sanitary districts, and flood control districts. Our main fields of specialty are water supply projects, wastewater facilities projects, construction management & inspection services, civil engineering, feasibility studies, flood control and draining projects, and surveying services.

As mentioned in our cover letter we are currently preparing Urban Water Management Plans for the Foothill Municipal Water District and its five member agencies in addition to the City of Torrance, and San Gabriel Valley Municipal Water District.

SA Associates' experience was gained through providing these services to several cities and agencies in the greater Los Angeles area throughout the past 30 years. All of SA Associates completed (or currently ongoing) projects are for public agencies. We have successfully completed all our projects. Our team of engineers and professionals are aware of the requirements of most public agencies and are familiar with public procedures. SA Associates has extensive experience in design of civil engineering projects including sewer, water, storm drains, and streets.

SA Associates is in stable financial condition. Our Federal Tax ID No. is 20-8379983. Our firm has not had any failures or refusals to complete a contract.

The following is a list of selected clients SA Associates has worked with:

Partial Client List - SA Associates			
City of Alhambra	City of Glendale	City of Norwalk	CA Dept. of Corrections
City of Anaheim	City of Glendora	City of Pasadena	Central Basin MWD
City of Arcadia	City of Hawaiian Gardens	City of Pico Rivera	Crescenta Valley WD
City of Azusa	City of Hermosa Beach	City of Pomona	East Pasadena Water Co.
City of Baldwin Park	City of Huntington Park	City of Rialto	Elsinore Valley MWD
City of Beverly Hills	City of Inglewood	City of Riverside	Foothill Municipal WD
City of Burbank	City of Irvine	City of San Bernardino	Irvine Ranch WD
City of Carson	City of Irwindale	City of San Fernando	Kinneloa Irrigation Dist.
City of Cerritos	City of La Habra	City of San Dimas	LA Co. Parks & Rec.
City of Chino	City of La Palma	City of Santa Monica	LA Co. Public Works
City of Chino Hills	City of La Verne	City of Sierra Madre	LA Co. Comm. Dev.
City of Colton	City of Loma Linda	City of Simi Valley	Lincoln Ave. Water Co.
City of Commerce	City of Lomita	City of South Gate	Long Beach Water Dept.
City of Compton	City of Lynwood	City of South Pasadena	Mesa Water District
City of Covina	City of Manhattan Beach	City of Thousand Oaks	Rubio Canon Land/Water
City of Cypress	City of Mission Viejo	City of Torrance	San Diego Co. Water Auth
City of Diamond Bar	City of Monterey Park	City of Tustin	Valley Water Company
City of Duarte	City of Moreno Valley	City of Whittier	Veolia Water Operations
City of El Monte	City of Murrieta	City of Yucaipa	West Basin MWD

KEY PERSONNEL

SA Associates has overseen the preparation of over 35 UWMPs since 1990. Our current experience also benefits your City as we are familiar with the changes to the water code (SB7x7, AB1668, and SB606) and how it relates to the preparation of 2020 UWMPs. **We prepared fourteen 2015 UWMPS. DWR had no significant comments on the 2015 UWMPs we prepared in terms of submittal/reporting requirements**. We are currently preparing five UWMPS for 2020 and were recently awarded the 2020 UWMP for the San Gabriel Valley Municipal Water District as well as Torrance.

Our team composed of SA Associates (Shahnawaz Ahmad, Jorge Lovo, Adam Roesch, Phong Tran) supplemented by subconsultant firm John Robinson Consulting, Inc., form a well-rounded experienced team for the City of Banning's project. As a team we have or are working together on the City of Torrance UWMP, as well as the projects mentioned in the previous paragraph for the Foothill Municipal Water District.

Individual team members bring experience ranging from 7 to over 25 years specifically in water projects, design, construction management, research and of course UWMPs. Specific role assignments and detailed project experience are in Section III of this submittal.

Below is a summary:

Shahnawaz Ahmad, PE, QSD – Project Manager and primary contact for the City of Inglewood.

Mr. Ahmad established SA Associates in 1989. He is actively involved in projects and brings over 40 years of experience the majority in water related projects. He has personally directed over 35 UWMPs since 1990.

Jorge Lovo, PE, LEED GA, QSD/QSP – Engineer

Mr. Lovo has 16 years experience and currently focuses on water related projects such as water, wastewater, recycled water, storm water, and facilities which include conveyance, water quality and treatment, pump stations and storage.

Adam Roesch, EIT, CPSWQ, QSD/QSP – Engineer

Mr. Roesch has 9 years experience on environmental engineering, water quality, water mains, wells, storm water and street infrastructure projects. He is involved in our recent UWMPs.

Phong Tran – Engineer

Mr. Tran has worked with key team members and brings 7 years of experience on a range of projects including UWMPs ,Risk and Resilience Plans (RRA), Emergency Response Plans (ERP), water mains, wells, storm water and street projects.

John Robinson, EIT – Subconsultant QA/QC and Funding Opportunities

John Robinson has more than 25 years of experience in engineering consulting, project leadership project management and construction management. He assisted in obtaining and managing the U.S. Bureau of Reclamation Title XVI funding, State Revolving Fund (SFR) Proposition 50, State Water Resources Control Board (SWRCB) Proposition 13, Department of Water Resources Proposition 84 Rounds 1-3, Metropolitan Water District of Southern California Local Resources Program and Recycled Water Retrofit Pilot Program monies in order to complete the approximately $182 million of recycled water projects for clients in southern California.
Mr. Robinson has worked with SA Associates over 15 years.

FEE PROPOSAL

URBAN WATER MANAGEMENT PLAN 2020 UPDATE

FEE ESTIMATE

TASK No.	ITEM	PM	Engr.	QA/QC	Sec.	TOTAL HRS	TOTAL $
PREPARE 2020 UWMP							
Internal City Work: Data Collection, Review, & Report Preparation							
1	Data Collection/Analysis/Memorandum	2	16	0	1	19	$2,928
2	Prepare & Submit 1st Draft UWMP for City Staff Review	9	58	12	8	87	$13,724
3	Prepare & Submit "FINAL" Draft UWMP for Public Hearing/Adoption	5	28	6	8	47	$7,174
4	Finalize UWMP, Submit to DWR, Input Data to DWR WUEdata Tool	2	16	3	2	23	$3,601
Subtotal		**18**	**118**	**21**	**19**	**176**	**$27,427**
Coordination, Meetings, Customer Relations, Public Outreach							
1	Kick-Off Mtg (virtual) & Minutes	2	5	2	1	10	$1,668
2	Progress/Review Meetings (2 virtual)	3	9	3	2	17	$2,771
3	Monthly Progress Meetings (4 virtual)	4	12	4	4	24	$3,812
4	Council Meeting (Public Hearing/Adoption)	3	3	0	0	6	$1,110
5	Miscellaneous Coordination with Outside Agencies, Public, etc.	1	8	0	2	11	$1,596
Subtotal		**13**	**37**	**9**	**9**	**68**	**$10,957**
Direct Costs (printing, reproduction, mileage, etc.)							$616
TOTAL NOT-TO-EXCEED LUMP-SUM FOR ALL TASKS		**31**	**155**	**30**	**28**	**244**	**$39,000**
Minimum Hours for Each City Visit		4	4	0	0	8	

HOURLY CHARGE RATE AND EXPENSE REIMBURSEMENT SCHEDULE

Position	Hourly Rates
Project Manager	$220.00
Engineer (Regular Time)	$150.00
Engineer (Overtime)	$225.00
Quality Assurance/Quality Control	$195.00
Secretary	$ 88.00

Reimbursable In-House Costs

Photo Copies	$ 0.15/each
Blueprints	$ 0.50/S.F.
Vehicle mileage, between engineer's office and project site and/or client offices, will be billed at	$ 0.62/mile

Other Reimbursables

Reproduction, special photograph, printing, and any other services performed by subcontractor will be billed at	cost + 15%
Postage Delivery Service, Express Mail	cost + 15%

NOTE: All rates listed above are effective to December 31, 2021 (minimum of one (1) year from contract commencement date).

January 19, 2021

TO: **HONORABLE MAYOR AND CITY COUNCIL MEMBERS**

FROM: **CITY MANAGER**

SUBJECT: **A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON SUPPORTING THE BREATHE ACT PRESENTED BY THE ELECTORAL JUSTICE PROTECT OF THE MOVEMENT FOR BLACK LIVES**

SUMMARY

Mayor Aja Brown has requested that the City Council consider adopting a Resolution that will support the BREATHE act presented by the Electoral Justice Protect of the Movement for Black Lives.

BACKGROUND

The United States has spent decades criminalizing, incarcerating, and killing Black people while underinvesting in the health, education, environmental preservation, housing, and other services that communities need to feel safe and thrive. These misplaces priorities have denied opportunities to millions of people and taken far too many lives, including through police and other state-sanctioned violence.

The U.S. criminal-legal system reinforces white supremacy and has continuously harmed Black communities while escaping genuine accountability for these actions. The current moment requires a solution that fundamentally shifts how we envision community care, address harm, and invest in our society. History is clear that we cannot achieve genuine safety and liberation until we abandon police, prisons, and all punishment paradigms.

For decades, the federal government has funded mass criminalization through grant programs that incentivize arrests, construction of prisons, hiring of police officers, and the militization of the police. The federal funding has fueled the War on Drugs and reinforced white supremacy while underfunding the social services and basic infrastructure that actually keep people safe.

STATEMENT OF THE ISSUE

Black people and allies nationwide are demanding a new approach to community safety that divests from policing and invests in healthy, sustainable communities. The Movement for Black Lives has articulated a vision to achieve this goal. Including policies that would ensure safety, equality, and justice for all people who have been denied these human rights for far too long.

The Electoral Justice Project of Movement for Black Lives has presented a federal BREATHE Act that would begin to realize this vision, allowing all people – including our Black, Brown, disabled, undocumented, LGBT, and Indigenous communities – to be represented, free, and thriving.

The BREATHE Act also supports the Compton Pledge Initiative which will deliver direct, recurring cash to residents for two years. The Compton Pledge Initiative provides a guaranteed and basic income for all residents, including undocumented and formerly incarcerated members of our community who are excluded from welfare and economic systems.

FISCAL IMPACT

This item has no fiscal impact to the City.

RECOMMENDATION

It is recommended that the City Council adopt the attached Resolution.

CRAIG J. CORNWELL
CITY MANAGER

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON SUPPORTING THE BREATHE ACT PRESENTED BY THE ELECTORAL JUSTICE PROJECT OF THE MOVEMENT FOR BLACK LIVES

WHEREAS, the United States has spent decades criminalizing, incarcerating, and killing Black people while underinvesting in the health, education, environmental preservation, housing, and other services that communities of color need to feel safe and thrive; and

WHEREAS, these misplaced priorities have denied opportunities to millions of people and taken far too many lives, including through police and other state-sanctioned violence; and

WHEREAS, the U.S. criminal-legal system reinforces white supremacy and has continuously harmed Black communities while escaping genuine accountability for these actions; and

WHEREAS, the current moment requires a solution that fundamentally shifts how we envision community care, address harm, and invest in our society; and

WHEREAS, history is clear that we cannot achieve genuine safety and liberation until we abandon police, prisons, and all punishment related paradigms; and

WHEREAS, for decades, the federal government has funded mass criminalization through grant programs that incentivize arrests, construction of prisons, hiring of police officers, and the militarization of police; and

WHEREAS, this federal funding has fueled the War on Drugs and reinforced white supremacy while underfunding the social services and basic infrastructure that actually keep people safe; and

WHEREAS, Black people and allies nationwide are demanding a new approach to community safety that divests from policing and invests in healthy, sustainable communities; and

WHEREAS, the Movement for Black Lives has articulated a vision to achieve this goal, including policies that would ensure safety, equality, and justice for all people who have been denied these human rights for far too long; and

WHEREAS, Electoral Justice Project of Movement for Black Lives has presented a federal BREATHE Act that would begin to realize this vision, allowing all people – including Black, Brown, disabled, undocumented, LGBT, and Indigenous communities-to be represented, free and thriving.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COMPTON DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. That the City of Compton honors those whose lives were stolen by police and state-sanctioned violence, including Ryan Twyman, Dijon Kizzee, Andres Guardado, Stephon Clark, Sandra Bland, Trayvon Martin, Renisha McBride, Aiyana Jones, Breonna Taylor, Tony McDade, Natasha McKenna, George Floyd, Aiyana Stanley-Jones, Elijah McClain, Pearlie Golden, Kayla Moore, Freddie Gray, Atatiana Jefferson, Oscar Grant and far too many more.

Section 2. That the City of Compton supports the principles and vision of the federal BREATHE Act, including its divestment from the criminal-legal institutions that inflicting disproportionate harm on Black communities and its investment in the education justice, health and family justice, environmental justice, housing justice, and economic justice that are needed to achieve true safety.

Section 3. That the City of Compton encourages Congressional Representatives Barragán, Representative Waters, and Representative Bass to support the federal BREATHE Act.

Section 4. That the City of Compton urges the Governor and State Legislature to pass State legislation that upholds the policy commitments and investments in the federal BREATHE Act.

Section 5. That the City of Compton continues to support the Compton Pledge initiative which will deliver direct, recurring cash to residents for two years, in support of Section 3 (Subsection 5) of the BREATHE Act's economic justice agenda. In addition to calling for a guaranteed and basic income for all residents, including undocumented and formerly incarcerated members of our community who are excluded from welfare and economic systems.

Section 6. That a copy of this Resolution shall be filed in the offices of the Mayor and City Council, City Manager and City Clerk.

Section 7. That the Mayor shall sign and the City Clerk shall attest to the adoption of this Resolution.

ADOPTED this _____ day of _____, 2021.

_____
MAYOR OF THE CITY OF COMPTON

ATTEST:

_____
CITY CLERK OF THE CITY OF COMPTON

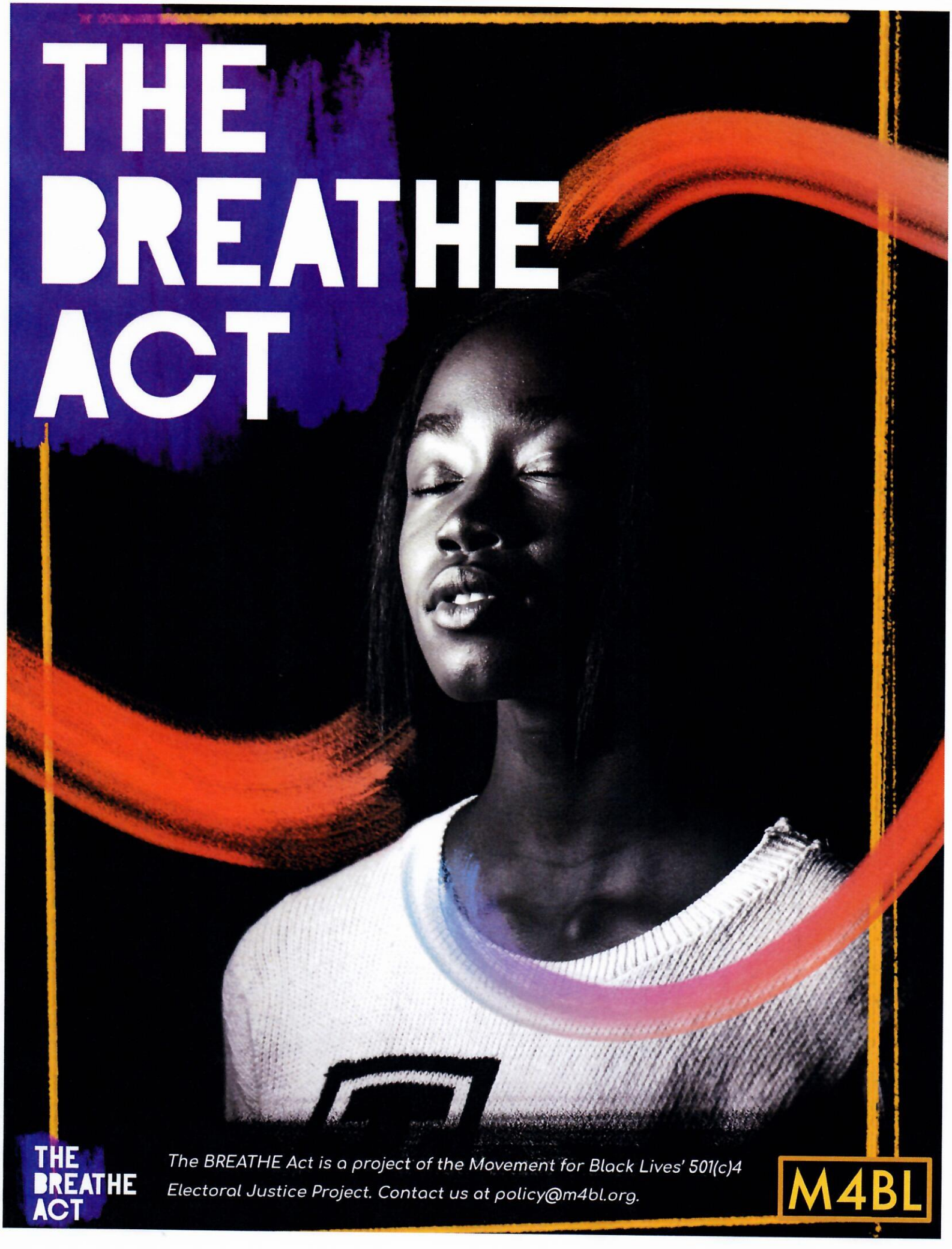
STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss
CITY OF COMPTON)

I, Alita Godwin, City Clerk of the City of Compton, hereby certify that the foregoing Resolution was adopted by the City Council of the City of Compton, signed by the Mayor and attested by the City Clerk at a regular meeting thereof held on this _____ day of _____, 2021.

That said Resolution was adopted by the following vote, to wit:

AYES: COUNCILMEMBERS-
NOES: COUNCILMEMBERS-
ABSTAIN: COUNCILMEMBERS-
ABSENT: COUNCILMEMBERS-

_____
CITY CLERK OF THE CITY OF COMPTON


THE BREATHE ACT
THE BREATHE ACT
The BREATHE Act is a project of the Movement for Black Lives' 501(c)4 Electoral Justice Project. Contact us at policy@m4bl.org.
M4BL

THE BREATHE ACT



Section-by-Section Bill Summary

SECTION 1:

Divesting Federal Resources from Incarceration and Policing & Ending Criminal-Legal System Harms

SECTION 2:

Investing in New Approaches to Community Safety Utilizing Funding Incentives

SECTION 3:

Allocating New Money to Build Healthy, Sustainable & Equitable Communities for All People

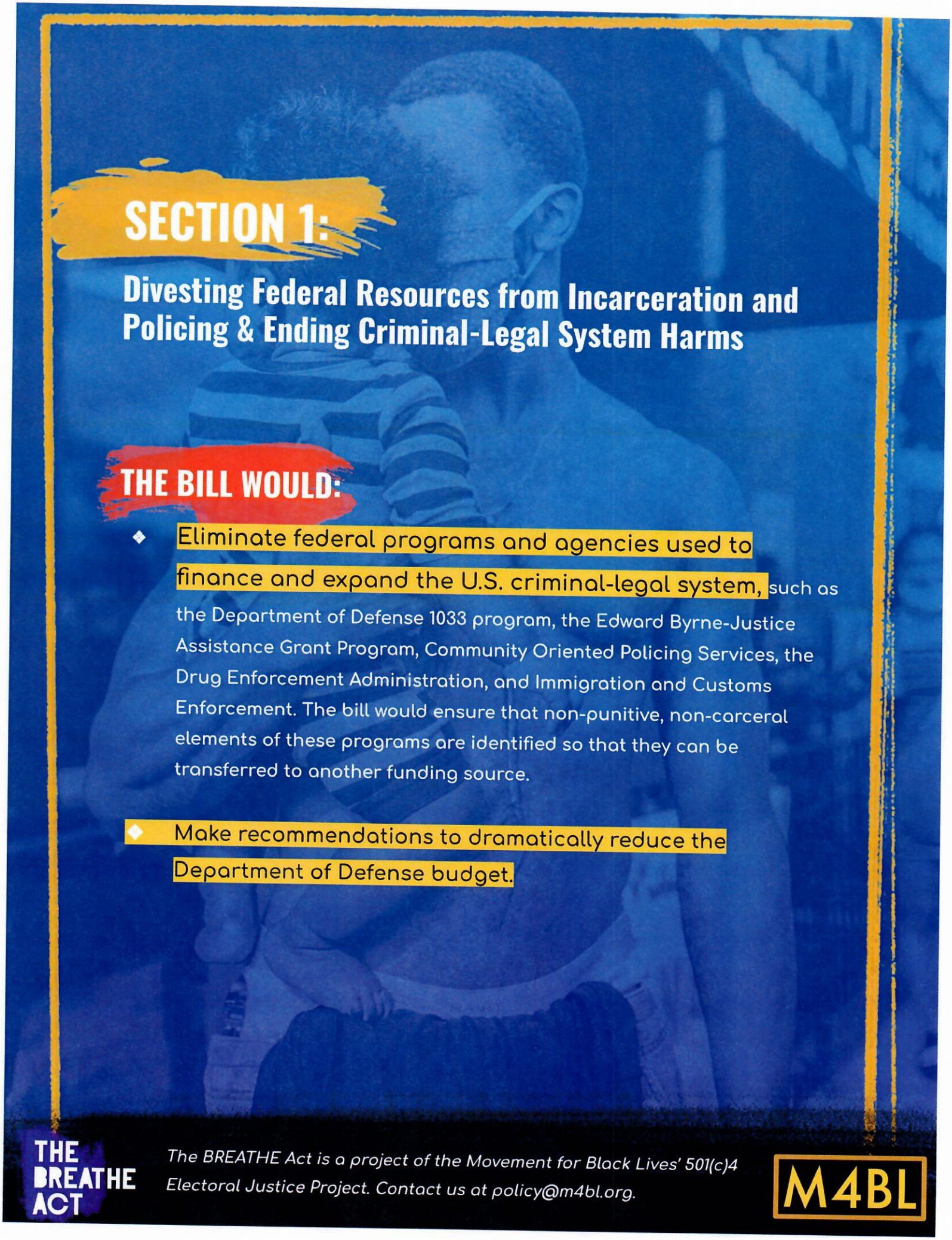
SECTION 4:

Holding Officials Accountable & Enhancing Self-Determination of Black Communities

THE BREATHE ACT

The BREATHE Act is a project of the Movement for Black Lives' 501(c)4 Electoral Justice Project. Contact us at policy@m4bl.org.

M4BL



SECTION 1:

Divesting Federal Resources from Incarceration and Policing & Ending Criminal-Legal System Harms

THE BILL WOULD:

- Eliminate federal programs and agencies used to finance and expand the U.S. criminal-legal system, such as the Department of Defense 1033 program, the Edward Byrne-Justice Assistance Grant Program, Community Oriented Policing Services, the Drug Enforcement Administration, and Immigration and Customs Enforcement. The bill would ensure that non-punitive, non-carceral elements of these programs are identified so that they can be transferred to another funding source.

- Make recommendations to dramatically reduce the Department of Defense budget.

- Directly make changes to the federal criminal-legal system, including changes to the policing, prosecution, sentencing, and jailing practices that have disproportionately criminalized Black and Brown communities, LGBTQIA people, Indigenous people, and disabled people. Specific changes include, but are not limited to:

  - Eliminating surveillance tactics that are disproportionately used to target Black, Brown, and Muslim communities by prohibiting predictive policing, facial recognition technologies, drones, and similar tools;
  - Eliminating the use of electronic monitoring, including ankle monitors, smartphone applications, and any other tool used to track location;
  - Ending civil asset forfeiture;
  - Abolishing mandatory minimum sentencing laws;
  - Ending life sentences;
  - Abolishing the "three strikes" law;
  - Developing a time-bound plan to close all federal prisons and immigration detention centers;
  - Repealing federal laws that criminalize human movement and border entry;
  - Further repealing and replacing the 1994 Violent Crime Control and Law Enforcement Act with non-carceral, non-punitive investments in communities; and
  - Decriminalizing and retroactively expunging drug offenses.

SECTION 2:

Investing in New Approaches to Community Safety Utilizing Funding Incentives

THE BILL WOULD:

- Create federal grant programs that incentivize decarceration and subsidize non-punitive, community-led approaches to public safety. Such grants will:

  - Make grants to local jurisdictions so that they can make and implement tailored plans to decarcerate their jails and/or defund their police forces;
  - Offer a 50% federal match for projected savings when States and/or local jurisdictions close detention facilities, including (but not limited to) local jails, State prisons, and youth prisons; and
  - Incentivize State, tribal, and local governments to make specified changes that shrink their criminal-legal systems and, in return, provide federal funding to make non-punitive, non-carceral, participatory investments in communities.

- State, tribal, and local policy changes incentivized under the grant programs include, but are not limited to, the following:

  - Banning pretextual stops and "consent" searches;
  - Removing police, armed security, metal detectors, and other surveillance equipment from schools and government offices that provide social services;
  - Abolishing State gang databases;
  - Eliminating all fees and surcharges within the criminal-legal system and forgiving outstanding court debt, reducing a financial burden that falls disproportionately on Black women;

- Decriminalizing and retroactively expunging State drug convictions;
- Categorically eliminating misdemeanor and "pay only" probation;
- Until ICE and CBP are fully dismantled, ending State and local police entanglement with Immigration and Customs Enforcement (ICE), Customs and Border Protection (CBP), and all federal immigration enforcement agencies;
- Repealing all existing State juvenile offenses; and
- Banning the use of police agencies as tools of political repression.

- If States are selected as a recipient of the grant programs, funding must be used to fund non-carceral interventions that improve community safety and are selected through a participatory process. Selected interventions may include, but are not limited to:

  - Transformative justice and healing justice programs;
  - Violence interruption and intervention, including in domestic violence situations;
  - Abuse interruption, intervention, and prevention;
  - Park redevelopment, streetlights, and other infrastructure;
  - Neighborhood mediation programs;
  - Supportive housing;
  - New, accessible methods of processing 911 calls that reduce unnecessary contact between law enforcement and community members;
  - Safe passage to schools programs;
  - Funding for community-based organizations that provide voluntary, non-coercive health services and healing supports for communities so that they can recover from exposure to violence, abuse, and/or harmful interactions with police; and
  - Employment opportunities that benefit formerly incarcerated individuals.

SECTION 3:

Allocating New Money to Build Healthy, Sustainable & Equitable Communities for All People

THE BILL WOULD:

- Establish a grant to promote educational justice, which:
  - Incentivizes jurisdictions to make specified equity-focused policy changes, including:
    - Altering their school funding formulas so that there is funding equity between schools;
    - Creating a clear, time-bound plan for closing all youth detention facilities within the jurisdiction and replacing these facilities with community-based, rehabilitation-focused continua of care; and
    - Removing police, School Resource Officers (SROs), ICE, probation, armed security, metal detectors, and other surveillance equipment and practices from schools.
  - Provides resources for programs and investments that include, but are not limited to:
    - Developing curricula that examine the political, economic, and social impacts of colonialism, genocide against indigenous people, and slavery;
    - Providing voluntary, non-coercive wraparound services that meet students' social, emotional, and physical needs;
    - Promoting innovative programming to better support foster youth, as well as the children of incarcerated parents;
    - Providing free, high-quality health services at schools and/or at nearby student- and family-focused centers, which services include reproductive body autonomy;

- Providing full and free access for all people, including those who are undocumented, currently incarcerated, and formerly incarcerated, to a lifetime education;
- Providing free public transportation to students; and
- Modernizing, renovating, or repairing facilities used by public schools.

◆ Establish a grant to promote environmental justice, which:

➢ Incentivizes States to make specified equity-focused policy changes, such as:

- Creating a clear, time-bound plan for ensuring that all communities have public access to safe, clean water for housing, drinking, and food production;
- Creating a clear, time-bound plan for ensuring that all communities have access to breathable air within EPA safety limits; and
- Creating a clear, time-bound plan for meeting 100% of the State power demand using clean, renewable, and zero-emission energy sources.

➢ Provide resources for programs and investments that include:

- Subsidizing community-owned sustainable energy solutions, including projects by community-based nonprofit organizations;
- Funding climate resilience in communities so that they can prepare for climate change-fueled disasters (such as hurricanes, floods, and wildfires) that are exacerbated by human fossil fuel consumption; and
- Funding to support, build, preserve, and restore cultural assets and sacred sites—especially sites and land belonging to the Indigenous community.

- Establish a competitive grant to promote health and family justice, which:
  - Incentivizes jurisdictions to make specified equity-focused policy changes, such as:
    - Expanding Medicaid as offered under the Affordable Care Act without work requirements or any burdensome administrative requirements during enrollment;
    - Creating alternatives to terminating parental rights, including guardianship arrangements, and procedures for reinstating parental rights;
    - Eliminating State laws that bar formerly incarcerated people from serving as guardians to their own children or others in their community; and
    - Ensuring all communities have convenient access to sources of healthy food.
  - Provide resources for programs and investments that include, but are not limited to:
    - Food cooperatives and urban gardens;
    - Paid parental and sick leave;
    - Comprehensive, high-quality child and elder care; and
    - The creation of comprehensive health centers that offer culturally competent services for all people, including services related to reproductive health.
- Establish a competitive grant to promote economic justice, which:
  - Incentivizes States to make specified equity-focused policy changes, such as:
    - Valuing the labor of Black and Brown women by extending employment protections for workers—including domestic workers and farm workers—who are in industries that are not appropriately regulated;
    - Establishing the right for workers, in public and private sectors, to organize, especially in "On Demand Economy" jobs; and
    - Establishing a living wage, pegged to inflation, and eliminating the subminimum tipped wage.

- Provide resources for programs and investments that include, but are not limited to:
  - Establishing job programs that specifically target the most economically disadvantaged individuals, including groups that disproportionately include Black cis- and trans women, formerly incarcerated people, undocumented people, and disabled people;
  - Pilot programs for universal basic income;
  - "Baby bonds" programs, including a preference for communities that were specifically targeted by redlining; and
  - Start-up funds for establishing worker-owned cooperatives and businesses that are being started by individuals who are formerly incarcerated.

- Establish a competitive Housing & Infrastructure Grant Program that:
  - Incentivizes jurisdictions to make specified equity-focused policy changes, such as:
    - Authorizing State funds to expand the affordable housing supply; and
    - Change local zoning laws so as to allow multifamily unit construction and ban exclusionary zoning laws.

- Provide resources for programs and investments that include, but are not limited to:
  - Modernizing and expanding the stock of affordable housing;
  - Providing quality assisted housing;
  - Creating tax-relief programs to help individuals who are facing potential displacement as the result of rapidly increasing home values (i.e., gentrification); and
  - Supporting the development of Community Land Trusts.

- Make direct federal investments in equity, which include:
  - A federal commission that proposes changes to tax policy, which will dramatically increase racial and economic equity;
  - A universal child allowance;
  - A program that provides assistance with down payments and closing costs—specifically for those households that rent or live in historically redlined communities;
  - Land grant programs in cities experiencing economic decline and/or hyper-vacancies;
  - A program at the United States Department of Agriculture, which will forgive the debt of Black farmers who were impacted by previous United States Department of Agriculture discrimination;
  - Tools to promote environmental justice, including an Equity Impact Mapping Initiative & Equity Screen and a Green Infrastructure Program; and
  - Federal programs to better support successful reentry.

SECTION 4:

Holding Officials Accountable & Enhancing Self-Determination of Black Communities

THE BILL WOULD:

- Require Congress to acknowledge and address the lasting harms that it has caused, specifically through:
  - Passing H.R.40 ("Commission to Study Reparation Proposals for African-Americans Act"); and
  - Establishing commissions that design reparations for mass criminalization—including the War on Drugs, the criminalization of prostitution, and police violence; border violence; and the systemic violation of the U.S. Government's treaty obligations to Tribal nations.

- Ensure democratic, fair, and secure voting processes that are free from racial discrimination and voter suppression in every State, specifically through measures that include:
  - Enfranchising all formerly and presently incarcerated people in federal elections;
  - Creating a public financing program for campaigns that are powered by small dollar contributions;
  - Incentivizing States to increase voter turnout;
  - Incentivizing States to pass laws that expand voting access, including laws that:
    - Enfranchise all formerly and presently incarcerated people for State and local elections; and
    - Allowing local and State resident voting for undocumented people.
  - Increase accountability for federal officials and police officers who have committed harms, specifically by measures that include:
    - Guaranteeing a private right of action for recovering damages when a federal official has committed a constitutional violation; and
    - Creating a grant program that offers States grant dollars if they strengthen mechanisms to hold police officers accountable when they have committed harm.

Photo credit: Jay Paragas


Join us in defending Black lives.
Join us on the right side of history.
BREATHEACT.ORG
THE BREATHE ACT
The BREATHE Act is a project of the Movement for Black Lives' 501(c)4 Electoral Justice Project. Contact us at policy@m4bl.org.
M4BL

January 19, 2021

TO: **HONORABLE MAYOR AND CITY COUNCIL MEMBERS**

FROM: **CITY MANAGER**

SUBJECT: **A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON ADOPTING POLICIES AND PROCEDURES FOR THE INSTALLATION OF STOP SIGNS IN THE CITY OF COMPTON**

SUMMARY

This resolution will adopt the policies and procedures for the installation of Stop Signs in the City of Compton.

BACKGROUND

Stop signs are used to establish right-of-way at an intersection, thereby, reducing delays and decreasing collisions. The installation of stop signs or other traffic control devices must be based upon a documented need for vehicle control. Documenting the need for stop sign installation shall incorporate the warrants established by the State of California in the California Manual on Uniform Traffic Control Devices (MUTCD) and the criteria set forth in the policy.

Satisfaction of a warrant is not a guarantee that a stop sign is needed. Nor is the fact that a warrant is not satisfied an assurance that stop sign control would not be beneficial. With the warrants serving as the basis for evaluation, sound engineering judgement and all pertinent facts should be considered in decisions related to the installation of stop signs.

When being considered, it should be noted that stop signs can create unnecessary vehicular stops, increase delay, and add to fuel consumption and air pollution if used improperly. The installation of stop signs can also increase undesirable noise in residential neighborhoods, create an illusion of safety and result in increased disregard for traffic controls.

Additionally, stop signs are generally not considered effective speed control devices on local streets, in fact, the CA MUTCD specifically states that stop signs should not be used for speed control. Rather, stop signs are intended to assign right-of-way to traffic. This is a common misconception, as people often believe stop signs will help to control speeds.

The CA MUTCD also directs that less-restrictive measures should be considered before installing all-way stop controls. These measures include red curb or the removal of foliage or objects to improve corner sight distance, and using yield signs instead of stop signs.

STATEMENT OF THE ISSUE

Due to the numerous requests for stop signs citywide, there is a need to develop policies to respond to the growing demand of these services. In October 2020, City staff requested a proposal from Interwest to develop policies and procedures for the installation of stop signs on specified streets in the City. Interwest is the City's consultant that is uniquely qualified to perform civil, traffic engineering, and project management services for the City.

Draft Stop Sign Policy

In certain cases, conditions may exist that are not adequately addressed by the criteria presented hereafter. In these cases, special consideration should be given to the applicability of stop signs controls to the intersection. Examples of conditions warranting special consideration include:

1. Extreme pedestrian visibility problems.
2. Where a traffic signal installation may be under consideration but not yet approved.
3. A street that is in close proximity to a school, fire department, church, park or any area of high public use.
4. Steep curves or inclines that could be considered an additional restriction to visibility.
5. Other considerations as may be deemed appropriate by engineering or technical studies.

Evaluation Criteria

Initially, each request for stop signs will be evaluated using the CA MUTCD criteria. If, however, the intersection does not meet the CA MUTCD criteria, the intersection will then be evaluated using the separate special criteria to address residential neighborhood and local street situations versus locations along arterial roadways. The analysis forms for one-way/two-way stops and all-way stops are attached.

The following provides definitions of various types of roadways and intersections as well as the special criteria for the evaluation of intersections within the City of Compton for stop sign control.

Types of Roadways

Two different terms are used to describe roadways in the context of these guidelines. The following definitions apply:

Local Street – This term refers to a roadway that carries relatively low volumes of traffic and is not considered an arterial street. This classification includes those streets that do not meet this strict definition but are not included in the City's arterial street system.

Arterial Street – Refers to the function classification of the roadway based on the General Plan designation of the roadway. All of the following roadways are considered to be arterials in increasing functional order: collector arterial, minor arterial, major arterial and principal arterial.

Types of Intersections

There are several types of intersections where stop signs can be installed as follows:

3-Legged or "T" Intersection – An intersection typically comprised of one through street and a terminating street. Often the terminating street is referred to as "the stem of the T". In this case, typically only one-way stops (stopping traffic approaching on the terminating street) and all-way stops are considered.

4-Legged Intersection (Arterial Street/Local Street) – An intersection generally comprise of a major through street (typically a collector arterial or higher arterial) and a minor intersecting street. In this case, typically only two-way stops (stopping traffic on the minor street approaches) are considered.

4-Legged Intersection (Local Street/Local Street) – An intersection generally comprised of two minor streets with neither street necessarily considered a through street. In this case, typically either two-way or all-way stops are often considered.

Intersections with More than 4 Legs – A special case location that generally has more than two streets intersecting at the same point. This type of intersection often requires unique analysis to evaluate the conditions and provide appropriate recommendations. Specific criteria for this situation are not included in this policy in recognition of the special circumstances.

Special Criteria for Consideration of Stop Controls

Listed below are additional criteria that can be considered for installing stop signs if an intersection does not meet the CA MUTCD guidelines.

One-Way Stop Control (T-Intersections)

If any one of the following criteria is satisfied, a one-way stop should be considered:

1. (Local/Local) On the terminating street at its intersection with a through street where application of the normal right-of-way rule is unduly hazardous as evidenced by collisions susceptible to correction with stop signs.
2. On a city street at its intersection with a state highway (State responsibility).
3. On a street where the safe approach speed to the intersection is less than 10 miles per hour.

Two-Way Stop Control (4 or More Legged Intersections)

If the following criterion is satisfied, a two-way stop control should be considered:

1. Either one of the total peak hour intersection volumes exceeds 100 vehicles.

All-Way Stop Control (3 or More Legged Intersections)

All-way stop control is most effective when applied to intersecting streets with close to equal traffic volumes. Special consideration should be given to locations that have significant unusual visibility or physical conditions. All-way stops should only be installed after all less restrictive methods of traffic control or modifications are deemed ineffective or unfeasible. All streets considered should have as close to equal traffic volumes as possible. Generally, 4-legged intersections should have no less than a 60/40 split and 3-legged intersections no less than a 70/30 split.

If any one of the following criteria is satisfied, an all-way stop should be considered:

1. Volume Warrant – Local Streets
    a. Total vehicular volume entering the intersection from all approaches must average 180 vehicles per hour for any 8 hours of an average day; and,

b. The combined vehicular, pedestrian and bicyclist volume entering the intersection from the minor street for the same 8 hours must average at least 72 units per hour.

2. Any unusual physical or geometric conditions that cannot be effectively addressed by less restrictive methods.

Procedures for the Installation of Stop Signs

The City typically follows the steps below for a request to install stop signs:

1. To initiate the process, a person submits a request for stop signs to the City. The request can be submitted directly to the Engineering Department at 310-605-5505 or contactpw@comptoncity.org. The request should include the following information:
    a. Intersection street names.
    b. Type of stops signs desired: 1-way stop, 2-way stop or all-way stop.
    c. Reason for request, including what their concerns are, what they have witnessed and the days/times it typically occurs, how often it occurs, and how stop signs would address their concerns.
    d. Contact information, including name, e-mail address and phone number. To inform the requestor of the results of the study and, if needed, for more details about their concern.
2. The City will review the request and contact the requestor if any additional information is needed.
3. The City will conduct a field review of the intersection, noting the existing traffic controls and any unusual conditions, including restricted intersection sight distance due to trees, bushes, fences, signs, etc.
4. The City will collect traffic collision data and traffic counts, and prepare sight distance diagrams, as needed.
5. The City will assess the intersection with various stop sign warrants. The initial assessment will use the CA MUTCD warrants. If the intersection does not meet these warrants, it will be assessed with the City's guidelines. These assessments will determine the following:
    a. If other less-restrictive measures should be taken.
    b. If a stop sign(s) should be installed.
    c. If other safety measures should also be taken.
6. Based on the findings, a recommendation will be made to the City Engineer. The requestor will be notified of the City Engineer's decision to approve or deny the request.
7. If the City Engineer approves the stop sign installation, Public Works will install the approved sign(s). Any other approved actions will also be implemented.
8. The City Council will be notified of the approval or denial of any request.

STATEMENT OF ISSUE

The Council and City Manager recognizes the desirability to establish policies and procedures by which the installation of stop signs will be allowed on City streets. In order to implement the new policies and procedures, City Council authorization is necessary.

FISCAL IMPACT

The adoption of the policies and procedures for the installation of stop signs in the City of Compton has no fiscal impact.

RECOMMENDATION

Staff recommends the City Council adopt the attached Resolution adopting a Stop Sign policy.

CRAIG J. CORNWELL
CITY MANAGER

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON ADOPTING POLICIES AND PROCEDURES FOR THE INSTALLATION OF STOP SIGNS IN THE CITY OF COMPTON

WHEREAS, stop signs are used to establish right-of-way at an intersection, thereby, reducing delays and decreasing collisions and the installation of stop signs or other traffic control devices must be based upon a documented need for vehicle control; and

WHEREAS, documenting the need for stop sign installation shall incorporate the warrants established by the State of California in the California Manual on Uniform Traffic Control Devices (MUTCD) and the criteria set forth in the policy; and

WHEREAS, satisfaction of a warrant is not a guarantee that a stop sign is needed nor is the fact that a warrant is not satisfied an assurance that stop sign control would not be beneficial; and

WHEREAS, with the warrants serving as the basis for evaluation, sound engineering judgement and all pertinent facts should be considered in decisions related to the installation of stop signs; and

WHEREAS, when being considered, it should be noted that stop signs can create unnecessary vehicular stops, increase delay, and add to fuel consumption and air pollution if used improperly and the installation of stop signs can also increase undesirable noise in residential neighborhoods, create an illusion of safety and result in increased disregard for traffic controls; and

WHEREAS, stop signs are generally not considered effective speed control devices on local streets, in fact, the CA MUTCD specifically states that stop signs should not be used for speed control and rather, stop signs are intended to assign right-of-way to traffic and this is a common misconception, as people often believe stop signs will help to control speeds; and

WHEREAS, the CA MUTCD also directs that less-restrictive measures should be considered before installing all-way stop controls and these measures include red curb or the removal of foliage or objects to improve corner sight distance and using yield signs instead of stop signs; and

WHEREAS, due to the numerous requests for stop signs citywide, there is a need to develop policies to respond to the growing demand of these services and in October 2020, City staff requested a proposal from Interwest to develop policies and procedures for the installation of stop signs on specified streets in the City; and

WHEREAS, Interwest is the City's consultant that is uniquely qualified to perform civil, traffic engineering and project management services for the City. On January 11, 2021, Interwest provided City staff with a draft Stop Sign Installation Policy and Procedure for City Council's consideration; and

WHEREAS, in certain cases, conditions may exist that are not adequately addressed by the criteria presented hereafter. In these cases, special consideration should be given to the applicability of stop signs controls to the intersection. Examples of conditions warranting special consideration include:

1. Extreme pedestrian visibility problems.
2. Where a traffic signal installation may be under consideration but not yet approved.
3. A street that is in close proximity to a school, fire department, church, park or any area of high public use.
4. Steep curves or inclines that could be considered an additional restriction to visibility.

5. Other considerations as may be deemed appropriate by engineering or technical studies; and

WHEREAS, initially, each request for stop signs will be evaluated using the CA MUTCD criteria and if, however, the intersection does not meet the CA MUTCD criteria, the intersection will then be evaluated using the separate special criteria to address residential neighborhood and local street situations versus locations along arterial roadways; and

WHEREAS, the following provides definitions of various types of roadways and intersections as well as the special criteria for the evaluation of intersections within the City of Compton for stop sign control; and

WHEREAS, two different terms are used to describe roadways in the context of these guidelines. The following definitions apply:

Local Street – This term refers to a roadway that carries relatively low volumes of traffic and is not considered an arterial street. This classification includes those streets that do not meet this strict definition but are not included in the City's arterial street system.

Arterial Street – Refers to the function classification of the roadway based on the General Plan designation of the roadway. All of the following roadways are considered to be arterials in increasing functional order: collector arterial, minor arterial, major arterial and principal arterial; and

WHEREAS, there are several types of intersections where stop signs can be installed as follows:

3-Legged or "T" Intersection – An intersection typically comprised of one through street and a terminating street. Often the terminating street is referred to as "the stem of the T". In this case, typically only one-way stops (stopping traffic approaching on the terminating street) and all-way stops are considered.

4-Legged Intersection (Arterial Street/Local Street) – An intersection generally comprise of a major through street (typically a collector arterial or higher arterial) and a minor intersecting street. In this case, typically only two-way stops (stopping traffic on the minor street approaches) are considered.

4-Legged Intersection (Local Street/Local Street) – An intersection generally comprised of two minor streets with neither street necessarily considered a through street. In this case, typically either two-way or all-way stops are often considered.

Intersections with More than 4 Legs – A special case location that generally has more than two streets intersecting at the same point. This type of intersection often requires unique analysis to evaluate the conditions and provide appropriate recommendations. Specific criteria for this situation are not included in this policy in recognition of the special circumstances; and

WHEREAS, listed below are additional criteria that can be considered for installing stop signs if an intersection does not meet the CA MUTCD guidelines.

One-Way Stop Control (T-Intersections)

If any one of the following criteria is satisfied, a one-way stop should be considered:

1. (Local/Local) On the terminating street at its intersection with a through street where application of the normal right-of-way rule is unduly hazardous as evidenced by collisions susceptible to correction with stop signs.
2. On a city street at its intersection with a state highway (State responsibility).
3. On a street where the safe approach speed to the intersection is less than 10 miles per hour.

Two-Way Stop Control (4 or More Legged Intersections)

If the following criterion is satisfied, a two-way stop control should be considered:
1. Either one of the total peak hour intersection volumes exceeds 100 vehicles.

All-Way Stop Control (3 or More Legged Intersections)

All-way stop control is most effective when applied to intersecting streets with close to equal traffic volumes. Special consideration should be given to locations that have significant unusual visibility or physical conditions. All-way stops should only be installed after all less restrictive methods of traffic control or modifications are deemed ineffective or unfeasible. All streets considered should have as close to equal traffic volumes as possible. Generally, 4-legged intersections should have no less than a 60/40 split and 3-legged intersections no less than a 70/30 split.

If any one of the following criteria is satisfied, an all-way stop should be considered:

1. Volume Warrant – Local Streets
    a. Total vehicular volume entering the intersection from all approaches must average 180 vehicles per hour for any 8 hours of an average day; and,
    b. The combined vehicular, pedestrian and bicyclist volume entering the intersection from the minor street for the same 8 hours must average at least 72 units per hour.
2. Any unusual physical or geometric conditions that cannot be effectively addressed by less restrictive methods; and

WHEREAS, the City typically follows the steps below for a request to install stop signs:

1. To initiate the process, a person submits a request for stop signs to the City. The request can be submitted directly to the Engineering Department at 310-605-5505 or by e-mail at contactpw@comptoncity.org. The request should include the following information:
    a. Intersection street names.
    b. Type of stops signs desired: 1-way stop, 2-way stop or all-way stop.
    c. Reason for request, including what their concerns are, what they have witnessed and the days/times it typically occurs, how often it occurs, and how stop signs would address their concerns.
    d. Contact information, including name, e-mail address and phone number. To inform the requestor of the results of the study and, if needed, for more details about their concern.
2. The City will review the request and contact the requestor if any additional information is needed.
3. The City will conduct a field review of the intersection, noting the existing traffic controls and any unusual conditions, including restricted intersection sight distance due to trees, bushes, fences, signs, etc.
4. The City will collect traffic collision data and traffic counts, and prepare sight distance diagrams, as needed.

5. The City will assess the intersection with various stop sign warrants. The initial assessment will use the CA MUTCD warrants. If the intersection does not meet these warrants, it will be assessed with the City's guidelines. These assessments will determine the following:
    a. If other less-restrictive measures should be taken.
    b. If a stop sign(s) should be installed.
    c. If other safety measures should also be taken.
6. Based on the findings, a recommendation will be made to the City Engineer. The requestor will be notified of the City Engineer's decision to approve or deny the request.
7. If the City Engineer approves the stop sign installation, Public Works will install the approved sign(s). Any other approved actions will also be implemented.
8. The City Council will be notified of the approval or denial of any request; and

WHEREAS, the City Council of the City of Compton recognizes the desirability to establish updated policies and procedures by which the installation of stop signs will be allowed on City streets and in order to implement the new policies and procedures, City Council authorization is necessary.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COMPTON DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. That the Policies and Procedures for the Installation of Stop Signs in the City of Compton is hereby adopted.

SECTION 2. That copies of this Resolution shall be filed in the offices of the City Manager, City Clerk, City Attorney and the Public Works Department.

SECTION 3. That the Mayor shall sign and the City Clerk shall attest to the adoption of this Resolution.

ADOPTED this _____ day of _____, 2021.

_____
MAYOR OF THE CITY OF COMPTON

ATTEST:

_____
CITY CLERK OF THE CITY OF COMPTON

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES
CITY OF COMPTON: ss

I, Alita Godwin, City Clerk of the City of Compton, hereby certify that the foregoing Resolution was passed and adopted by the City Council of the City of Compton, signed by the Mayor and attested by the City Clerk, at a regular meeting thereof, held on the _____ day of _____, 2021.

That said Resolution was adopted by the following vote, to wit:

AYES: COUNCILMEMBERS-
NOES: COUNCILMEMBERS-
ABSTAIN: COUNCILMEMBERS-
ABSENT: COUNCILMEMBERS-

_____
CITY CLERK OF THE CITY OF COMPTON

(Insert City Seal)

City of Compton

Stop Sign Installation Policy and Procedure

Adopted by the City Council on _____

INTRODUCTION

This policy is intended to establish a set of guidelines for the purpose of evaluating requests for stop signs in the City of Compton. Standard practice for local government agencies in California is to base stop sign analyses on the guidelines in the California *Manual on Uniform Traffic Control Devices* (CA MUTCD), which is based on federal guidelines. These state guidelines, however, tend to be directed toward arterial streets, and do not necessarily take into account the different circumstances in residential areas. As a result, intersections in residential areas often do not meet the state and federal guidelines to install stop signs due to their lower traffic volumes and fewer traffic collisions. This policy is intended to supplement the CA MUTCD guidelines for the installation of stop signs by specifically addressing a variety of situations with straightforward criteria. The California Vehicle Code sections 21351, 21354 and 21355 provide the authority for a local agency to place and maintain stop signs on local streets including designating any intersection under its jurisdiction as a stop intersection and to erect stop signs at one or more entrances. The policies presented are intended to reflect the needs of the local community for additional right-of-way assignment while retaining the integrity of the use of stop signs through their judicious use.

POLICY FOR INSTALLING STOP SIGNS

General Considerations

Stop signs are used to establish right-of-way at an intersection, thereby, reducing delays and decreasing collisions. The installation of stop signs or other traffic control devices must be based upon a documented need for vehicle control. Documenting the need for stop sign installation shall incorporate the warrants established by the State of California in the CA MUTCD, and the criteria set forth in this policy.

Satisfaction of a warrant is not a guarantee that a stop sign is needed. Nor is the fact that a warrant is not satisfied an assurance that stop sign control would not be beneficial. With the warrants serving as the basis for evaluation, sound engineering judgment and all pertinent facts should be considered in decisions related to the installation of stop signs.

When being considered, it should be noted that stop signs can create unnecessary vehicular stops, increased delay, and add to fuel consumption and air pollution if used improperly. The installation of stop signs can also increase undesirable noise in residential neighborhoods, create an illusion of safety and result in increased disregard for traffic controls.

Additionally, stop signs are generally not considered effective speed control devices on local streets, in fact, the CA MUTCD specifically states that stop signs should not be used for speed control. Rather, stop signs are intended to assign right-of-way to traffic. This is a common misconception, as people often believe stop signs will help to control speeds.

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The CA MUTCD also directs that less-restrictive measures should be considered before installing all-way stop controls. These measures include red curb or the removal of foliage or objects to improve corner sight distance, and using yield signs instead of stop signs.

Special Considerations

In certain cases, conditions may exist that are not adequately addressed by the criteria presented hereafter. In these cases, special consideration should be given to the applicability of stop sign controls to the intersection. Examples of conditions warranting special consideration include:

1. Extreme pedestrian visibility problems.
2. Where a traffic signal installation may be under consideration but not yet approved.
3. A street that is in close proximity to a school, fire department, church, park or any area of high public use.
4. Steep curves or inclines that could be considered an additional restriction to visibility
5. Other considerations as may be deemed appropriate by engineering or technical studies.

EVALUATION CRITERIA

Initially, each request for stop signs will be evaluated using the CA MUTCD criteria. If, however, the intersection does not meet the CA MUTCD criteria, the intersection will then be evaluated using the separate special criteria to address residential neighborhood and local street situations versus locations along arterial roadways. The analysis forms for one-way / two-way stops and all-way stops are attached.

The following provides definitions of various types of roadways and intersections as well as the special criteria for the evaluation of intersections within the City of Compton for stop sign control.

Types of Roadways

Two different terms are used to describe roadways in the context of these guidelines. The following definitions apply:

Local Street – This term refers to a roadway that carries relatively low volumes of traffic and is not considered an arterial street. This classification includes those streets that meet strict residential street definitions (per the California Vehicle Code) and streets that do not meet this strict definition but are not included in the City's arterial street system.

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Arterial Street – Refers to the functional classification of the roadway based on the General Plan designation of the roadway. All of the following roadways are considered to be arterials in increasing functional order: collector arterial, minor arterial, major arterial and principal arterial.

Types of Intersections

There are several types of intersections where stop signs can be installed, as follows:

3-Legged or "T" Intersection – An intersection typically comprised of one through street and a terminating street. Often the terminating street is referred to as "the stem of the T". In this case, typically only one-way stops (stopping traffic approaching on the terminating street) and all-way stops are considered.

4-Legged Intersection (Arterial Street/Local Street) – An intersection generally comprised of a major through street (typically a collector arterial or higher arterial) and a minor intersecting street. In this case, typically only two-way stops (stopping traffic on the minor street approaches) are considered.

4-Legged Intersection (Local Street/Local Street) – An intersection generally comprised of two minor streets with neither street necessarily considered a through street. In this case, typically either two-way or all-way stops are often considered.

Intersections With More Than 4 legs – A special case location that generally has more than two streets intersecting at the same point. This type of intersection often requires unique analysis to evaluate the conditions and provide appropriate recommendations. Specific criteria for this situation are not included in this policy in recognition of the special circumstances.

Special Criteria for Consideration of Stop Controls

Listed below are additional criteria that can be considered for installing stop signs if an intersection does not meet the CA MUTCD guidelines.

One-way Stop Control (T-Intersections)

If any one of the following criteria is satisfied, a one-way stop should be considered:

1. (Local/Local) On the terminating street at its intersection with a through street where application of the normal right-of-way rule is unduly hazardous as evidenced by collisions susceptible to correction with stop signs.
2. On a city street at its intersection with a state highway (State responsibility).
3. On a street where the safe approach speed to the intersection is less than 10 miles per hour.

Two-way Stop Control (4 or More Legged Intersections)

If the following criterion is satisfied, a two-way stop control should be considered:

1. Either one of the total peak hour intersection volumes exceeds 100 vehicles

All-way Stop Control (3 or More Legged Intersections)

All-way stop control is most effective when applied to intersecting streets with close to equal traffic volumes. Special consideration should be given to locations that have significant unusual visibility or physical conditions. All-way stops should only be installed after all less restrictive methods of traffic control or modifications are deemed ineffective or unfeasible. All streets considered should have as close to equal traffic volumes as possible. Generally, 4-legged intersections should have no less than a 60/40 split and 3-legged intersections no less than a 70/30 split.

If any one of the following criteria is satisfied, an all-way stop should be considered:

1. Volume Warrant – Local Streets
    a. Total vehicular volume entering the intersection from all approaches must average 180 vehicles per hour for any 8 hours of an average day: and,
    b. The combined vehicular, pedestrian and bicyclist volume entering the intersection from the minor street for the same 8 hours must average at least 72 units per hour.
2. Any unusual physical or geometric conditions that cannot be effectively addressed by less restrictive methods.

PROCEDURE FOR THE INSTALLATION OF STOP SIGNS

The City typically follows the steps below for a request to install stop signs:

1. To initiate the process, a person submits a request for stop signs to the City. The request can be submitted directly to the Engineering Department, at (email) or (phone). The request should include the following information:
    a. Intersection street names.
    b. Type of stop signs desired: 1-way stop, 2-way stop or All-way stop.
    c. Reason for request, including what their concerns are, what they have witnessed and the days/times it typically occurs, how often it occurs, and how stop signs would address their concerns.
    d. Contact information, including name, email address and phone number. To inform the requestor of the results of the study and, if needed, for more details about their concern.
2. The City will review the request and contact the requestor if any additional information is needed.
3. The City will conduct a field review of the intersection, noting the existing traffic controls and any unusual conditions, including restricted intersection sight distance due to trees, bushes, fences, signs, etc.

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4. The City will collect traffic collision data and traffic counts, and prepare sight distance diagrams, as needed.
5. The City will assess the intersection with the various stop sign warrants. The initial assessment will use the CA MUTCD warrants. If the intersection does not meet these warrants, it will be assessed with the City's guidelines. These assessments will determine the following:
    a. If other less-restrictive measures should be taken.
    b. If a stop sign(s) should be installed.
    c. If other safety measures should also be taken.
6. Based on the findings, a recommendation will be made to the City Engineer. The requestor will be notified of the City Engineer's decision to approve or deny the request.
7. If the City Engineer approves the stop sign installation, Public Works will install the approved sign(s). Any other approved actions will also be implemented.
8. The City Council will be notified of the approval or denial of any request.

DRAFT

City of Compton

One-Way / Two-Way Stop or Yield Sign Analysis[1]

MAJOR STREET

Parmelee (NS or EW)

	Approach(es)	
	Eastbound	Westbound
Approach Volume (ADT)	xxxx	xxxx

MINOR STREET

Minor Road (NS or EW)

	Approach(es)	
	Northbound	Southbound
Approach Volume (ADT)	xxxx	neglible

GUIDELINES:

- Stop signs should not be used for speed control.
- Engineering judgment should be used to establish intersection controls.
- The decision to install 1-way/2-way stop or yield control should be based on an engineering study that considers the following criteria:

Reported Collisions	
Time Period	mm/yy-mm/yy
Total	0
Correctable	0

Criteria Descriptions		Criteria Met?	Satisfied?
A. A Yield or Stop sign should be used:			
1.	The intersection is of a less important road with a main road where the application of the normal ROW rule would not likely provide reasonable compliance with the law.	yes/no	
2.	A street is entering a designated through highway or street.	yes/no	
3.	The intersection is unsignalized in a signalized area.	yes/no	
	One or more of the criteria is met and the warrant is satisfied.		**YES / NO**
B. A Yield or Stop sign should be considered:			
When the intersection of 2 minor/local streets where the intersection has more than 3 approaches and one or more of the following conditions exist:			
1.	Combined vehicular, bicycle and pedestrian volume entering the intersection from all approaches averages greater than 2,000 units per day Average Veh., Bike, Ped Daily Volume (All Approaches)	yes/no xxx	
2.	The ability to see conflicting traffic is not sufficient to allow a road user to stop or yield in compliance with the normal right-of-way rule if such stopping or yielding is necessary, and/or	yes/no	
3.	5 or more reported crashes within a 3-year period involving failure to yield the ROW or 3 or more such crashes in a 2-year period. Number of reported correctable crashes in 3 yrs/2 yrs	yes/no # 3 yr / # 2 yr	
	One or more of the criteria is met and the warrant is satisfied.		**YES / NO**
C. A Stop sign, not a Yield sign, should be used if engineering judgment indicates vehicles are always required to stop due to one or more of the following conditions:			
1.	Vehicular traffic volumes on the through street are greater than 6,000 vpd. Daily vehicular traffic volumes on through street	yes/no	
2.	Inadequate sight distance requires road users on minor street to stop to adequately view conflicting traffic on the through street.	yes/no	
3.	3 or more reported crashes in a 12-month period that are susceptible to correction by the installation of a Stop sign or 5 or more such crashes reported in 2-year period. Number of reported correctable crashes in 12 mos/2 yrs	yes/no #12 mo/ #2 yr	
	One or more of the criteria is met and a Stop sign, not Yield sign, is appropriate.		**YES / NO**

Based on the analysis and engineering judgment, the following is recommended:

Install a Stop sign(s)	**YES / NO**
Install a Yield sign(s)	**YES / NO**

[1] Based on the California Manual on Uniform Traffic Control Devices, 2014, and City of Compton Special Criteria

Other Considerations:

Note here any of the City's special considerations that were applicable to the stop signs and any unusual factors or conditions. Summarize the findings. including visibility, and the reason(s) the intersection met or did not meet the one-way/two-way stop or yield control. Provide the sight distance triangle, if prepared.

(See Next Page for Sign Placement)

Stop/Yield Sign Placement

Once the decision has been made to control an intersection, the decision regarding the appropriate roadway to control should be based on engineering judgment.

In most cases, the roadway carrying the lowest volume of traffic should be controlled - a Stop or Yield sign should not be installed on the higher volume roadway unless justified by an engineering study.

	Criteria Description	NB / SB	EB / WB
A.	Install a Stop/Yield sign on this lower-volume roadway	yes/no	yes/no
B.	An engineering study justifies a Stop/Yield sign on this higher-volume roadway	yes/no	yes/no

OR

If the two roadways have relatively equal volumes and/or characteristics, the following may be considered in determining which street should be controlled:

	Criteria Descriptions	NB / SB	EB / WB
A.	The direction that conflicts the most with established pedestrian activity or school walking routes.	yes/no	yes/no
B.	The direction that has obscured vision, dips, or bumps that already require drivers to use lower operating speeds.	yes/no	yes/no
C.	The direction that has the best sight distance at the approach to observe conflicting traffic.	yes/no	yes/no
	The Stop or Yield sign should be installed on the approach to this direction.	YES/NO	YES/NO

Date: _____

Prepared by: _____

January 19, 2021

TO: **HONORABLE MAYOR AND CITY COUNCIL MEMBERS**

FROM: **CITY MANAGER**

SUBJECT: **A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON ADOPTING POLICIES AND PROCEDURES FOR THE INSTALLATION OF SPEED HUMPS IN THE CITY OF COMPTON**

SUMMARY

Adoption of the attached resolution will adopt the policies and procedures for the installation of speed humps in the City of Compton.

BACKGROUND

Speeding on residential streets is a common occurrence throughout the City. Speed humps have been shown to be an appropriate mechanism for reducing speeds on certain streets when properly installed under the right circumstances.

On September 17, 1991, pursuant to Resolution No. 16,687, City Council established policies and procedures for the installation of speed humps for the City of Compton. The purpose of this policy was to set forth a process for the implementation of speed humps, the procedure for their evaluation, and an analysis for installation.

STATEMENT OF THE ISSUE

The Council and City Manager recognizes the desirability to establish updated policies and procedures by which the installation of speed humps will be allowed on City streets. In order to implement the new policies and procedures, City Council authorization is necessary.

To that extent, the City has received numerous requests for street humps, stop signs, red, blue, and green curbs citywide, there is a need to develop/update policies to respond to the growing demand of these services.

In October 2020, City staff requested a proposal from Interwest to develop policies and conduct traffic studies for the installation of speed humps on specified streets in the City. Interwest is the City's consultant that is uniquely qualified to perform civil and traffic engineering services and project management services for the City.

Draft Speed Hump Policy

Eligibility Criteria

To be eligible for the installation of speed humps, a street shall meet the following criteria:

1. The street must serve as direct access to abutting properties on a local residential street.
2. The street shall have a speed limit of 25 mph as determined in accordance to state law.
3. The street shall be no more than one lane in each direction.
4. The street width shall not exceed 40 feet from curb to curb.
5. The street should not be a primary access route for emergency vehicles. Factors to be considered are:
    a. Whether the street is a primary route for emergency vehicles.
    b. Whether the installation of speed humps could cause a significant delay in the response of emergencies.
    c. Whether the Sheriffs and Fire Departments approve the proposed speed humps.
6. The street shall not be a truck route or a transit route.
7. The street should not have grades greater than 5%.
8. Speed humps will only be considered for installation on local residential streets determined by the Public Works Department to have adequate vertical and horizontal alignment and sight distances to safely accommodate the installation of speed humps.
9. The installation of speed humps would not result in substantial traffic being diverted to adjacent or nearby residential streets, as determined by the City Engineer.
10. The 85th percentile speed (as determined by an engineering study) must be greater than 35 mph.
11. The street shall have a minimum traffic volume of 1,000 Average Daily Traffic (ADT) and should have a maximum traffic volume of 3,000 ADT.

Procedures for the Installation of Speed Humps

A representative of a local residential street who believes the residents on his/her street will support the installation of speed humps, shall submit a request in writing, including the reasons for the request, to the City's Public Works Engineering Department.

Upon the determination that a street meets Eligibility Criteria 1 through 7, and therefore, is eligible for further consideration, the representative of the street will be provided a petition, with the eligible addresses of the abutting property owners or residents, and advised to return the petition with signatures indicating that a

clear majority (75% or more) supports the installation of speed humps on their street. No more than one signature per address will be accepted.

Prior to circulating the petition, the representative must be fully aware of the process to remove speed humps (see Procedures for Removal of Speed Humps, below).

The sponsor of the petition is required to contact every resident or property owner of the abutting properties on the subject streets. The sponsor must provide a copy of the City's Speed Hump Policy & Procedure or the link to the document on the City's website to each resident or property owner contacted.

If a resident or property owner is against the speed humps, the word "**OPPOSED"** will be noted on the petition signature space. If the sponsor is unable to contact a resident or property owner, "**NO CONTACT"** will be noted on the petition signature space with the days and times that contact was attempted. It is required that the sponsor makes at least 2 (two) attempts on separate days to contact a resident or property owner.

To be considered for the program, signed petitions must be received by the Engineering Department. Upon verification of the petition, the City Engineer will make traffic speed and volume measurements and review the traffic collision history for the street in question.

In addition, the City Engineer will submit the request to the Sheriffs and Fire Departments for their comments and approval. The City Engineer will determine whether or not the street also meets Eligibility Criteria 10 and 11 to qualify for the installation of speed humps, and notify the street representative of the results.

Should it be determined that a street is not eligible for speed humps, the representative (s) of the street will be given fifteen (15) days to appeal the decision in writing to the City Engineer. A report of those streets determined to be ineligible will be sent to the City Manager for distribution to the City Council.

In the event the number of requests for speed humps exceed the funds available, the City Engineer will rank the requests in a recommended order of priority and submit these recommendations for approval.

The priority list recommended for approval will be based on traffic collisions, speed, traffic volumes and comments of the Sheriffs and Fire Departments. The City Engineer will set forth the basis for the recommended priorities in a report accompanying the priority list.

Unless there is an overriding consideration, such as high incidence of speed-related collisions (a large condition on most local residential streets), priorities will

normally be established by multiplying the percentage of motorists exceeding 25 mph by the 24-hour traffic volume of the street in question.

A street yielding the highest numerical value resulting from the above computation will be considered to have the highest priority for speed humps. Depending upon the number of petitions received and the types of street involved, it is possible that a "cut-off" speed (85^{th} percentile speed of 30 mph) will be established below which streets will not be considered for the program.

Procedure for the Removal of Speed Humps

If there is subsequently a desire by residents to remove the speed humps, the speed humps will only be considered for removal after receipt of a petition requesting the removal. The petition (form to be provided by the City) shall show that a substantial majority of residences (75% or more) approve the requested removal. The petition shall also be filed with sufficient funds for the removal of the speed humps (up to a maximum of $1,000 per speed hump).

As previously noted, the City may remove any or all of the speed humps **AT ANY TIME** for safety reasons. The City may also remove the speed humps if the City Engineer finds that the speed humps have resulted in substantial diversion of traffic onto adjacent or nearby streets. In these cases, there would be no cost to the abutting property owners.

Speed Hump Design Criteria

The physical installation of speed humps and the associated traffic control devices shall conform to design standards established by the Engineering Department. Speed hump design shall be in accordance with the Guidelines for the Design and Application of Speed Humps and Speed Tables, published by the Institute of Transportation Engineers, 2011, or latest version. The design shall also comply with the City's Speed Hump standard plan, and include the following criteria:

1. Speed humps shall be 12 feet long, 3 inches high and span the width of the street.
2. Speed humps shall be constructed of asphalt.
3. Speed humps will be strategically placed to control speed. Isolated humps shall not be installed. Spacing will generally be 200 to 400 feet.
4. Ideally, speed humps will be placed near street lights and on property lines, while avoiding driveways, catch basins, manholes, water gates, junction chambers, fire hydrants, and mid-lot locations.
5. Speed humps shall be accompanied by advance warning signs, pavement markings and an advisory speed of 15 miles per hour (mph) at least 100 feet in advanced of each hump on both sides of the street. Signing and striping shall comply with the latest edition of the California Manual on Uniform Traffic Control Devices (CA MUTCD).

FISCAL IMPACT

The adoption of the policies and procedures for the installation of speed humps in the City of Compton has no fiscal impact.

RECOMMENDATION

Staff recommends the City Council adopt the attached Resolution.

CRAIG J. CORNWELL
CITY MANAGER

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON ADOPTING POLICIES AND PROCEDURES FOR THE INSTALLATION OF SPEED HUMPS IN THE CITY OF COMPTON

WHEREAS, speeding on residential streets is a common occurrence throughout the City and speed humps have been shown to be an appropriate mechanism for reducing speeds on certain streets when properly installed under the right circumstances; and

WHEREAS, on September 17, 1991, pursuant to Resolution No. 16,687, City Council established policies and procedures for the installation of speed humps for the City of Compton and the purpose of this policy was to set forth a process for the implementation of speed humps, the procedure for their evaluation, and an analysis for installation; and

WHEREAS, due to the numerous requests for street humps, stop signs, red, blue, and green curbs citywide, there is a need to develop/update policies to respond to the growing demand of these services; and

WHEREAS, in October 2020, City staff requested a proposal from Interwest to develop policies and conduct traffic studies for the installation of speed humps on specified streets in the City; and

WHEREAS, Interwest is the City's consultant that is uniquely qualified to perform civil and traffic engineering services and project management services for the City; and

WHEREAS, on November 25, 2020, Interwest provided City staff with a draft Speed Hump Policy and Procedures for City Council's consideration; and

WHEREAS, to be eligible for the installation of speed humps, a street shall meet the following criteria:

1. The street must serve as direct access to abutting properties on a local residential street.
2. The street shall have a speed limit of 25 mph as determined in accordance to state law.
3. The street shall be no more than one lane in each direction.
4. The street width shall not exceed 40 feet from curb to curb.
5. The street should not be a primary access route for emergency vehicles. Factors to be considered are:
    a. Whether the street is a primary route for emergency vehicles.
    b. Whether the installation of speed humps could cause a significant delay in the response of emergencies.
    c. Whether the Sheriffs and Fire Department approve the proposed speed humps.
6. The street shall not be a truck route or a transit route.
7. The street should not have grades greater than 5%.
8. Speed humps will only be considered for installation on local residential streets determined by the Public Works Department to have adequate vertical and horizontal alignment and sight distances to safely accommodate the installation of speed humps.
9. The installation of speed humps would not result in substantial traffic being diverted to adjacent or nearby residential streets, as determined by the City Engineer.
10. The 85th percentile speed (as determined by an engineering study) must be greater than 35 mph.
11. The street shall have a minimum traffic volume of 1,000 Average Daily Traffic (ADT) and should have a maximum traffic volume of 3,000 ADT; and

WHEREAS, a representative of a local residential street who believes the residents on his/her street will support the installation of speed humps, shall submit a request in writing, including the reasons for the request, to the City's Public Works Engineering Department; and

WHEREAS, upon the determination that a street meets Eligibility Criteria 1 through 7, and therefore, is eligible for further consideration, the representative of the street will be provided a petition, with the eligible addresses of the abutting property owners or residents, and advised to return the petition with signatures indicating that a clear majority (75% or more) supports the installation of speed humps on their street with no more than one signature per address will be accepted.

WHEREAS, prior to circulating the petition, the representative must be fully aware of the process to remove speed humps; and

WHEREAS, the sponsor of the petition is required to contact every resident or property owner of the abutting properties on the subject streets and the sponsor must provide a copy of the City's Speed Hump Policy & Procedure or the link to the document on the City's website to each resident or property owner contacted; and

WHEREAS, if a resident or property owner is against the speed humps, the word "**OPPOSED"** will be noted on the petition signature space.

WHEREAS, if the sponsor is unable to contact a resident or property owner, "**NO CONTACT"** will be noted on the petition signature space with the days and times that contact was attempted and it is required that the sponsor makes at least 2 (two) attempts on separate days to contact a resident or property owner; and

WHEREAS, to be considered for the program, signed petitions must be received by the Engineering Department and upon verification of the petition, the City Engineer will make traffic speed and volume measurements and review the traffic collision history for the street in question; and

WHEREAS, the City Engineer will submit the request to the Sheriffs and Fire Department for their comments and approval and the City Engineer will determine whether or not the street also meets Eligibility Criteria 10 and 11 to qualify for the installation of speed humps, and notify the street representative of the results; and

WHEREAS, should it be determined that a street is not eligible for speed humps, the representative (s) of the street will be given fifteen (15) days to appeal the decision in writing to the City Engineer and a report of those streets determined to be ineligible will be sent to the City Manager for distribution to the City Council; and

WHEREAS, in the event the number of requests for speed humps exceed the funds available, the City Engineer will rank the requests in a recommended order of priority and submit these recommendations for approval; and

WHEREAS, the priority list recommended for approval will be based on traffic collisions, speed, traffic volumes and comments of the Sheriffs and Fire Department and the City Engineer will set forth the basis for the recommended priorities in a report accompanying the priority list; and

WHEREAS, unless there is an overriding consideration, such as high incidence of speed-related collisions (a large condition on most local residential streets), priorities will normally be established by multiplying the percentage of motorists exceeding 25 mph by the 24-hour traffic volume of the street in question; and

WHEREAS, a street yielding the highest numerical value resulting from the above computation will be considered to have the highest priority for speed humps and depending upon the number of petitions received and the types of street involved, it is possible that a "cut-off" speed (85th percentile speed of 30 mph) will be established below which streets will not be considered for the program; and

WHEREAS, if there is subsequently a desire by residents to remove the speed humps, the speed humps will only be considered for removal after receipt of a petition requesting the removal and the petition (form to be provided by the City) shall show that a substantial majority of residences (75% or more) approve the requested removal. The petition shall also be filed with sufficient funds for the removal of the speed humps (up to a maximum of $1,000 per speed hump); and

WHEREAS, the City may remove any or all of the speed humps **AT ANY TIME** for safety reasons and the City may also remove the speed humps if the City Engineer finds that the speed humps have resulted in substantial diversion of traffic onto adjacent or nearby streets. In these cases, there would be no cost to the abutting property owners; and

WHEREAS, the physical installation of speed humps and the associated traffic control devices shall conform to design standards established by the Engineering Department and speed hump design shall be in accordance with the Guidelines for the Design and Application of Speed Humps and Speed Tables, published by the Institute of Transportation Engineers, 2011, or latest version.

WHEREAS, the design shall also comply with the City's Speed Hump standard plan, and include the following criteria:

1. Speed humps shall be 12 feet long, 3 inches high and span the width of the street.
2. Speed humps shall be constructed of asphalt.
3. Speed humps will be strategically placed to control speed. Isolated humps shall not be installed. Spacing will generally be 200 to 400 feet.
4. Ideally, speed humps will be placed near street lights and on property lines, while avoiding driveways, catch basins, manholes, water gates, junction chambers, fire hydrants, and mid-lot locations.
5. Speed humps shall be accompanied by advance warning signs, pavement markings and an advisory speed of 15 miles per hour (mph) at least 100 feet in advanced of each hump on both sides of the street. Signing and striping shall comply with the latest edition of the California Manual on Uniform Traffic Control Devices (CA MUTCD); and

WHEREAS, the City Council of the City of Compton recognizes the desirability to establish updated policies and procedures by which the installation of speed humps will be allowed on City streets and in order to implement the new policies and procedures, City Council authorization is necessary.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COMPTON DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. That the Policies and Procedures for the Installation of Speed Humps in the City of Compton is hereby adopted.

SECTION 2. That copies of this Resolution shall be filed in the offices of the City Manager, City Controller, City Clerk, City Attorney and the Public Works Department.

SECTION 3. That the Mayor shall sign and the City Clerk shall attest to the adoption of this Resolution.

ADOPTED this _____ day of _____, 2021.

_____
MAYOR OF THE CITY OF COMPTON

ATTEST:

_____
CITY CLERK OF THE CITY OF COMPTON

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES
CITY OF COMPTON: ss

I, Alita Godwin, City Clerk of the City of Compton, hereby certify that the foregoing Resolution was passed and adopted by the City Council of the City of Compton, signed by the Mayor and attested by the City Clerk, at a regular meeting thereof, held on the _____ day of _____, 2021.

That said Resolution was adopted by the following vote, to wit:

AYES: COUNCILMEMBERS-
NOES: COUNCILMEMBERS-
ABSTAIN: COUNCILMEMBERS-
ABSENT: COUNCILMEMBERS-

_____
CITY CLERK OF THE CITY OF COMPTON

(Insert City Seal)

City of Compton

Speed Hump Policy and Procedures

Update Adopted by the City Council on _____

INTRODUCTION

Speed humps have been shown to be an appropriate mechanism for reducing speeds on certain streets when properly installed under the right circumstances. The purpose of this policy is to set forth a process for the implementation of speed humps, the procedure for their evaluation, and an analysis for installation.

The Compton City Council originally adopted the policy and procedure for the installation of speed humps in the early 1990s, and updated them in _____ 2020. The City Council's updated policy and procedure for the installation of speed humps will be posted on the City's website and made available to all interested parties.

GENERAL POLICY

Speed humps can be considered for installation when the benefits normally derived by residents from a local residential street are significantly diminished by the speed of traffic (even though there have been few or no reported traffic collisions), as evidenced by a substantial majority of abutting residences signing a petition for the installation of speed humps.

Speed humps should only be used on local residential streets (i.e., streets where the primary function is to provide direct access to abutting residences) with a 25 mph speed limit. Experience has shown that the average motorist reduces speed to approximately 16 mph to traverse a 3-inch speed hump. It would not be realistic to expect motorists on streets intended to serve more than just abutting residences to reduce speeds to 16mph every 300 feet or so. Such installations would inevitably lead to extreme driver frustration and substantial negative public reaction to the concept of using speed humps for speed control, even at locations where they are clearly appropriate. Installation of speed humps on streets other than local residential streets could have potentially severe traffic safety consequences, almost certainly affect emergency services and other service delivery activities, and likely create the diversion of large amounts of through traffic onto local residential streets which were not intended for that purpose.

The majority of street mileage in Compton can clearly be classified as local residential streets. However, speed humps will not normally be considered for streets which are classified as collector streets or higher in the City's General Plan, or which are determined to provide a transportation service, such as transit, to the community beyond that of simply providing access to the immediate abutting residences. There is no absolute criteria that clearly distinguishes a purely local residential street from other relatively low-volume streets that provide important services to residents in addition to those immediately abutting the street in question.

However, streets carrying less than 1,000 vehicles per day, are almost always local residential streets, and streets carrying over 3,000 vehicles per day almost always provide important services to the larger community. In the final analysis, the suitability of a particular street for the installation of speed humps will have to be determined on a case-by-case basis.

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Speed humps should be installed on logical segments of local residential streets. They will not normally be installed in isolated blocks along a continuous street, or on relatively short (less than 800 feet) cul-de-sac streets. A substantial majority of residents on logical continuous segments of a local residential street must support the installation of speed humps. Logical segments are considered to be segments between arterial streets or between natural discontinuities, such as jogs in the street. The cost of installing speed humps on relatively short cul-de-sac streets, cannot normally be justified.

Speed humps should be installed only after a traffic survey, evaluation and analysis has been completed under the direction of the City Engineer.

ELIGIBILITY CRITERIA

To be eligible for the installation of speed humps, a street shall meet the following criteria:

1. The street must serve as direct access to abutting properties on a local residential street.
2. The street shall have a speed limit of 25 mph as determined in accordance with state law.
3. The street shall be no more than one lane in each direction.
4. The street width shall not exceed 40 feet from curb to curb.
5. The street should not be a primary access route for emergency vehicles. Factors to be considered are:
    a. Whether the street is a primary route for emergency vehicles.
    b. Whether the installation of speed humps could cause a significant delay in the response emergencies.
    c. Whether the Police and Fire Departments approve the proposed speed humps.
6. The street shall not be a truck route or a transit route.
7. The street should not have grades greater than 5%.
8. Speed humps will only be considered for installation on local residential streets determined by the Public Works Department to have adequate vertical and horizontal alignment and sight distances to safely accommodate the installation of speed humps.
9. The installation of speed humps would not result in substantial traffic being diverted to adjacent or nearby residential streets, as determined by the City Engineer.
10. The 85th percentile speed (as determined by an engineering study) must be greater than 35 mph.

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11. The street shall have a minimum traffic volume of 1,000 Average Daily Traffic (ADT) and should have a maximum traffic volume of 3,000 ADT.

Speed humps are not recognized as official traffic control devices, but are considered geometric roadway features, and therefore, additions, alterations, or removal of any or all speed humps may occur at any time.

PROCEDURE FOR THE INSTALLATION OF SPEED HUMPS

A representative of a local residential street who believes the residents on his/her street will support the installation of speed humps, shall submit a request in writing, including the reasons for the request, to the Engineering Division, which will consult with the Police and Fire Departments in making a determination of whether the street in question is eligible for further consideration for the installation of speed humps (i.e., the street is consistent with the City Council Policy for the installation of speed humps). To initiate the request, contact the City's Engineering Division, at _____.

Upon the determination that a street meets Eligibility Criteria 1 through 7, and, therefore, is eligible for further consideration, the representative of the street will be provided a petition, with the eligible addresses of the abutting property owners or residents, and advised to return the petition with signatures indicating that a clear majority (75% or more) supports the installation of speed humps on their street. *No more than one signature per address will be accepted*.

Prior to circulating the petition, the representative must be fully aware of the process to remove speed humps (see Procedure for Removal of Speed Humps, below).

The sponsor of the petition is required to contact every resident or property owner of the abutting properties on the subject street. The sponsor must provide a copy of the City's *Speed Hump Policy & Procedure* or the link to the document on the City's website, to each resident or property owner contacted. If a resident or property owner is against the speed humps, the word **"OPPOSED"** will be noted on the petition signature space. If the sponsor is unable to contact a resident or property owner, **"NO CONTACT"** will be noted on the petition signature space with the days and times that contact was attempted. It is required that the sponsor makes at least two (2) attempts on separate days to contact a resident or property owner.

To be considered for the program, signed petitions must be received by the Engineering Division. Upon verification of the petition, the City Engineer will make traffic speed and volume measurements and review the traffic collision history for the street in question. In addition, the City Engineer will submit the request to the Police and Fire Departments for their comments and approval. The City Engineer will determine whether or not the street also meets Eligibility Criteria 10 and 11 to qualify for the installation of speed humps, and notify the street representative of the results.

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Should it be determined that a street is not eligible for speed humps, the representatives(s) of the street will be given fifteen (15) days to appeal the decision in writing to the City Engineer. A report of those streets determined to be ineligible will be sent to the City Manager for distribution to the City Council. Staff will review the original determination of streets which are appealed. If staff concludes their original decision is still valid, staff will present the appeal to the City Council for final determination if representatives of the street wish the matter to be referred to the City Council.

In the event the number of requests for speed humps exceed the funds available, the City Engineer will rank the requests in a recommended order of priority and submit these recommendations for approval. The priority list recommended for approval will be based on traffic collisions, speed, traffic volumes and comments of the Police and Fire Departments. The City Engineer will set forth the basis for the recommended priorities in a report accompanying the priority list.

Unless there is an overriding consideration, such as high incidence of speed-related collisions (a large condition on most local residential streets), priorities will normally be established by multiplying the percentage of motorists exceeding 25 mph by the 24-hour traffic volume of the street in question. A street yielding the highest numerical value resulting from the above computation will be considered to have the highest priority for speed humps. Depending upon the number of petitions received and the types of street involved, it is possible that a "cut-off' speed (perhaps an 85th percentile speed of 30 mph) will be established below which streets will not be considered for the program.

PROCEDURE FOR THE REMOVAL OF SPEED HUMPS

If there is subsequently a desire by residents to remove the speed humps, the speed humps will only be considered for removal after receipt of a petition requesting the removal. The petition (form to be provided by the City) shall show that a substantial majority of residences (75% or more) approve the requested removal. The petition shall also be filed with sufficient funds for the removal of the speed humps (up to a maximum of $1,000 per speed hump). To initiate the process, contact the City's Engineering Division at _____.

As previously noted, the City may remove any or all of the speed humps ***AT ANY TIME*** for safety reasons. The City may also remove the speed humps if the City Engineer finds that the speed humps have resulted in substantial diversion of traffic onto adjacent or nearby streets. In these cases, there would be no cost to the abutting property owners.

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SPEED HUMP DESIGN CRITERIA

The physical installation of speed humps and the associated traffic control devices shall conform to design standards established by the Engineering Division. Speed hump design shall be in accordance with the *Guidelines for the Design and Application of Speed Humps and Speed Tables*, published by the Institute of Transportation Engineers, 2011, or latest version. The design shall also comply with the City's Speed Hump standard plan, and include the following criteria:

1. Speed humps shall be 12 feet long, 3 inches high and span the width of the street.
2. Speed humps shall be constructed of asphalt.
3. Speed humps will be strategically placed to control speed. Isolated humps shall not be installed. Spacing will generally be 200 to 400 feet.
4. Ideally, speed humps will be placed near street lights and on property lines, while avoiding driveways, catch basins, manholes, water gates, junction chambers, fire hydrants, and mid-lot locations.
5. Speed humps shall be accompanied by advance warning signs, pavement markings and an advisory speed of 15 miles per hour (mph) at least 100 feet in advance of each hump on both sides of the street. Signing and striping shall comply with the latest edition of the California Manual on Uniform Traffic Control Devices (CA MUTCD).

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PETITION REQUESTING INSTALLATION OF SPEED HUMPS

We, the undersigned Residents/Property Owners of: _____ *(street),* from _____ *(street)* to _____ *(street)*, do hereby request the City of Compton to conduct a traffic study for the installation of Speed Humps on our Street, in accordance with the City's Policy and Procedures. We understand that as part of the process, a Petition must be submitted showing that at least **75%** of the residences support the speed humps. ***Only one (1) signature per address will be accepted.*** We have read the Speed Hump Policy & Procedure and understand the process for installation and removal. The City may, however, remove any or all of the speed humps ***AT ANY TIME*** for safety reasons.

STREET REPRESENTATIVE:

Name:_____

Address:_____

Date Submitted to City:_____

Phone & Email:_____

	Address	Date	Signature	Name (Print)	Phone & Email
1.					
2.					
3.					
4.					
5.					
6.					
7.					
8.					

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