

**REGULAR MEETING AGENDA
CITY COUNCIL OF THE CITY OF COMPTON**

TUESDAY – MAY 4, 2021 5:30 P.M.

**TELECONFERENCE MEETING AUTHORIZED BY STATE OF CALIFORNIA
EXECUTIVE ORDERS N-25-20 AND N-29-20 VIA ZOOM COMMUNICATIONS**

COVID-19 NOTICE

To protect public health and safety during the local, state, and federally declared COVID-19 emergency, the City Council Chamber is closed to the public. Consistent with State of California Executive Orders N-25-20 and N-29-20 and the Los Angeles County Health Officer's "Safer at Home Order for Control of COVID-19" the City Council will participate in the meeting through teleconference. Public participation in the meeting will be facilitated through the electronic methods as described below.

Agenda Materials:

The agenda and agenda packet related to items on this agenda are available for public inspection at www.comptoncity.org.

Public Observation and Participation:

Members of the public may provide public comments through the follow method:

Teleconference Participation: You may provide audio public comments by connecting to the teleconference meeting online or by telephone/mobile call (please select only one method). Public speakers will be queued to provide comments at the appropriate time on the agenda. You must be available to provide comments at the time you are called upon to speak. If you are not planning on providing public comments we encourage you to observe the meeting via livestream at www.comptoncity.org or on Government Channel 36 to allow staff to more effectively manage the number of teleconference connections.

Compton Zoom meeting online line:

<https://us02web.zoom.us/j/87651300720?pwd=RIhlZWVh6WUjPMk9sMTI0S21zZHZrdz09>

Compton Zoom meeting call-in telephone number:1-669-900-6833

Compton Zoom ID:876 5130 0720

Compton Zoom Passcode: 981564

Americans with Disabilities Act (ADA) Accommodations:

Any person with a disability who requires accommodation in order to participate in a meeting should contact of the Office of the City Clerk at (310) 605-5530 to request accommodation. The City will use its best efforts to provide reasonable accommodations related to the teleconference meeting.

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/87651300720?pwd=RIhlZWVh6WUjPMk9sMTI0S21zZHZrdz09>

Meeting ID: 876 5130 0720
Passcode: 981564
Call In: 1-669-900-6833

**COMPTON CITY COUNCIL
AGENDA
05/04/2021
5:30 PM**

**Closed Session 4:30 P.M.
Public Meeting 5:30 P.M.**

**CITY COUNCIL CHAMBERS
205 SOUTH WILLOWBROOK AVENUE
COMPTON, CALIFORNIA 90220**

CALL TO ORDER

ROLL CALL

PUBLIC COMMENTS ON CLOSED SESSION AGENDA ITEMS

(Persons wishing to address the City Council on the Closed Session items may do so at this time. Comments are limited to one (1) minute per speaker and shall be limited to Closed Session agenda items)

WORKSHOP

4:00 P.M. - PROPOSED FISCAL YEAR 2021-2022 CITY COUNCIL PRIORITIES
(Part II)

CLOSED SESSION – 4:30 p.m.

CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION

Roni Gatus v. City of Compton et al. - LASC Case No. 18STCV07603

The Insurance Company of the State of Pennsylvania v. City of Compton et al.

- American Arbitration Association Case No. 01-21-0002-5339

Pursuant to California Government Code Section 54956.9

RECESS TO CLOSED SESSION

PUBLIC MEETING – 5:30 P.M.

OPENING

REPORT ON CLOSED SESSION ACTION(S)

INTRODUCTION OF SPECIAL GUESTS

COMMENDATORY RESOLUTIONS/PRESENTATIONS

1. PRESENTATION TO MCDONALD OWNERS PATRICIA WILLIAMS, NICOLE ENEARU, KERRI HARPER-HOWIE (City Attorney)

PUBLIC COMMENTS ON AGENDA ITEMS AND NON-AGENDA MATTERS

CONSENT AGENDA

Consent items are routine and expected to be non-controversial. They will be acted upon by the Council at one time without discussion unless a Council Member requests an item be removed or discussed.

APPROVAL OF MINUTES

2. APRIL 21, 2021

CITY ATTORNEY

3. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON RESCINDING RESOLUTION NO. 25,323 AND RATIFYING LEGAL SERVICES RETAINER AGREEMENTS ENTERED FOR FISCAL YEARS 2019-2020 AND 2020-2021
4. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON RESCINDING RESOLUTION NO. 25,359 AND RATIFYING LEGAL SERVICES RETAINER AGREEMENTS ENTERED FOR FISCAL YEARS 2020-2021 AND 2021-2022

CITY MANAGER

5. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING AMENDMENTS TO THE 2020-2021 FISCAL YEAR BUDGET AND TRANSFERRING FUNDS BETWEEN VARIOUS ACCOUNTS

REGULAR AGENDA

REPORTS OF OFFICERS, BOARDS, COMMISSIONS AND COMMITTEES AND CITY COUNCIL

6. APPOINTMENT(S) OF OFFICERS, COUNCIL MEMBERS, BOARDS/COMMISSIONS AND COMMITTEES

APPOINTMENT - PARKS AND RECREATION COMMISSION -
Oswaldo Escalante (Councilman Galvan)

CITY MANAGER'S REPORT

7. A REQUEST TO SET A PUBLIC HEARING TO APPROVE AMENDMENT NO. 1 TO THE PURCHASE SALE AGREEMENT BETWEEN THE CITY OF COMPTON AND THE OLSON URBAN HOUSING, LLC, FOR THE DEVELOPMENT OF CERTAIN CITY-OWNED PROPERTY LOCATED AT 1950 NORTH CENTRAL AVENUE (May 25, 2021 at 5:35 p.m.)
8. POWERPOINT PRESENTATION- REFUNDING PROPOSAL (2009 WATER AND SEWER BONDS AND 2010 TAX ALLOCATION BONDS)
9. POWERPOINT PRESENTATION - 2021 STREET REPAIR SCHEDULE

NEW BUSINESS

10. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE CITY MANAGER TO ENTER INTO A TWELVE (12) MONTH AGREEMENT WITH VOLUNTEERS OF AMERICA OF LOS ANGELES FOR THE

LEASE OF CITY-OWNED PROPERTY LOCATED AT 700 NORTH BULLIS ROAD

11. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON ADOPTING THE 2021-2026 UPDATED PAVEMENT MANAGEMENT PROGRAM
12. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE CITY MANAGER TO ENTER INTO A CONSTRUCTION CONTRACT WITH AND ESTABLISH A PURCHASE ORDER FOR HARDY & HARPER, INC. FOR ROAD REPAIR SERVICES CITYWIDE (\$2,345,200)

COUNCIL COMMENTS

ADJOURNMENT

NEXT REGULAR MEETING: 5/11/2021 @ 5:30 PM

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

APRIL 21, 2021

The Compton City Council meeting was called to order at 5:50 p.m. by Mayor Aja Brown. The Council Members participated in the meeting through Zoom teleconference due to the existence of the coronavirus pandemic.

ROLL CALL

Council Members Present – M. Chambers, T. McCoy, E. Sharif, Mayor A. Brown

Council Members Absent – I. Galvan

Other Officials Present: D. Brown, A. Godwin, C. Cornwell

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COMMENDATORY RESOLUTIONS/PRESENTATIONS

1. PROCLAMATION PRESENTATION - DMV/DONATE LIFE CALIFORNIA MONTH APRIL 2021 (Councilperson Tana McCoy)

Councilmember Tana McCoy presented a proclamation designating April as Donate Life California Month. Ms. McCoy commented that organ tissue, marrow and blood donations are life giving acts recognized worldwide as expressions of compassion to those in need, and the need for donated organs is especially urgent in the Hispanic and African American communities. Councilmember McCoy indicated that over 113,000 individuals nationwide and more than 21,000 in California are on the National Organ Transplant waiting list. On an average, 22 people die each day while waiting for various organs, due to the shortage of donated organs. A single individual donation of heart, lungs, liver, kidney, pancreas and small intestines can save up to 8 lives and a donation of tissue can save and heal the lives of more than 75 others. A single blood donation can help three people in need. Councilperson McCoy recounted that her family member was fortunate enough to receive an organ donation which saved their life and further urged everyone to donate life and invited the community to visit: www.donatelifecalifornia.org for additional information.

Casey Rosas, representing One Legacy and a donated heart recipient, told her story of how she experienced heart failure after she caught a virus at the age of 36 which attacked her heart. Ms. Rosas thanked her heart donor for the gift of life, and praised the organ donation program and urged everyone to consider being an organ donor to save the lives of others.

5:35 P.M. - PUBLIC HEARING - GENERAL PLAN AMENDMENT NO. 2020-002 AND ZONE TEXT AMENDMENT CASE NO. 2021-001

On motion by Sharif, seconded by McCoy, the public hearing was opened at 5:56 p.m. by the following vote on roll call:

AYES: Council Members – Chambers, McCoy, Sharif, Brown

NOES: Council Members – None

ABSENT: Council Members – Galvan

Robert Delgadillo, Planning Department, offered a power point presentation and indicated that the Olsen Company is proposing General Plan Amendment (GPA) Number 2020-002 and Zoning Text Amendment Case Number 2021-001 to incorporate Specific Plans into the General Plan and Zoning Code and to change the land-use designation of 1950 North Central Avenue to a “Specific

Plan” (SP) use. Presently, the General Plan does not have a land-use designation or any policies governing the review or submission of Specific Plans. To enable the City to review and process the Specific Plan, the proposed amendments will create the regulatory framework to enable the city to process the applicant’s future Specific Plan as well as other specific plans. City Staff collaborated with the applicant on the proposed General Plan and Zoning Code Amendments language changes.

Mr. Delgadillo reported that the GPA will insert language into the General Plan and create a Specific Plan land use designation in the General Plan and establish the policy direction specific plans will follow. The GPA will also change the General Plan Land Use map designation of 1950 N. Central Avenue from Low Density Residential to Specific Plan.

Mr. Delgadillo further highlighted the General Plan Amendment and the proposed Specific Plan Goals to be added:

1. Require preparation of specific plans that foster cohesive and well-designed residential, commercial, and industrial districts.
 - a. This requirement shall be applied to vacant land or for the reuse of existing properties where it is the intent to establish a cohesive district.
2. Introduce Mid-block residential uses:
 - a. Unites to stimulate the revitalization and reuse of major corridors and removal of underused and incompatible uses.
3. Specific Plans within a quarter mile of either the Compton or Artesia transit stations:
 - a. Facilitate transit-oriented development including residential, commercial, hotel, and recreational
 - b. Attract people to downtown Compton Boulevard or Artesia Transit areas
 - c. Catalyst for the further revitalization of investment in the area
4. Require specific plans in the downtown area to incorporate:
 - a. Unique downtown design themes
 - b. Provide for plazas, parks and public art displays
 - c. Specialized landscaping, street furniture, colored paving and other architectural structures

Mr. Delgadillo further indicated that the specific plan zone will provide flexibility in creating site specific development standards such as lot size, lot width, lot depth, setbacks, etc. Having the ability to increase density for a specific site greatly helps the City facilitate mixed-use projects and affordable housing developments, while bringing the Zoning Code in line with the State’s goals of approving higher density projects. The “SP” zoning will be required for all projects intending to submit a specific plan. Each time a specific plan project is proposed, a zone change to SP will be required and the official zoning map of the City will be amended to show the SP designation along with the name of the project.

PUBLIC COMMENTS REGARDING THE HEARING

Barbara Calhoun, former City Councilmember, thanked the Olsen Company for continuing to bring the City excellent projects and also thanked the Council for voting in favor of the project.

Robert Ray raised concerns that 175 residential units per acre are proposed. Mr. Ray noted that the lots would be very small and further questioned if this number was accurate.

There being no further comments, it was moved by Chambers, seconded by McCoy the public hearing was closed at 6:07 by the following vote on roll call:

AYES: Council Members – Chambers, McCoy, Sharif, Brown
NOES: Council Members – None
ABSENT: Council Members – Galvan

Robert Delgadillo informed the Council and community that only 29 townhouses will be constructed at the Central location. Other properties that have much larger land parcels may place up to 175 units depending on the size of the land.

Councilmember Chambers commented that this is a great project for District 1, adding that this development will also increase property values for the surrounding area.

Mayor Brown thanked the Olsen Group, the City Manager and the entire management team for this project, which will return once vacant property back to the tax rolls.

Councilmember McCoy thanked the Olsen Group and City Staff for their progress in providing more housing for the community.

Councilmember Sharif thanked the Olsen Group for their work in the City and noted that the property has been vacant for far too long.

City Clerk Alita Godwin indicated that the resolution/ordinance will be presented at the next meeting.

PUBLIC COMMENTS ON AGENDA ITEMS AND NON-AGENDA MATTERS

Robert Ray commented that the City of Compton has 49,133 registered voters, but less than 7,000 people voted. Mr. Ray noted that currently, 43 States are passing legislation making it more difficult to vote, so we must exercise our right to vote in the June 1, 2021 election. Mr. Ray indicated that Compton sits on top of an earthquake fault and urged the residents to obtain earthquake insurance and make a survival kit and develop a plan to be able to survive a natural or manmade disaster.

Sara Silva, co-founder of Entrenous Youth Empowerment, which has been operating the Compton Youth Build since 2013. Ms. Silva indicated that the organization is a tenant at the old Dollarhide facility and urged the City Council to approve their request to renovate the facility to enable the organization to provide a welcoming space for the community to pursue their educational goals and improve their lives for the future.

Mel Bailey, II addressed the City Council and raised concerns regarding his comments at the last Council meeting requesting attention to 7 or 8 issues that need attention for the residents of District 2. Mr. Bailey stated that he has made phone calls and sent several emails requesting assistance.

Roberto Rodriguez, Compton Youth Build, spoke in support of agenda item Number 6 (Amendment to the lease agreement with Entrenous Youth Empowerment Services, Inc.) and indicated that the Compton Youth Build has been working with individuals from 16 to 24 years of age and will now begin extending the qualifying age to 30-year-old residents.

Eric Washington, Senior Field Representative for Assemblyman Mike Gipson, introduced himself to the City Council and the community and indicated that Assemblyman Mike Gipson introduced and is currently championing Assembly Bill 490 which states, in part, that a law enforcement agency shall not authorize techniques or transport methods that involve a substantial risk of positional asphyxia. Mr. Washington indicated that Assemblyman Gipson is committed to addressing the issues and serving the need of the community. Mr. Washington also indicated that Assemblyman Gipson is looking to hire a field representative to serve in the City of Compton.

City Attorney Damon Brown informed the City Council and community that the Business and Professions Committee of the California Assembly held a public hearing regarding Assembly Bill 651, which relates to the reform of privately-owned cemeteries. Attorney Brown indicated that he testified at the hearing, along with Celestina Bishop of One Section at a Time. Ms. Bishop eloquently and passionately testified regarding her and her groups involvement in the restoration of Woodlawn Cemetery. Attorney Brown thanked and commended Assemblyman Mike Gipson for introducing the legislation, which the City co-sponsored the Bill which successfully passed with a vote of 19 to 0. Attorney Brown thanked Ms. Bishop, One Section at a Time as well as everyone involved with this endeavor.

CONSENT AGENDA

APPROVAL OF MINUTES

APRIL 6, 2021 (*Approved*)

CITY ATTORNEY

2. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE CITY MANAGER TO ENTER INTO LEGAL SERVICES RETAINER AGREEMENTS FOR FISCAL YEARS 2020-2021, 2021-2022 AND 2022-2023 (*Approved Resolution Number 25,446*)

CITY MANAGER

3. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON DECLARING THE MONTH OF APRIL AS EARTHQUAKE PREPAREDNESS MONTH (*Approved Resolution Number 25,447*)

HUMAN RESOURCES

4. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE CITY MANAGER TO ENTER INTO AN EMPLOYEE ASSISTANCE PROGRAM SERVICES AGREEMENT WITH AND ISSUE A PURCHASE ORDER FOR ESI EMPLOYEE ASSISTANCE GROUP (\$7,521.58) (*Approved Resolution Number 25,448*)

PUBLIC WORKS DEPARTMENT

5. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE CITY MANAGER TO ENTER INTO A THREE (3) YEAR AGREEMENT WITH AND ISSUE A PURCHASE ORDER TO FORWARD THINKING, LLC. FOR A GLOBAL POSITIONING SYSTEM SOFTWARE MONITORING AND SERVICE AGREEMENT (\$24,420) (*Approved Resolution Number 25,449*)

On motion by McCoy, seconded by Chambers, the consent agenda was approved by the following vote on roll call:

AYES: Council Members – Chambers, McCoy, Sharif, Brown
NOES: Council Members – None
ABSENT: Council Members – Galvan

REGULAR AGENDA

NEW BUSINESS

6. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE CITY MANAGER TO ENTER INTO AN AMENDMENT TO THE LEASE AGREEMENT WITH ENTRENOUS YOUTH EMPOWERMENT SERVICES, INC. TO AUTHORIZE TENANT ALTERATIONS TO CITY-OWNED PROPERTY LOCATED AT THE OLD DOLLARHIDE CENTER AT 1108 NORTH OLEANDER AVENUE AND ACCEPT SAID ALTERATIONS AND IMPROVEMENTS AS A GIFT TO THE CITY

It was moved by McCoy, seconded by Chambers, that the resolution be adopted.

Mayor Brown thanked the City's management team for this very important project.

Councilmember Sharif thanked Youth Build for their service to the community by meeting the educational needs of the residents and further questioned if this construction project will impact the other tenants.

City Manager Craig Cornwell indicated that the construction work is being done exclusively in the space occupied by Youth Build. The work to be done in the parking lot is scheduled to last a day or two, and added that many tenants are working virtually due to the coronavirus.

Resolution Number 25,450 entitled ‘**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE CITY MANAGER TO ENTER INTO AN AMENDMENT TO THE LEASE AGREEMENT WITH ENTRENOUS YOUTH EMPOWERMENT SERVICES, INC. TO AUTHORIZE TENANT ALTERATIONS TO CITY-OWED PROPERTY LOCATED AT THE OLD DOLLARHIDE CENTER AT 1108 NORTH OLEANDER AVENUE AND ACCEPT SAID ALTERATIONS AND IMPROVEMENTS AS A GIFT TO THE CITY**’ was adopted by the following vote on roll call:

AYES: Council Members – Chambers, McCoy, Sharif, Brown
NOES: Council Members – None
ABSENT: Council Members – Galvan

7. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON SUPPORTING SB 796 (BRADFORD) RETURNING "BRUCE'S BEACH" TO THE DESCENDANTS OF ITS 1912 PURCHASERS

On motion by Sharif, seconded by Chambers, **Resolution Number 25,451** entitled ‘**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON SUPPORTING SB 796 (BRADFORD) RETURNING "BRUCE'S BEACH" TO THE DESCENDANTS OF ITS 1912 PURCHASERS**’ was adopted by the following vote on roll call:

AYES: Council Members – Chambers, McCoy, Sharif, Brown
NOES: Council Members – None
ABSENT: Council Members – Galvan

COUNCIL COMMENTS

Councilmember Chambers offered the following communications/announcements:

- Announced that on May 6, 2021 from 1:00 p.m. to 2:00 p.m. Bishop Noel Jones will collaborate with faith-based organizations to host a virtual webinar to provide information regarding property tax bills, home ownership and Proposition 19 and other topics.
- Reminded the community to get tested for the coronavirus and also make a plan to receive the vaccination against the deadly virus at: myturn.ca.gov.
- Requested that the Council meeting be adjourned in memory of her cousin, **Mrs. Erica Jeffries**, who lost her battle with cancer at the very young age of 41.

Councilmember McCoy offered the following communications/announcements:

- Requested that the City bring forth a resolution in support of Assembly Bill 490 which bans the use of choke-hold restraints by law enforcement.
- Reminded the community that Burrell MacDonald Park is a drive-thru Covid-19 testing location, and the hours of operation are 10:00 a.m. to 6:00 p.m., 7 days a week—register at: cacovidtesting.com or call: 562-424-0038.
- Emphasized that the rash of shootings around the community must end and further requested an update from Captain LaTanya Clark of the Los Angeles County Sheriff's Department.
- Announced that April 20-23 is Earth Week, and encouraged everyone to be kind to our planet and it will take care of us.

- Requested that the Council meeting be adjourned in memory of **Mr. Kenneth Woods**, son of former Councilmember Berniece Woods.

Councilmember Sharif offered the following communications/announcements:

- Commented on a recent study published in the Journal of Pediatric Health Care which shows that adolescents in the U.S. exceed the current recommendation of sugar sweetened beverages consumption and also shows a link between these beverage and increased risk for diabetes.
- Thanked everyone who came out to vote in the recent election and encouraged everyone to continue to exercise their right one again on Election Day June 1, 2021!

Mayor Brown offered the following communications/announcements:

- **Mayor Brown** announced that there are 16,909 positive cases of the coronavirus in Compton. The April positivity rate remains in the Orange Tier and in order to move to the less restrictive Yellow tier, we must all continue to follow the guidelines and use precautions to slow and stop the spread of the virus. Mayor Brown indicated that California residents 16 years of age and older are currently eligible to receive the vaccine to protect against the coronavirus. Testing is still available at Gonzales Park and Burrell MacDonald park. Please visit: covid19.ca.gov for information or appointments. Residents may also obtain additional information by visiting the City's Resource Guide, which is found on the website at: comptoncity.org.
- **Mayor Brown** thanked the Los Angeles Dodgers organization for distributing food boxes, essential goods and Personal Protective Equipment to the community. Mayor Brown also thanked City Staff for their assistance with the Food Pantry at Leuders Park, noting that food delivery is available for Seniors by calling 310-631-8611 for assistance.
- **Mayor Brown** commented that there are 49,133 registered voters in the City, and further expressed her disappointment at the low voter turnout at the recent April election. Mayor Brown urged every registered voter to exercise their constitutional right and vote in the June 1, 2021 General Election.

ADJOURNMENT

On motion by McCoy, seconded by Sharif, the meeting was adjourned in memory of **Mrs. Erica Jeffries** and **Mr. Kenneth Woods** at 7:06 p.m. by the following vote on roll call:

AYES: Council Members – Chambers, McCoy, Sharif, Brown
NOES: Council Members – None
ABSENT: Council Members – Galvan

CITY CLERK OF THE CITY OF COMPTON

MAYOR OF THE CITY OF COMPTON

May 4, 2021

TO: HONORABLE MAYOR AND COUNCIL MEMBERS

FROM: CITY ATTORNEY

**SUBJECT: A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON
RESCINDING RESOLUTION NO. 25,323 AND RATIFYING LEGAL
SERVICES RETAINER AGREEMENTS ENTERED FOR FISCAL YEARS
2019-2020 AND 2020-2021**

SUMMARY

Adoption of the attached resolution will rescind Resolution No. 25,323, adopted by the City Council on July 28, 2020, and ratify the two (2) year “as-needed” legal services retainer agreements entered into with the legal firms of Harrington, Foxx, Dubrow & Canter, LLP; The Westmoreland Law Firm, P.C.; Atkinson, Andelson, Loya, Ruud & Romo, P.C.; and Angela J. Reddock, A Professional Law Corporation, dba Reddock Law Group, authorized by Resolution No. 25,323.

BACKGROUND

The Compton City Charter, Section 702, authorizes the City Council to contract with outside attorneys to assist the City Attorney with professional legal services, including ongoing legal advice and in the handling of various complex legal matters of the City. Historically, the City has retained the services of various outside law firms to assist the Office of the City Attorney with specific complex matters and in specialized areas of the law.

The City Attorney identified the need to secure expert transactional, advisory and litigation support services to assist the City and the Office of the City Attorney on an “as-needed” basis with specialized projects; such as, City Attorney's Office conflict of interest matters, municipal labor and employment practices, labor negotiations, investigations, administrative and municipal hearings, litigation, housing development transactions and municipal advice letters.

On July 28, 2020, the City Council adopted Resolution No. 25,323, which rescinded Resolution No. 25,125 (adopted September 24, 2019), to correct omitted account information and ratified the two (2) year (i.e. Fiscal Years 2019-20 and 2020-21) legal services retainer agreements the City entered into with the following law firms: Harrington, Foxx, Dubrow & Canter, LLP; The Westmoreland Law Firm, P.C.; Atkinson, Andelson, Loya, Ruud & Romo, P.C.; and Angela J. Reddock, A Professional Law Corporation, dba Reddock Law Group to assist the City Attorney and City, on an “as-needed” basis, with specialized projects.

STATEMENT OF ISSUE

On March 2, 2021, the City Council adopted Resolution No. 25,423, which authorized a midyear budget amendment to the 2020-2021 Fiscal Year budget and transferred funds between various accounts. This resolution modified the budget by transferring funding between accounts which has resulted in the need to revise the account numbers for funding the payment of fees to the various authorized law firms. Thus, Resolution No. 25,323 should be rescinded and replaced by the attached resolution containing the revised account information from the midyear budget amendment and transfers.

On revision, funding will be authorized from Account Nos. 1001 420 000 4261, 6400 420 000 4261 and 6400 420 000 4295.

FINANCIAL IMPACT

Funding for expenditures for legal services will be available in Account Nos. 1001 420 000 4261, 6400 420 000 4261 and 6400 420 000 4295 in amounts not to exceed that which is appropriated in the 2019-2020 and 2020-2021 budgets.

ALTERNATIVE

Due to the fact that each of the authorized law firms entered into the respective legal services retainer agreements with the City and commenced providing requested services on the good faith belief that proper authorization was obtained and funding allocated, no alternative is suggested.

RECOMMENDATION

Staff recommends that the City Council adopt the attached Resolution.

**DAMON M. BROWN
CITY ATTORNEY**

APPROVED FOR FORWARDING:

**CRAIG J. CORNWELL
CITY MANAGER**

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON
RESCINDING RESOLUTION NO. 25,323 AND RATIFYING LEGAL
SERVICES RETAINER AGREEMENTS ENTERED FOR FISCAL YEARS
2019-2020 AND 2020-2021**

WHEREAS, Section 702 of the Compton City Charter authorizes the City Council to contract with outside attorneys to assist the City Attorney with professional legal services, including ongoing legal advice and in the handling of various complex legal matters of the City; and

WHEREAS, historically, the City has retained the services of various law firms to assist the Office of the City Attorney with specific cases and in specialized areas of the law; such as, City Attorney's Office conflict of interest matters, municipal labor and employment practices, labor negotiations, investigations, administrative and municipal hearings, litigation, housing development transactions and municipal advice letters; and

WHEREAS, on July 28, 2020, the City Council adopted Resolution No. 25,323, which rescinded Resolution No. 25,125 (adopted September 24, 2019), to correct omitted account information and ratified the two (2) year (i.e. Fiscal Years 2019-20 and 2020-21) legal services retainer agreements the City entered into with the following law firms: Harrington, Foxx, Dubrow & Canter, LLP; The Westmoreland Law Firm, P.C.; Atkinson, Andelson, Loya, Ruud & Romo, P.C.; and Angela J. Reddock, A Professional Law Corporation, dba Reddock Law Group to assist the City Attorney and City, on an "as-needed" basis, with specialized projects; and

WHEREAS, on March 2, 2021, the City Council adopted Resolution No. 25,423, which authorized a midyear budget amendment to the 2020-2021 Fiscal Year budget and transferred funds between various accounts; and

WHEREAS, Resolution No. 25,423 modified the budget by transferring funding between accounts which has resulted in the need to revise the account numbers for funding the payment of fees to the various authorized law firms; thus, Resolution No. 25,323 needs to be rescinded in order to incorporate the revised account information from the midyear budget amendment and transfers and have sufficient funds available with which to pay for services rendered by the law firms.

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

Section 1. That Resolution No. 25,323, adopted by the City Council on July 28, 2020, is hereby rescinded.

Section 2. That the legal services retainer agreements entered into for the term of Fiscal Years 2019-20 and 2020-21, between the City and the following law firms for provision of assistance to the City and City Attorney on an "as-needed" basis is hereby authorized and ratified: Harrington, Foxx, Dubrow & Canter, LLP; The Westmoreland Law Firm, P.C.; Atkinson, Andelson, Loya, Ruud & Romo, P.C.; and Angela J. Reddock, A Professional Law Corporation, dba Reddock Law Group.

Section 3. That the above-referenced legal services retainer agreements shall be paid from Account Nos. 1001 420 000 4261 and 6400 420 000 4261 and 6400 420 000 4295 in amounts not to exceed that which is appropriated in the 2019-2020 and 2020-2021 budgets.

Section 4. That the hourly rates shall not exceed \$375.00 an hour.

Section 5. That a duly certified copy of this Resolution shall be delivered to the Offices of City Manager, City Attorney, City Controller and City Clerk.

Section 6. 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 this _____ day of _____, 2021.

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

AYES: COUNCIL MEMBERS-
NOYES: COUNCIL MEMBERS-
ABSTAIN: COUNCIL MEMBERS-
ABSENT: COUNCIL MEMBERS-

CITY CLERK OF THE CITY OF COMPTON

May 4, 2021

TO: HONORABLE MAYOR AND COUNCIL MEMBERS

FROM: CITY ATTORNEY

**SUBJECT: A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON
RESCINDING RESOLUTION NO. 25,359 AND RATIFYING LEGAL
SERVICES RETAINER AGREEMENTS ENTERED FOR FISCAL YEARS
2020-2021 AND 2021-2022**

SUMMARY

Adoption of the attached resolution will rescind Resolution No. 25,359, adopted by the City Council on October 13, 2020, and ratify the two (2) year “as-needed” legal services retainer agreements entered into with the legal firms of Richard Watson and Gershon; Sanders Robert LLP; Albright, Yee & Schmit APC; Liebert Cassidy Whitmore; Lewis Brisbois Bisgaard & Smith LLP; Meyers Nave; and The DAYE Firm, authorized by Resolution No. 25,359.

BACKGROUND

The Compton City Charter, Section 702, authorizes the City Council to contract with outside attorneys to assist the City Attorney with professional legal services, including ongoing legal advice and in the handling of various complex legal matters of the City. Historically, the City has retained the services of various outside law firms to assist the Office of the City Attorney with specific complex matters and in specialized areas of the law.

The City Attorney identified the need to secure expert transactional, advisory and litigation support services to assist the City and the Office of the City Attorney on an “as-needed” basis with specialized projects; such as, City Attorney's Office conflict of interest matters, municipal labor and employment practices, labor negotiations, investigations, administrative and municipal hearings, litigation, housing development transactions and municipal advice letters.

On October 13, 2020, the City Council adopted Resolution No. 25,359, which rescinded Resolution No. 25,345 (adopted September 8, 2020), to correct omitted account information and ratified the two (2) year (i.e. Fiscal Years 2020-21 and 2021-22) legal services retainer agreements the City entered into with the following law firms: Richard Watson and Gershon; Sanders Robert LLP; Albright, Yee & Schmit APC; Liebert Cassidy Whitmore; Lewis Brisbois Bisgaard & Smith LLP; Meyers Nave; and The DAYE Firm, to assist the City Attorney and City, on an “as-needed” basis, with specialized legal projects.

STATEMENT OF ISSUE

On March 2, 2021, the City Council adopted Resolution No. 25,423, which authorized a midyear budget amendment to the 2020-2021 Fiscal Year budget and transferred funds between various accounts. This resolution modified the budget by transferring funding between accounts which has resulted in the need to revise the account numbers for funding the payment of fees to the various authorized law firms. Thus, Resolution No. 25,359 should be rescinded and replaced by the attached resolution containing the revised account information from the midyear budget amendment and transfers.

On revision, funding will be authorized from Account Nos. 1001 420 000 4261, 6400 420 000 4261, 6400 420 000 4295, 5100 420 000 4261, 1205 420 000 4261 and 1201 420 00 4261.

FINANCIAL IMPACT

Funding for expenditures for legal services will be available in Account Nos. 1001 420 000 4261, 6400 420 000 4261, 6400 420 000 4295, 5100 420 000 4261, 1205 420 000 4261 and 1201 420 00 4261 in amounts not to exceed that which is appropriated in the 2020-2021 and 2021-2022 budgets.

ALTERNATIVE

Due to the fact that each of the authorized law firms entered into the respective legal services retainer agreements with the City and commenced providing requested services on the good faith belief that proper authorization was obtained and funding allocated, no alternative is suggested.

RECOMMENDATION

Staff recommends that the City Council adopt the attached Resolution.

**DAMON M. BROWN
CITY ATTORNEY**

APPROVED FOR FORWARDING:

**CRAIG J. CORNWELL
CITY MANAGER**

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON
RESCINDING RESOLUTION NO. 25,359 AND RATIFYING LEGAL
SERVICES RETAINER AGREEMENTS ENTERED FOR FISCAL YEARS
2020-2021 AND 2021-2022**

WHEREAS, Section 702 of the Compton City Charter authorizes the City Council to contract with outside attorneys to assist the City Attorney with professional legal services, including ongoing legal advice and in the handling of various complex legal matters of the City; and

WHEREAS, historically, the City has retained the services of various law firms to assist the Office of the City Attorney with specific cases and in specialized areas of the law; such as, City Attorney's Office conflict of interest matters, municipal labor and employment practices, labor negotiations, investigations, administrative and municipal hearings, litigation, housing development transactions and municipal advice letters; and

WHEREAS, on October 13, 2020, the City Council adopted Resolution No. 25,359, which rescinded Resolution No. 25,345 (adopted September 8, 2020), to correct omitted account information and ratified the two (2) year (i.e. Fiscal Years 2020-21 and 2021-22) legal services retainer agreements the City entered into with the following law firms: Richard Watson and Gershon; Sanders Robert LLP; Albright, Yee & Schmit APC; Liebert Cassidy Whitmore; Lewis Brisbois Bisgaard & Smith LLP; Meyers Nave; and The DAYE Firm, to assist the City Attorney and City, on an "as-needed" basis, with specialized legal projects; and

WHEREAS, on March 2, 2021, the City Council adopted Resolution No. 25,423, which authorized a midyear budget amendment to the 2020-2021 Fiscal Year budget and transferred funds between various accounts; and

WHEREAS, Resolution No. 25,423 modified the budget by transferring funding between accounts which has resulted in the need to revise the account numbers for funding the payment of fees to the various authorized law firms; thus, Resolution No. 25,359 needs to be rescinded in order to incorporate the revised account information from the midyear budget amendment and transfers and have sufficient funds available with which to pay for services rendered by the law firms.

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

Section 1. That Resolution No. 25,359, adopted by the City Council on October 13, 2020, is hereby rescinded.

Section 2. That the legal services retainer agreements entered into for the term of Fiscal Years 2020-21 and 2021-22, between the City and the following law firms for provision of assistance to the City and City Attorney on an "as-needed" basis is hereby authorized and ratified: Richard Watson and Gershon; Sanders Robert LLP; Albright, Yee & Schmit APC; Liebert Cassidy Whitmore; Lewis Brisbois Bisgaard & Smith LLP; Meyers Nave; and The DAYE Firm.

Section 3. That the above-referenced legal services retainer agreements shall be paid from Account Nos. 1001 420 000 4261, 6400 420 000 4261, 6400 420 000 4295, 5100 420 000 4261, 1205 420 000 4261 and 1201 420 00 4261 in amounts not to exceed that which is appropriated in the 2020-2021 and 2021-2022 budgets.

Section 4. That the hourly rates shall not exceed \$375.00 an hour.

Section 5. That a duly certified copy of this Resolution shall be delivered to the Offices of City Manager, City Attorney, City Controller and City Clerk.

Section 6. 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 this _____ day of _____, 2021.

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

AYES: **COUNCIL MEMBERS-**
NOYES: **COUNCIL MEMBERS-**
ABSTAIN: **COUNCIL MEMBERS-**
ABSENT: **COUNCIL MEMBERS-**

CITY CLERK OF THE CITY OF COMPTON

May 4, 2021

TO: HONORABLE MAYOR AND COUNCIL MEMBERS

FROM: CITY CONTROLLER

**SUBJECT: A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON
AUTHORIZING AMENDMENTS TO THE 2020-2021 FISCAL YEAR
BUDGET AND TRANSFERRING FUNDS BETWEEN VARIOUS
ACCOUNTS**

SUMMARY

Adoption of this resolution will authorize amendments to the Fiscal Year 2020-2021 budget, adopted by the City Council on June 23, 2020 to transfer funds between various accounts.

Consistent with its commitment to prudence, the City Council will review the Fiscal Year 2020-2021 revenues and expenditures and consider amending expenditure appropriations to address budgetary issues that arose between the adoption of the budget and the present. The City Manager is recommending adjustments needed in order to maintain a balanced budget. All of the proposed transactions are “cost neutral” (i.e. they do not increase or decrease net budget appropriations).

BACKGROUND

The City’s annual budget is a planning document used to fund policies and programs as directed by Council, and is based on assumptions and projections. As a result of the daily monitoring, staff revised revenues and expenditures to make necessary budget corrections.

STATEMENT OF THE ISSUE

Budget Adjustment for Fiscal Year 2020-2021

The proposed budget amendments are all cost neutral and the total revenues and expenditures remain balanced as projected for the Fiscal Year 2020-2021 adopted budget.

The following budget transactions are necessary in order to balance all revenues and expenditures, and correct any inadvertent errors.

1) Measure W Correction

Staff has identified that Measure W expenditures have been budgeted in the incorrect fund number. In order to utilize these funds, the expenditures will have to be transferred

**Staff Report – Resolution Amending FY 2020-21 Budget
Transfer Funds Between Various Accounts
May 4, 2021, page 2**

to the correct fund and be removed from the previous budgeted fund. Therefore, the budget needs to be amended to accurately reflect the following changes:

Decrease Budget Accounts:

• 1525-710-000-4300	Capital Outlay	\$911,160.00
• 1525-720-000-4269	Oth. Contract Svcs.	\$298,840.00
	Total	\$1,210,000.00

Increase Budget Accounts:

• 1529-710-000-4262	Oth. Professional Svcs.	\$387,366.00
• 1529-710-000-4300	Capital Outlay	\$523,794.00
• 1529-720-000-4269	Oth. Contract Svcs.	\$298,840.00
	Total	\$1,210,000.00

2) Midyear Revenue Forecasts - Transfers

The City Controller has provided staff with midyear revenue forecasts for Fiscal Year 2020-2021. This is an item that was critically needed since there are still so many uncertainties with the COVID-19 pandemic and how it will continue to impact the community and City's revenues.

In order to continue having a balanced budget, staff recommends utilizing the surplus revenues received to pay for expenditures and transfer out to funds in a deficit. Resolution No. 25,423, adopted March 2, 2021, allowed for these transfers to happen, however they were transferred into the wrong account. The budget needs to be amended and below is a summary of the proposed changes:

Decrease Revenue Budget Accounts:

• 2200-000-000-3512	State Gas Tax	\$ 364,339.00
• 2300-000-000-3512	State Gas Tax 2106	\$ 53,973.00
• 2300-000-000-3513	State Gas Tax 2107	\$ 205,395.00
• 2300-000-000-3514	State Gas Tax 2108	\$ 1,695.00
• 2300-000-000-3515	State Gas Tax 2105	\$ 194,025.00
• 2502-000-000-3761	Assessment- L&L	\$ 857,709.00
	Total	\$1,677,136.00

Increase Revenue Budget Accounts:

• 2200-000-000-3902	Contrib. - State Gas Tax	\$ 364,339.00
• 2300-000-000-3902	Contrib. - State Gas Tax	\$ 455,088.00
• 2502-000-000-3902	Contrib. – L&L	\$ 857,709.00
	Total	\$1,677,136.00

**Staff Report – Resolution Amending FY 2020-21 Budget
Transfer Funds Between Various Accounts
May 4, 2021, page 3**

The proposed budget amendments correct inadvertent errors while maintaining a balanced 2020-2021 Fiscal Year budget.

FISCAL IMPACT

The City of Compton has a balanced budget and the recommendations are cost neutral and does not have a negative impact on the City's balanced budget for Fiscal Year 2020-2021.

ALTERNATIVE

The City Council has the option of considering these recommendation individually, collectively, or in the numbered groups and then direct staff accordingly.

RECOMMENDATION

Staff recommends that the City Council adopt the attached Resolution authorizing the City Manager to make amendments to the Fiscal Year 2020-2021 budget.

**SHARON RAHBAN
CITY CONTROLLER**

APPROVED FOR FORWARDING:

**CRAIG J. CORNWELL
CITY MANAGER**

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON
AUTHORIZING AMENDMENTS TO THE 2020-2021 FISCAL YEAR BUDGET
AND TRANSFERRING FUNDS BETWEEN VARIOUS ACCOUNTS**

WHEREAS, pursuant to Resolution No. 25,302, the City Council adopted the Fiscal Year 2020-2021 budget on June 23, 2020; and

WHEREAS, certain budget amendments are necessary in order to balance all revenues and expenditures, correct any inadvertent errors, and increase the City's level of service; and

WHEREAS, staff has identified Measure W expenditures that have been budgeted in the wrong fund number, thus in order to utilize these funds, the expenditures will have to be transferred to the correct fund and be removed from the previous budgeted fund; and

WHEREAS, in order to continue having a balanced budget, staff recommends utilizing the surplus revenues received to pay for expenditures and transfer out to funds in a deficit. Resolution No. 25,423, adopted March 2, 2021, allowed for these transfers to happen, however they were transferred into the wrong account; and

WHEREAS, the proposed budget amendments are to transfer second (2nd) quarter salary savings to various accounts, update revenue forecasts and correct inadvertent errors while maintaining a balanced 2020-2021 Fiscal Year budget.

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

SECTION 1. That the City Manager is hereby authorized to make the following amendments to the Fiscal Year 2020-2021 budget for Measure W (1529) expenditures:

Decrease Budget Accounts:

• 1525-710-000-4300	Capital Outlay	\$911,160.00
• 1525-720-000-4269	Oth. Contract Svcs.	\$298,840.00
	Total	\$1,210,000.00

Increase Budget Accounts:

• 1529-710-000-4262	Oth. Professional Svcs.	\$387,366.00
• 1529-710-000-4300	Capital Outlay	\$523,794.00
• 1529-720-000-4269	Oth. Contract Svcs.	\$298,840.00
	Total	\$1,210,000.00

SECTION 2. That the City Manager is hereby authorized to make the following budget amendments to the Fiscal Year 2020-2021 budget for Midyear Revenue Forecasts - Transfers:

Decrease Revenue Budget Accounts:

• 2200-000-000-3512	State Gas Tax	\$ 364,339.00
• 2300-000-000-3512	State Gas Tax 2106	\$ 53,973.00
• 2300-000-000-3513	State Gas Tax 2107	\$ 205,395.00
• 2300-000-000-3514	State Gas Tax 2108	\$ 1,695.00
• 2300-000-000-3515	State Gas Tax 2105	\$ 194,025.00
• 2502-000-000-3761	Assessment- L&L	\$ 857,709.00
	Total	\$1,677,136.00

Increase Revenue Budget Accounts:

•	2200-000-000-3902	Contrib. - State Gas Tax	\$ 364,339.00
•	2300-000-000-3902	Contrib. - State Gas Tax	\$ 455,088.00
•	2502-000-000-3902	Contrib. – L&L	\$ 857,709.00
		Total	\$1,677,136.00

SECTION 3. That a certified copy of this Resolution shall be filed in the Offices of the City Clerk, City Manager and City Controller.

SECTION 4. 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 a 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

May 4, 2021

TO: HONORABLE MAYOR AND CITY COUNCIL MEMBERS
FROM: CITY MANAGER
SUBJECT: A REQUEST TO SET A PUBLIC HEARING TO APPROVE AMENDMENT NO. 1 TO THE PURCHASE SALE AGREEMENT BETWEEN THE CITY OF COMPTON AND THE OLSON URBAN HOUSING, LLC, FOR THE DEVELOPMENT OF CERTAIN CITY OWNED PROPERTY LOCATED AT 1950 NORTH CENTRAL AVENUE

SUMMARY

On April 27, 2021 staff requested a hearing for May 18, 2021 at 5:35 p.m. In order to meet publication requirement, staff is requesting that City Council schedule this public hearing on **Tuesday, May 25, 2021 at 5:35 p.m.** to consider amendment no.1 to the Purchase Sale Agreement between the City of Compton and Olson Urban Housing, LLC for the development of 29 single-family homes on City owned property located at 1950 North Central Avenue.

BACKGROUND

The purpose of this hearing is to consider approval of a proposed Amendment No. 1 the Purchase and Sale Agreement between the City of Compton and the Olson Urban Housing, LLC (the "Developer"), of the property located at 1950 North Central Avenue for the development of 29 market rate and affordable housing units. The former Community Redevelopment Agency of the City of Compton acquired the Land. Following the dissolution of the Agency, the land was conveyed to the City as the Housing Successor to the former Agency.

STATEMENT OF THE ISSUE

In accordance with Section 33433 of California Health and Safety Code, any lease or sale of City property that was purchased using tax increment funds requires a public hearing of the legislative body. The public hearing must be noticed for not less than once a week for two (2) weeks in a newspaper of general circulation.

RECOMMENDATION

Staff respectfully request that the City Council move the formally requested hearing date of May 18, 2021 at 5:35 p.m. to **May 25, 2021, at 5:35 p.m.**

CRAIG J. CORNWELL
CITY MANAGER

May 4, 2021

TO: HONORABLE MAYOR AND COUNCIL MEMBERS

FROM: STREET SUPERINTENDENT
PUBLIC WORKS-STREET MAINTENANCE DEPARTMENT

SUBJECT: A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON
AUTHORIZING THE CITY MANAGER TO ENTER INTO A TWELVE (12)
MONTH AGREEMENT WITH VOLUNTEERS OF AMERICA OF LOS
ANGELES FOR THE LEASE OF CITY-OWNED PROPERTY LOCATED
AT 700 NORTH BULLIS ROAD

SUMMARY

City Council will consider a request from Volunteers of America of Los Angeles (“Volunteers of America”) to enter into a twelve (12) month (i.e. May 1, 2021 through April 30, 2022) lease agreement, with two (2) one year renewal options, for use of approximately 2,794 square feet of dedicated indoor space at 700 North Bullis Road, Compton, commonly known as the “CareerLink” facility (“CareerLink”) at the lease rate of \$1.97 per square foot.

BACKGROUND

The City of Compton owns certain real property located at 700 North Bullis Road, commonly known as the “CareerLink” facility. This property is used as a “shared occupancy” facility, offering indoor space for leasing to outside agencies, organizations, and individuals.

Pursuant to guidance of the City Council, in November 2012, the City Manager implemented a City-wide leasing policy which mandates that City-owned facilities and/or property *shall not* be leased without first obtaining proper authorization from the City Council (i.e. an adopted resolution) and execution of a written lease agreement [City of Compton Standard Operating Manual, Policy 4.17(A)]. In addition to other matters, the Policy specifies that lease rates shall be based on the square footage of the area(s) subject to the exclusive use/occupation of the Lessee and that the standard leasing rate for indoor floor space in a City-owned facility shall be **at least One Dollar (\$1.00) per square foot**.

In addition to the base minimum rental rate of \$1.00 per square foot for indoor space, proposed lease agreements are to address the costs incurred by the City for utilities, maintenance and repairs, etc. At the CareerLink location, staff has identified that cost to be ninety-seven cents (\$0.97) per square foot.

Thus, the cost to the City will be recovered in a recommended minimal monthly rental rate based on a square footage charge of \$1.97 (i.e. \$1.00 per square foot base rental rate plus \$0.97 per square foot for utilities, maintenance, custodial and security).

STATEMENT OF THE ISSUE

Volunteers of America is a non-profit human services organization committed to serving people in need, strengthening families, and building communities.

Volunteers of America was founded in 1896 on a core belief in the potential of every person no matter the circumstance. Since then, they have been transforming the lives of America's most vulnerable, including children and families from under-served communities, at-risk youth, veterans, individuals and families struggling with homelessness, men and women returning from prison, victims of human trafficking, and people challenged with addictions and substance use.

To further their mission and strengthen their partnership with the City and its citizens, Volunteers of America proposes to expand the services offered to the citizens of Compton by establishing a program for veterans in the surrounding community. Volunteers of America has partnered with the Los Angeles County Department of Mental Health to establish a Veteran Peer Access Network ("VPAN") in the City. Led by veterans for veterans, VPAN helps individuals navigate often complicated systems so that they receive the services they deserve. VPAN have achieved this goal by creating the first-ever community-driven support network serving veterans and their families in the U.S. The VPAN connects County departments, non-profits, the Veteran Affairs and other programs.

The network embodies the #YouMatter ideal – that veterans deserve hope, well-being and a greater quality of life as valued members of the Los Angeles County community. Programs available through the CareerLink facility will include:

- Workforce Development and Employment – Help with developing interview skills, resume creation, job coaching, plus volunteer and job opportunities
- Education – Support with school enrollment, vocational training, tuition assistance
- Legal Services – Help with eviction prevention, discharge upgrade, applying for VA benefits, etc.
- Social Connection/Recreation – Opportunities to connect with other veterans in a variety of settings

The lease agreement will provide Volunteers of America with exclusive use of the following indoor space at the CareerLink facility:

Indoor Space	Dimensions	Square Footage
Room 9B	16' x 13'	208 ft ²
Room 10B	20' x 9'	380 ft ²
Room 11B	13' x 13'	169 ft ²
Room 12B	14' x 17'	238 ft ²
Room 13B	14' x 13'	182 ft ²
Room 14B	14' x 17'	238 ft ²
Storage Room	3' x 17'	51 ft ²
Men's Restroom	8' x 9'	72 ft ²
Women's Restroom	8' x 9'	72 ft ²
Reception Area	11' x 13'	143 ft ²
Hallway/Common Area	54' x 8'	432 ft ²
Room 4A	20' x 20'	400 ft ²
Room 5A	20' x 20'	400 ft ²

Total Exclusive Indoor Square Footage

~2,794 square feet

FISCAL IMPACT

Leasing of these vacant spaces within the CareerLink facility at \$1.97 per square foot will yield an estimated collection of Five Thousand Five Hundred Four Dollars and Eighteen Cents (\$5,504.18) per month, or Sixty Six Thousand Fifty Dollars and Sixteen Cents (\$66,050.16) per year.

ALTERNATIVE

The City Council has discretion to choose among a number of options.

1. Authorize the City Manager to enter into a 12 month lease agreement, with two (2) one year lease renewal options, with Volunteers of America of Los Angeles for the recommended City policy rates (i.e. \$1.97 per square foot per month = \$5,504.18 per month for the indoor space) or for some other rental rate for the 12 month term.
2. Deny the request to enter into a lease agreement for this space by Volunteers of America of Los Angeles.

RECOMMENDATION

Staff recommends Council authorization of the requested lease agreement.

**DAMION TIMMONS, STREET SUPERINTENDENT
PUBLIC WORKS - STREET MAINTENANCE 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 TWELVE (12) MONTH AGREEMENT WITH VOLUNTEERS OF AMERICA OF LOS ANGELES FOR THE LEASE OF CITY-OWNED PROPERTY LOCATED AT 700 NORTH BULLIS ROAD

WHEREAS, the City of Compton owns certain real property located at 700 North Bullis Road, also known as the “CareerLink” facility, which is used as a “shared occupancy” facility in that it houses certain City administered services in addition to offering indoor spaces for leasing to outside agencies, organizations and individuals; and

WHEREAS, pursuant to guidance of the City Council, in November 2012, the City Manager implemented a City-wide leasing policy [Standard Operating Manual, Policy 4.17(A)], which mandates that City-owned facilities and/or property shall not be leased without first obtaining proper authorization from the City Council (i.e. an adopted resolution) and execution of a written lease agreement; and

WHEREAS, the Policy specifies that lease rates shall be based on the square footage of the area(s) subject to the exclusive use/occupation of the Lessee and that the standard leasing rate for indoor floor space in a City-owned facility shall be *at least* One Dollar (\$1.00) *per square foot*; and

WHEREAS, in addition to the base minimum rental rate of \$1.00 per square foot for indoor space, proposed lease agreements are to address the costs incurred by the City for utilities, maintenance and repairs, etc. and at the CareerLink facility, staff has identified that cost to be at least ninety-seven cents (\$0.97) per square foot, thus the cost to the City will be recovered in a recommended minimal monthly rental rate based on a square footage charge of \$1.97 for exclusive use of indoor spaces; and

WHEREAS, Volunteers of America of Los Angeles (“Volunteers of America”) has partnered with the Los Angeles County Department of Mental Health to establish a Veteran Peer Access Network (“VPAN”) in the City of Compton; and

WHEREAS, led by veterans for veterans, VPAN helps individuals navigate often complicated systems so that they receive the services they deserve, a goal VPAN has achieved by creating the first-ever community-driven support network serving veterans and their families in the U.S. The VPAN connects County departments, non-profits, the Veteran Affairs and other programs; and

WHEREAS, Volunteers of America has requested to enter into a twelve (12) month (i.e. May 1, 2021 through April 30, 2022) lease agreement, with two (2) one year renewal options, for use of approximately 2,794 square feet of dedicated indoor space at 700 North Bullis Road, Compton, (“CareerLink”) at the lease rate of \$1.97 per square foot for use as general office space to administer the VPAN program; and

WHEREAS, the leasehold will occupy the following areas of the CareerLink facility:

Indoor Space	Dimensions	Square Footage
Room 9B	16' x 13'	208 ft ²
Room 10B	20' x 9'	380 ft ²
Room 11B	13' x 13'	169 ft ²
Room 12B	14' x 17'	238 ft ²
Room 13B	14' x 13'	182 ft ²
Room 14B	14' x 17'	238 ft ²
Storage Room	3' x 17'	51 ft ²
Men's Restroom	8' x 9'	72 ft ²
Women's Restroom	8' x 9'	72 ft ²
Reception Area	11' x 13'	143 ft ²
Hallway/Common Area	54' x 8'	432 ft ²
Room 9A	20' x 20'	400 ft ²
Room 10A	20' x 20'	400 ft ²

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

Section 1. That the City Manager, upon the advice and approval of the City Attorney is authorized to enter into a twelve (12) month lease agreement (i.e. May 1, 2021 through April 30, 2022) with Volunteers of America of Los Angeles for the use of approximately 2,794 square feet of indoor space at 700 North Bullis Road, Compton, for general office use to administer the Veteran Peer Access Network Program. Leased indoor spaces consist of the following:

Indoor Space	Dimensions	Square Footage
Room 9B	16' x 13'	208 ft ²
Room 10B	20' x 9'	380 ft ²
Room 11B	13' x 13'	169 ft ²
Room 12B	14' x 17'	238 ft ²
Room 13B	14' x 13'	182 ft ²
Room 14B	14' x 17'	238 ft ²
Storage Room	3' x 17'	51 ft ²
Men's Restroom	8' x 9'	72 ft ²
Women's Restroom	8' x 9'	72 ft ²
Reception Area	11' x 13'	143 ft ²
Hallway/Common Area	54' x 8'	432 ft ²
Room 9A	20' x 20'	400 ft ²
Room 10A	20' x 20'	400 ft ²

Section 2. That the City Manager, on the advice and approval of the City Attorney is hereby authorized, upon agreement of the parties, to enter into up to two (2) 1-year lease renewal periods.

Section 3. That the monthly rental rate for the twelve (12) month term of the lease agreement shall be Five Thousand Five Hundred Four Dollars and Eighteen Cents (\$5,504.18) per month, based on \$1.97 per square foot.

Section 4. That Account No. 1001-000-000-3420 has been established to receive all facility lease payments.

Section 5. That a certified copy of this Resolution shall be filed in the offices of the City Manager (City Security), City Clerk, City Controller, Public Works – Street Maintenance Department (General Services) and the City Attorney.

Section 6. 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 the _____ day of _____, 2021.

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

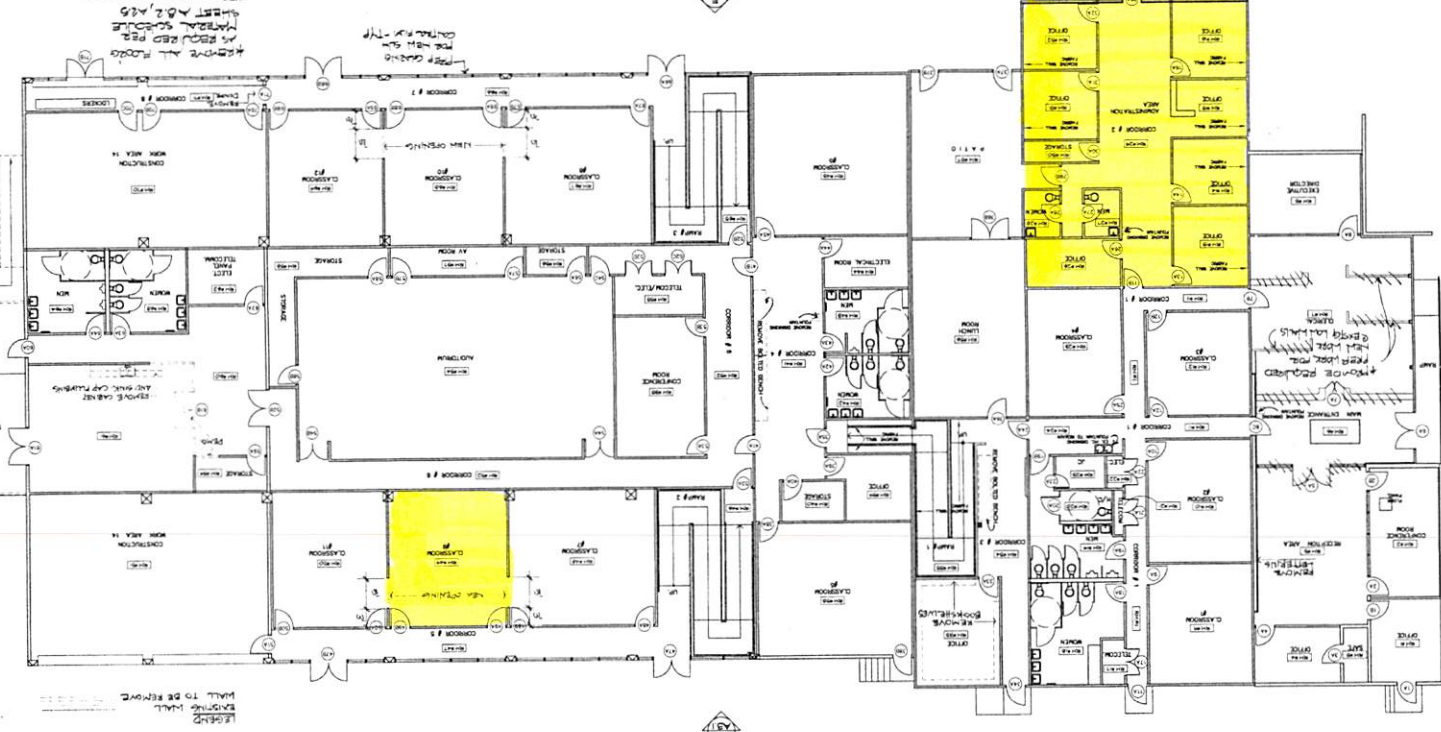
AYES: COUNCIL MEMBERS-
NOES: COUNCIL MEMBERS-
ABSTAIN: COUNCIL MEMBERS-
ABSENT: COUNCIL MEMBERS-

CITY CLERK OF THE CITY OF COMPTON

DEMOLITION NOTES

- A. PERFORM ALL DEMOLITION OPERATIONS WITH COMPLIANCE WITH ALL APPLICABLE STATE AND LOCAL SAFETY LAWS, WITH THE RULES AND REGULATIONS OF ALL AGENCIES HAVING JURISDICTION. OBTAIN REQUIRED PERMITS FROM AUTHORITIES.
- B. NOTIFY AFFECTED UTILITY COMPANIES BEFORE STARTING WORK AND COMPLY WITH THEIR REQUIREMENTS. DISCONNECT AND CAP INDICATED UTILITIES BEFORE STARTING DEMOLITION OPERATIONS.
- C. CONFIRM TO APPLICABLE REGULATORY AGENCIES WHEN DISCOVERING HAZARDOUS OR RADIOACTIVE MATERIALS. OBTAIN HAZARDOUS MATERIAL REMOVAL AND DISPOSAL PERMITS FROM THE LOCAL HEALTH DEPARTMENT AND DO NOT PROCEED WITH WORK WHEN HAZARDOUS MATERIALS ARE PRESENT.
- D. HAZARDOUS MATERIALS SHALL BE IDENTIFIED BY A LICENSED PROFESSIONAL ENGINEER OR RADIATION MONITORING SPECIALIST. HAZARDOUS MATERIALS SHALL BE REMOVED BY A LICENSED HAZARDOUS WASTE REMOVAL CONTRACTOR.
- E. QUANTIFY HAZARDOUS MATERIALS OR RADIOACTIVE MATERIALS. IF QUANTIFIED, HAZARDOUS MATERIALS SHALL BE REMOVED BY A LICENSED HAZARDOUS WASTE REMOVAL CONTRACTOR.
- F. HAZARDOUS MATERIALS SHALL BE REMOVED BY A LICENSED HAZARDOUS WASTE REMOVAL CONTRACTOR.
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- Y. HAZARDOUS MATERIALS SHALL BE REMOVED BY A LICENSED HAZARDOUS WASTE REMOVAL CONTRACTOR.
- Z. HAZARDOUS MATERIALS SHALL BE REMOVED BY A LICENSED HAZARDOUS WASTE REMOVAL CONTRACTOR.

NOTE:
REMOVE AND STORE ALL PICTURE FRAMES BEFORE PAINTING. INSTALL AFTER WORK IS COMPLETED.
REMOVE ALL BULLETIN BOARDS & MARKER BOARDS BEFORE PAINTING



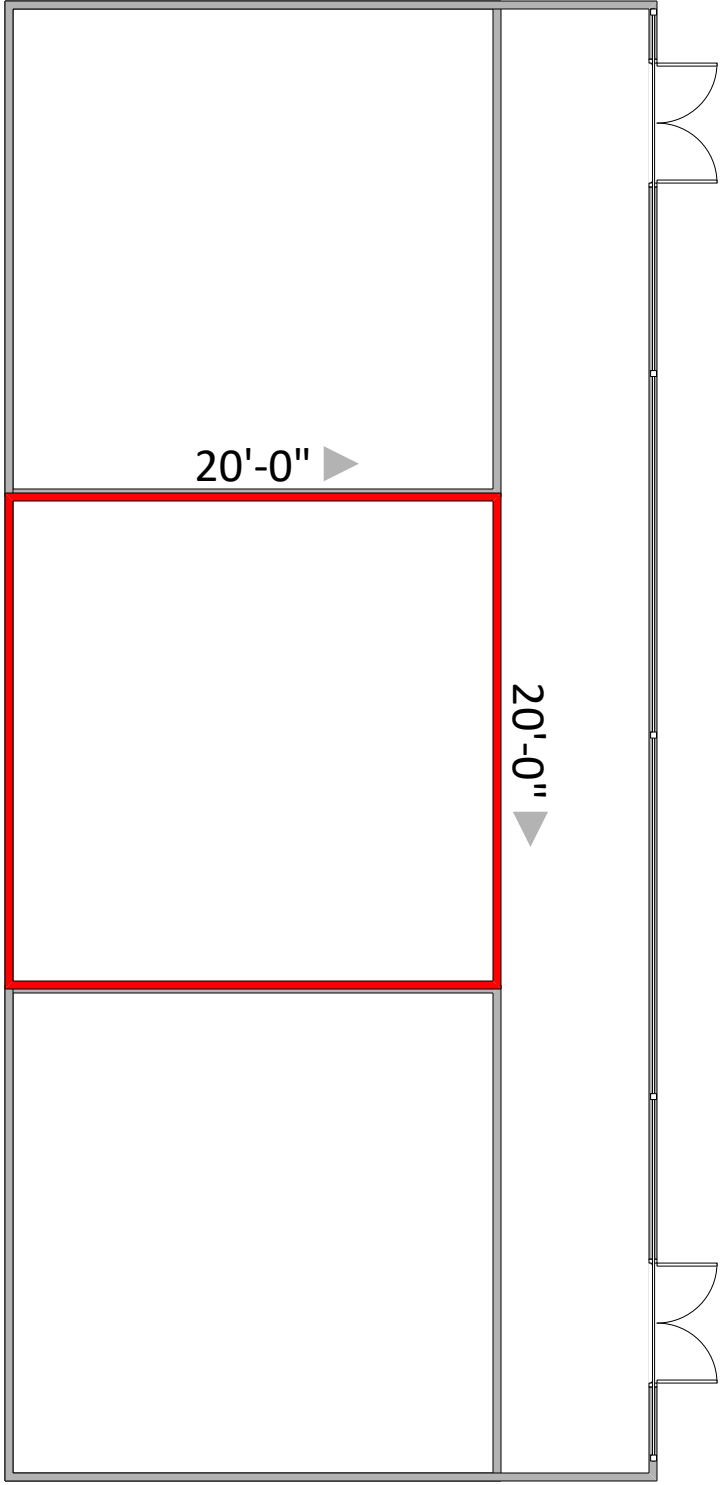
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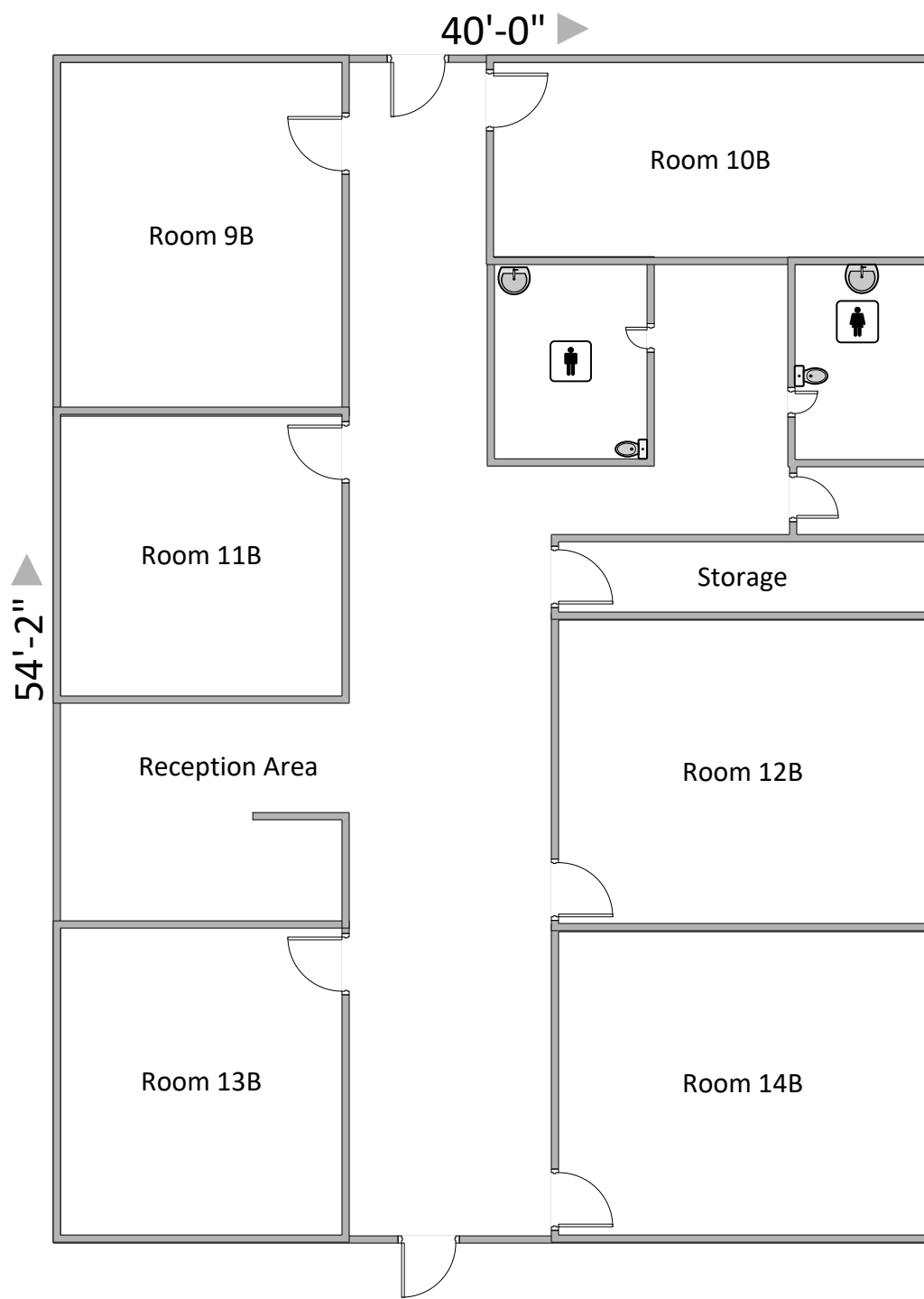
DATE: 10/1/2020

PROJECT NAME: CITY OF COMPTON CAREERLINK 700 N. BILLS RD. COMPTON, CA 90220

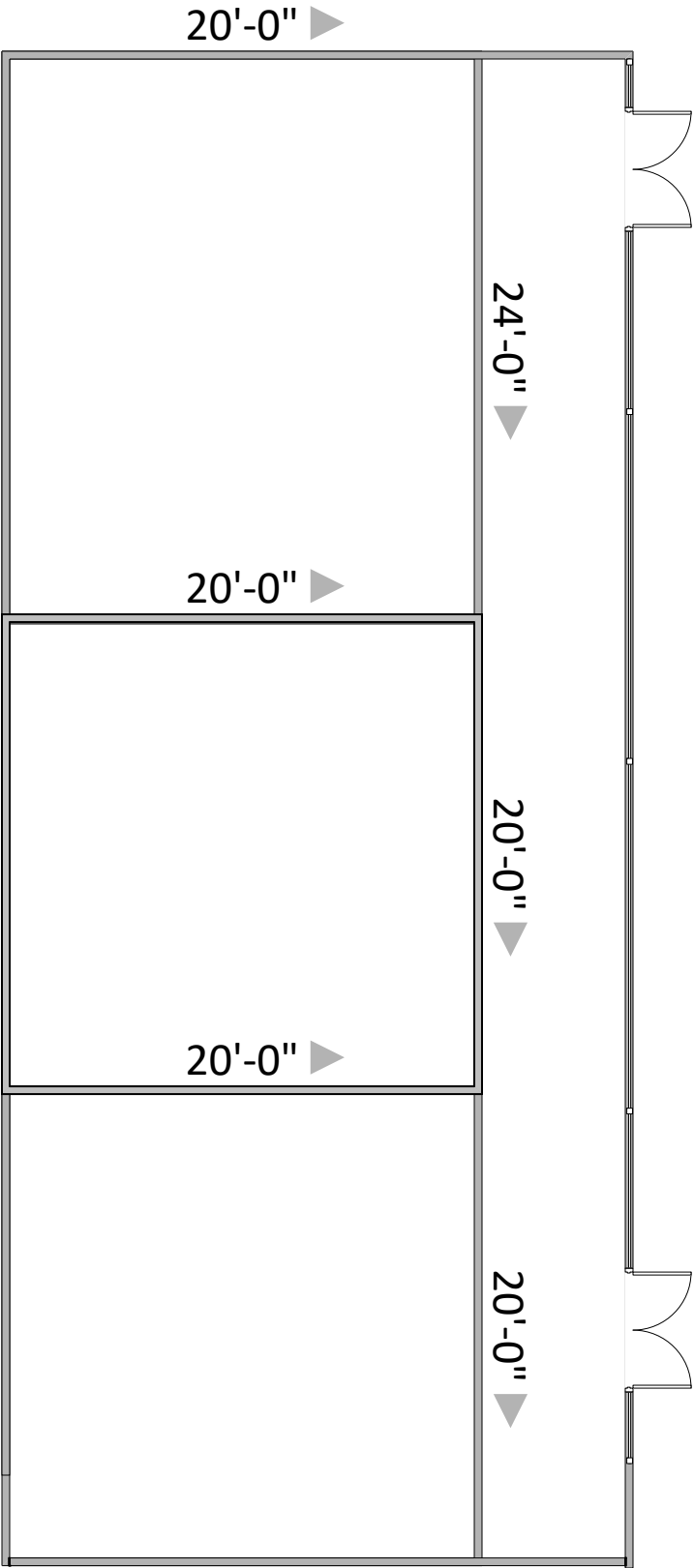
STAFF: PROJECT MANAGER: J. R. RACOPOL 2350 Western Avenue, Los Angeles 90021 323.666.6760 323.666.7866 FAX

REVISIONS:

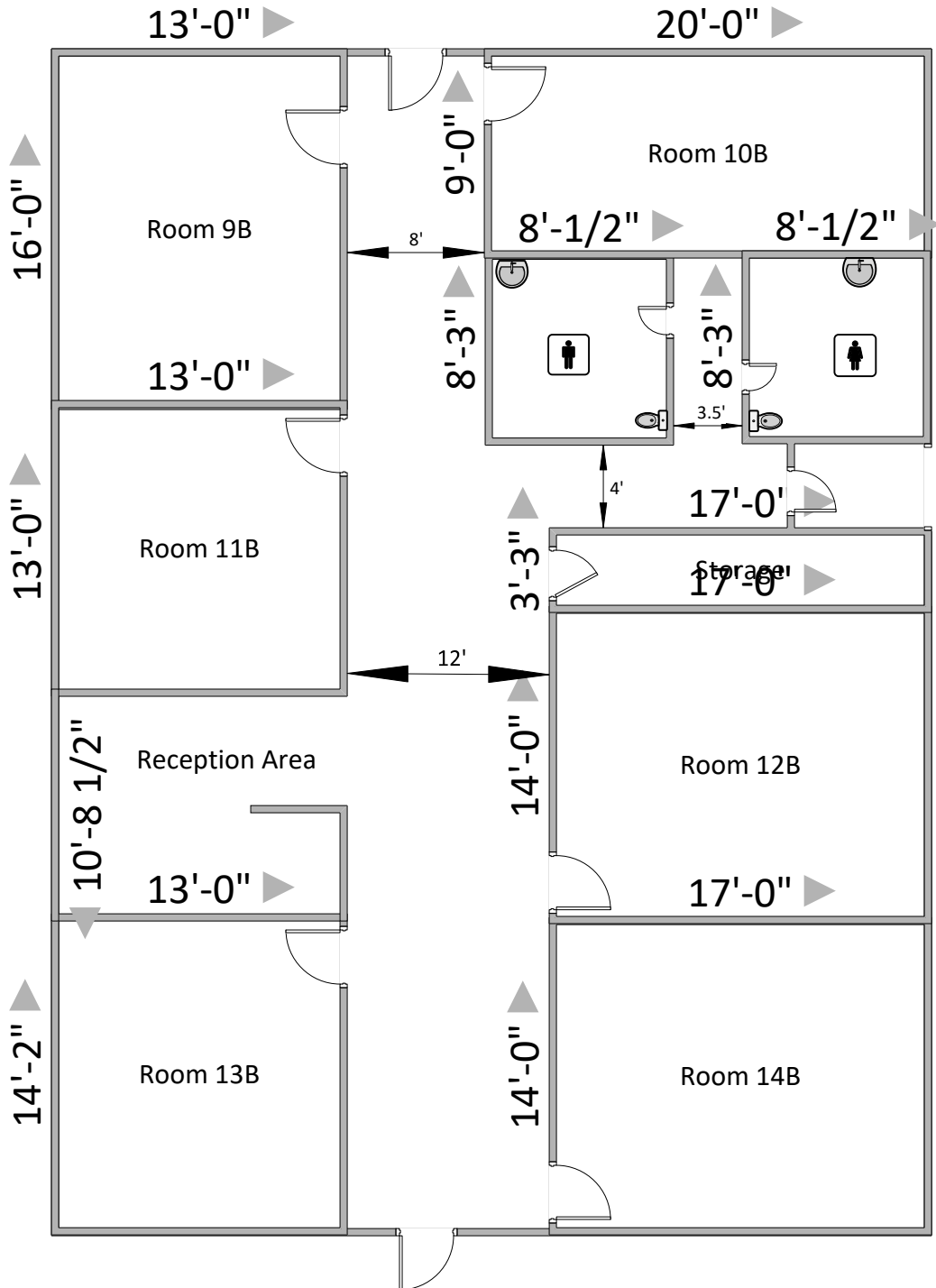




CAREERLINK
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CAREERLINK
SOUTHERN
OFFICES



May 4, 2021

TO: MAYOR AND CITY COUNCIL

FROM: CITY MANAGER

**SUBJECT: A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
COMPTON ADOPTING THE 2021-2026 UPDATED PAVEMENT
MANAGEMENT PROGRAM**

SUMMARY

This Resolution will adopt the City of Compton Fiscal Year 2021-2026 Pavement Management Program (“PMP”) that was performed on all roads within the limits of the City of Compton.

BACKGROUND

On September 8, 2020, pursuant to Resolution No. 25,350, City Council authorized the City Manager to enter into a professional service agreement with Bucknam Infrastructure Group, Inc. (Bucknam) to update the PMP on all roads within City limits.

The City’s previous PMP was adopted in 2017, which Bucknam utilized as the foundation for the development of the 2021-2026 PMP. The PMP consisted of analyzing the City’s dataset for quality and usability. Additionally, staff provided the consultant with the city’s recent street repairs completed since 2019, which provided key information relative to the City’s significant increased maintenance activities and road repair since the last plan was approved in 2017.

Bucknam was tasked to generate an updated CIP report that identified recommendations and deficiencies in the current operating and maintenance efforts put forth by the City. These efforts required the survey of all arterial routes to assist the City in complying with Los Angeles County Metropolitan Authority (Metro) PMP requirements as well as the survey of all local streets and analyzed the historical maintenance operations.

The PMP was developed to assist City staff by providing current data on the City’s street network and to develop cost effective maintenance strategies to maintain a desirable level of pavement performance on a network scale while optimizing the expenditure of limited fiscal resources.

Specifically, the program provides administrators and maintenance personnel with the following:

- Present condition status of the pavement network (arterial and local streets), as a whole and of any grouping or individual component within the City;
- A ranked list of all streets, or segments of streets, by condition within the network;
- Rehabilitation/maintenance needs of each street segment by year;
- An optimized priority maintenance and rehabilitation program based on cost/benefit analysis and various levels of funding;
- Optimum annual budget levels for pavement maintenance for the current and the following five (5) years;
- Prediction of the future performance of the City's pavement network and each individual street section;
- Updated PMP data to assist the City with GASB 34 compliance; and
- Pavement condition data and analysis presented in ArcGIS that is compatible with the City's existing GIS;

STATEMENT OF THE ISSUE

Based on the recent road repairs completed since 2019, in comparison to the historical pavement conditions, demonstrate that the City's recent AC/PCC pavement improvements have sustained the City's largest asset (valued at \$283,674,600) and slightly increased its overall weighted PCI from 55.0 to 56.0 (a 1% increase).

If the City continues this trend of projected revenues applied to the City's PMP network over the next five (5) years (approximately \$50,000,000; Fiscal Year 2021 thru 2026) a potential for increasing the City's PCI above 70 is achievable.

The PMP is essential for the City to demonstrate compliance with Metro requirements to be eligible to receive its' roadway grant funds of Proposition A, Proposition C, State Gas Tax, Measure R and Measure M, and be able/eligible to apply for available grant funds such as Metro Call for Projects and other federal grants as they become available.

As part of the Fiscal Year 2021-2022 Annual City Budget, the City Manager will be presenting a Five (5) Year Capital Improvement Plan (CIP) that will provide the proper management of the network needs to be performed immediately over the next five (5) years that will implement the 2021-2026 PMP with the goal of the City increases its PCI between from 56 to 72.9 percentile range.

FISCAL IMPACT

None

ALTERNATIVE

None presented.

RECOMMENDATION

Staff recommends will adopt the City of Compton Fiscal Year 2021-2026 Pavement Management Program (“PMP”).

**CRAIG J. CORNWELL
CITY MANAGER**

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON
ADOPTING THE 2021-2026 UPDATED PAVEMENT MANAGEMENT
PROGRAM**

WHEREAS, on September 8, 2020, pursuant to Resolution No. 25,350, City Council authorized the City Manager to enter into a professional service agreement with Bucknam Infrastructure Group, Inc. (Bucknam) to update the Pavement Management Program (PMP) on all roads within City limits; and

WHEREAS, the City's previous PMP was adopted in 2017, which Bucknam utilized as the foundation for the development of the 2021-2026 PMP. The PMP consisted of analyzing the City's dataset for quality and usability. Additionally, staff provided the consultant with the city's recent street repairs completed since 2017, which provided key information relative to the City's significant increased maintenance activities and road repair since the last plan was approved in 2017; and

WHEREAS, the City maintains approximately 173 centerline miles of pavement within the City limits; and

WHEREAS, the Pavement Management Program was developed to assist City staff by providing current data on the City's street network and to develop cost effective maintenance strategies to maintain a desirable level of pavement performance on a network scale while optimizing the expenditure of limited fiscal resources. Specifically, the program provides administrators and maintenance personnel with the following:

- Present condition status of the pavement network (arterial and local streets), as a whole and of any grouping or individual component within the City;
- A ranked list of all streets, or segments of streets, by condition within the network;
- Rehabilitation/maintenance needs of each street segment by year;
- An optimized priority maintenance and rehabilitation program based on cost/benefit analysis and various levels of funding;
- Optimum annual budget levels for pavement maintenance for the current and the following five (5) years;
- Prediction of the future performance of the City's pavement network and each individual street section;
- Updated PMP data to assist the City with GASB 34 compliance; and
- Pavement condition data and analysis presented in ArcGIS that is compatible with the City's existing GIS.

WHEREAS, based on recent street and road repairs completed since 2019, in comparison to the historical pavement conditions demonstrate that the City's recent AC/PCC pavement improvements that have occurred over since the 2017 PMP have sustained the City's largest asset (valued at \$283,674,600) and slightly increased its overall weighted PCI from 55.0 to 56.0 (a 2% increase); and

WHEREAS, if the projected revenues being applied to the City's PMP network over the next five (5) years (approximately \$50,000,000; Fiscal Year 2021 thru 2026) is realized, there is a potential for increasing the City's PCI above 70; and

WHEREAS, as part of the Fiscal Year 2021-2022 Annual City Budget, the City Manager will be presenting a Five (5) Year Capital Improvement Plan (CIP) that will provide the proper management of the network needs to be performed immediately over the next five (5) years that will implement the 2021-2026 PMP with the goal of the city increases its PCI between from 56 to 702.9 percentile range. Please see the table below for illustration; and

WHEREAS, an adopted Pavement Management Program will allow the City to be in compliance with Los Angeles Metropolitan Transportation Authority's PMP requirements.

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

SECTION 1. That the City does hereby adopt the Updated 2021-2026 Pavement Management Program in compliance with the Los Angeles County Metropolitan Transportation Authority (Metro) requirements.

SECTION 2. That copies of this resolution shall be filed in the offices of the City Manager, City Controller, City Clerk, 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 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

CITY OF COMPTON, CA

PAVEMENT MANAGEMENT PROGRAM 2021

PROJECT STATUS UPDATE, 4-27-2021

Based upon the most recent winter 2021 pavement inspections we have provided summary tables and graphs that demonstrate how Compton's PMP is performing based on our most recent inventories and historical condition assessments.

The City is currently reviewing and finalizing Bucknam Infrastructures Group's draft Final Pavement Management Program report (2nd revisions, dated 4-23-21). The table below demonstrates the current/historical conditional trends of the Compton pavement network(s).

Conditional Findings

Current and historical pavement conditions demonstrate that the City's recent AC/PCC pavement improvements that have occurred over the past four (4) years have sustained the City's largest asset (valued at \$283,674,600) and slightly increased its overall weighted PCI from 55.0 to 56.0 (a 2% increase).

This trend is moderately positive in that the projected revenues being applied to the City's PMP network over the next five (5) years (approximately \$50,000,000; FY 2021 thru 2026) demonstrate a potential for increasing the City's PCI above 70 is achievable (see budget table on Page 2).

Rank	SF	Mi.	2020 PCI	2017 PCI	2014 PCI
Arterials/Collectors	14,932,179	81.3	59.0	61.3	62.5
Locals	19,207,990	123.2	53.6	51.5	54.6
	34,140,169	204.5	56.0	55.0	58.1

Additionally, we have included the section mileage breakdown of our conditional findings; as shown below, the majority of the Compton network is within the Fair to Very Poor ranges (70%). This is a clear indication that there is a very large amount of deferred overlay rehabilitation that needs to be addressed immediately.

Condition	PCI Range	Arterials	Locals	Total Mi.	% of Network
Very Good	(86-100)	13.0	18.8	31.8	15.6%
Good	(75-85)	12.3	16.5	28.9	14.1%
Fair	(60-74)	17.8	24.1	41.9	20.5%
Poor	(41-59)	16.7	21.1	37.8	18.5%
Very Poor	(0-40)	21.5	42.7	64.1	31.3%
		81.3	123.2	204.6	

- Currently, 56% of the arterial/collector network (approx. 45.8 miles) qualify for overlay/reconstruction maintenance; 28% (approx. 23.2 miles) qualify for slurry seal maintenance;
 - With arterial/collector conditions showing 40+ miles of streets in need of major rehabilitation a continuous and proactive CIP program needs to be implemented;
- Currently, 57% of the local network (approx. 70.7 miles) qualify for overlay/reconstruction

maintenance; 28% (approx. 34.6 miles) qualify for slurry seal maintenance;

- With Local conditions showing 70 miles of streets in need of major rehabilitation a continuous and proactive Local CIP program needs to be sustained;

Budgetary Projections (Return on Investment)

As shown below, we have included the projected results of applying proactive revenues to both the Arterial and Local networks.

Plan Year	PCI Before	PCI After	Slurry Seal	Overlay / Recon	Total \$	Deferred Maint.
2021-22	56.0	62.8	\$354,400	\$9,643,700	\$9,998,100	\$78,400,500
2022-23	60.8	66.1	\$348,700	\$9,649,100	\$9,997,800	\$74,916,000
2023-24	63.9	67.6	\$361,300	\$9,635,200	\$9,996,500	\$70,076,800
2024-25	65.3	69.2	\$356,100	\$9,642,500	\$9,998,600	\$64,649,000
2025-26	67.1	72.9	\$351,800	\$9,645,500	\$9,997,300	\$58,521,500
			\$1,772,300	\$48,216,000	\$49,988,300	

By modeling the existing pavement conditions against the City's projected funding, we have found that two major positive results occur over the five year CIP. First, the weighted PCI for the entire network increases from a level of 56.0 to a level of 72.9 over the five year CIP which meets one of our recommended goals (minimum level of service = 65); this is a 30% increase in condition. The five year model above includes pavement applications covering:

- 6.1 million SF of Arterials/Collectors, or 33 miles;
- 14.1 million SF of Locals, or 91.3 miles

Secondly, the resulting deferred maintenance backlog shows that it decreases from \$78.4 million to \$58.5 million (a 25% decrease) after the five years program which indicates that an average annual pavement budget of \$9,998,00 is ample to make a significant dent in the City's deferred maintenance (or backlog of maintenance). The backlog that has been identified above consists of slurry/cape seals, overlays and reconstruction. Combined with the positive results found with the weighted PCI we recommended that this 5-yr maintenance schedule be followed.

DEFERRED MAINTENANCE

Delaying repairs on streets where pavement conditions indicate a need creates deferred maintenance. Deferred maintenance includes pavement maintenance, rehabilitation and reconstruction projects that are needed across the entire network, but cannot be performed due to the lack of available funding. These delayed projects are then pushed to the next budget cycle incurring higher unit costs/SF. The actual repairs that are being deferred are often referred to as a "backlog".

At a minimum, to sustain this asset at today's conditions we have included the minimum amount of annual funding necessary to maintain a PCI of 56.

Plan Year	PCI Before	PCI After	Slurry Seal	Overlay / Recon	Total \$	Deferred Maint.
2021-22	56.0	56.5	\$354,400	\$2,234,700	\$2,589,100	\$85,809,900
2022-23	54.8	56.9	\$348,700	\$2,239,100	\$2,587,800	\$90,411,800
2023-24	55.2	57.1	\$361,300	\$2,230,500	\$2,591,800	\$94,806,500
2024-25	55.2	57.2	\$356,100	\$2,241,600	\$2,597,700	\$98,976,900
2025-26	55.3	57.1	\$351,800	\$2,227,600	\$2,579,400	\$102,715,100
			\$1,772,300	\$11,173,500	\$12,945,800	

Referring to the table above, it is noted that the weighted PCI basically remains consist through the five-year projection (56.0 to 57.1). However, the annual deferred maintenance total increases from \$85.8 million to \$102.7 million (a 17% increase) at the end of the five-years if the City utilizes an annual budget average of \$2,589,200/yr for slurry, overlay, and reconstruction maintenance.

Under this model, we recommended that a stronger focus be placed on the Local network improvements due to the fact that available funding is dramatically truncated and its network has approximately 30% more square footage compared to the arterial/collector network.

Summary

In summary, the conditions show that a small amount of segments are distributed Good condition category. For a network to be considered in a "preventive" condition status you would typically see Very Good to Good section percentages totaling between 65% to 75% range; Compton's network currently shows 29.7% of its sections within these PCI ranges. These findings indicate that the proper management of the network needs to be performed immediately over the next five years, additional design/construction management services for slurry, overlay and reconstruction need to be activated and proactive monitoring of the PMP needs to continue.

This will allow Public Works managers/staff to proactively identify and establish preventative and rehabilitation schedules that will generate further high-value ROI for the City.

2nd DRAFT FINAL REPORT

**UPDATE OF
PAVEMENT MANAGEMENT PROGRAM
(Citywide)**

2021-2026



**City of Compton, CA
March 3, 2021**



March 3, 2021

Mr. John Strickland
Public Works Project Manager
City of Compton
205 South Willowbrook Avenue
Compton, CA 90220

Subject: 2nd Draft Final Report - Update of the Pavement Management Program

Dear John:

As part of the 2021 Update of the Pavement Management Program for the City of Compton, *Bucknam Infrastructure Group, Inc. (Bucknam)* is pleased to submit the Final Report for the City's pavement network.

The information contained in this report was used to develop the recommended improvement program for the pavement network. The report covers the following categories:

- **Executive Summary (Section I)**
- **Pavement Management Program Development and Reporting (Section II)**
- **Pavement Conditions For Each Segment in the Network (PCI Report – Section III)**
The Pavement Condition Index report shows the present condition of each street in the pavement network. In addition, the report shows the basic geometry of each street segment.
- **Forecast Maintenance Reports (Section IV)**
 - **Recommended Maintenance and Repair Strategies**
The recommended maintenance and repair strategies were used to generate the Forecasted Maintenance & Rehabilitation Report and were based on our 2021 inspections. Additionally, we have assessed and incorporated unit cost and maintenance application practices/types with our strategies.
 - **Projected Projects based on M&R Strategies**
The Forecasted Maintenance & Rehabilitation Report projects the street maintenance activities required for the next five years, broken down to show maintenance levels for Arterials and Collectors streets. The report included in this section is broken down by fiscal year.



3548 Seagate Way, Suite 230
Oceanside, CA 92056
T: (760) 216-6529
www.bucknam-inc.com

Our thorough analysis of previous and current Compton PMP strategies enabled our staff to make proactive recommendations to the City's pavement CIP. All comments received from the City have been incorporated in the reports that follow. All of the City's issues and needs that were brought to our attention are included in the report. It has been a pleasure working with you and the City on updating your Pavement Management Program. We look forward to the continued success of this project and future teamwork with City staff.

Sincerely,

Bucknam Infrastructure Group, Inc.

A handwritten signature in black ink, appearing to read "Peter J. Bucknam", written in a cursive style.

Peter J. Bucknam
Project Manager
Infrastructure Management – GIS Services

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 - D. Annual Budget Projections
 - E. Quality Control Efforts
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 - B. Maintenance Strategy Assignments
 - C. Multi-Year Annual Work Program Projects
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Acronym Listing

American Society for Testing and Materials (ASTM)
Army Corps of Engineers (ACOE)
Asphalt Concrete (AC)
Asphalt Rubber Hot Mix (ARHM)
Average Daily Traffic (ADT)
Capital Improvement Program (CIP)
Geographic Information System (GIS)
Government Accounting Standards Board Statement 34 (GASB 34)
Los Angeles County MTA (METRO)
Maintenance and Repair (M&R)
Master Plan of Arterial Highways (MPAH)
Pavement Condition Index (PCI)
Pavement Management Program (PMP)
Portland Cement Concrete (PCC)

SECTION I

EXECUTIVE SUMMARY

2021 UPDATE OF PAVEMENT MANAGEMENT SYSTEM

This report reflects the continued dedication and proactive management of the City's Pavement Management Program (PMP), its Public Works staff and upper management; the last major update to the City's PMP was performed in 2017. As the City of Compton continues to show limited growth with its population, demographics, infrastructure and maintenance needs, the street network has been running parallel as the system matures and capital street projects widen streets. The City developed its PMP program with the use of MicroPAVER to manage the street network. This system is essential to the City in that it assists Public Works staff to record AC/PCC conditional data, meet compliance requirements to capture funding for the arterial/collector street system as well as cost-effectively manage the local network through maintenance and scheduling. Under this project, the City has incorporated the development of a unique Pavement Management – GIS layer that will assist the City in spatially analyzing pavement conditions and other attribute information that resides in the MicroPAVER database.

The Compton PMP has been updated to assist City personnel by providing current data on the City's street network and to develop cost-effective maintenance strategies to maintain a desirable level of pavement performance on a network scale, while optimizing the expenditure of limited fiscal resources. City staff also provided key information pertaining to the ongoing maintenance that has occurred throughout the City since 2017. In doing this, we were tasked to generate an updated Capital Improvement Program report that identified recommendations and deficiencies in the current operating and maintenance efforts put forth by the City.

For the 2021 project, our staff surveyed all routes within the network to assist the City in complying with Los Angeles County MTA (METRO) PMP requirements and analyzed historical maintenance operations. Specifically, the program provides administrators and maintenance personnel with:

- * *The present condition status of the pavement network (arterial, collector, and local streets), as a whole and of any grouping or individual component within the City;*
- * *A ranked list of all streets, or segments of streets, by condition within the network;*
- * *Rehabilitation/maintenance needs of each street segment by year;*
- * *An optimized priority maintenance and rehabilitation program based on cost/benefit analysis and various levels of funding;*
- * *Optimum annual budget levels for pavement maintenance for the current and the following five (5) years;*
- * *Prediction of the future performance of the City's pavement network and each individual street section;*
- * *Updated PMS data to assist the City with GASB 34 compliance; and*
- * *Pavement network and conditional data presented in **ArcGIS** that is compatible with City's existing GIS Enterprise*

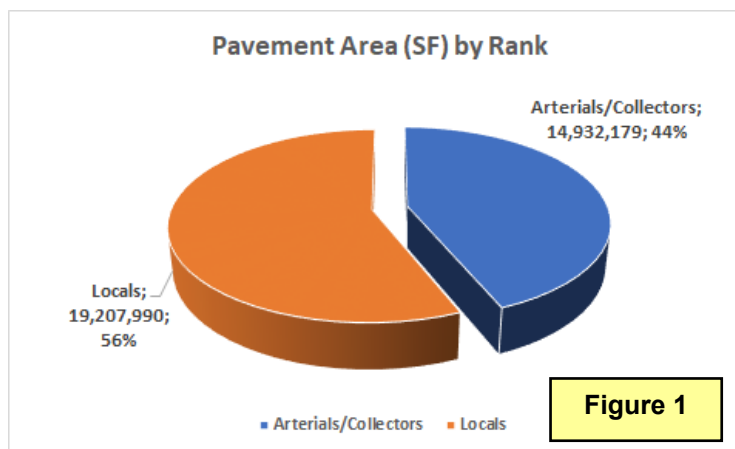


Pavement is a dynamic structure where deterioration is constantly occurring; thus the pavement management system needs to be updated on a regular basis to reflect these changes in pavement conditions, pavement maintenance histories, and maintenance strategies based upon budgetary constraints. In our approach to develop the City's forecasted maintenance recommendations we worked with Compton staff in identifying unit costs for all maintenance practices used on an annual basis (these not only included the material costs but contingency costs for design and ADA improvements). Currently, based upon the City's maintenance practices and their associated unit costs, the total replacement value of the Compton pavement network is \$281,646,400. This value clearly indicates that the City's pavement network is the most valuable and essential asset to Compton. The City's use of slurry seal, AC Overlay and R&R practices are typically applied at a five year, ten year and 25 year frequency respectively. These frequencies are typical but the City may see increases in deterioration rates due to environmental, load and high average daily traffic (ADT) volumes. For example, high ADT volumes along one of Compton's arterial/collector streets will increase deterioration rates for a previously applied AC Overlay compared to a small local street. These deterioration rates are monitored through frequent inspections and functional class deterioration analysis within the City's PMP database.

This report reflects our findings and recommendations for the PMP and the current state of the City's pavement network. Furthermore, we have recommended detailed funding and maintenance strategies for the arterial/collector and local networks for next five (5) years.

CITY'S PAVEMENT NETWORK

Within the Compton pavement management network there are approximately 81.3 miles of Arterial-Collector streets which consist of approximately 14,932,179 SF of pavement which consists of 426 pavement sections. The Local network consists of approx. 123.2 miles of streets, 19,207,990 SF of pavement which consists of 990 pavement sections. Combined, the entire network consists of 204.5 miles of streets and 34,140,169 SF of pavement and 1,339 sections.



The City's pavement network is broken down into manageable groups that have similar characteristics, such as pavement rank, surface type and logical segmentation. Pavement segments are identified by their branch and section numbers. Pavement "branches" that have a common usage, such as Central Ave., defines a "branch" within MicroPAVER. Pavement "sections" are pavement segments within the defined branch that have consistent pavement rankings, construction/maintenance histories and use.

Representative inspection samples are then selected and visually surveyed to locate distress data. This data is used to calculate the pavement sections Pavement Condition Index (PCI) which includes distress type, extent of the distress and its severity.

The PCI is a condition rating that ranges from 100 (a new pavement section or recently overlaid or reconstructed) to 0 for a section that has structurally failed and deteriorated dramatically. Weighted average PCI of a given area/zone = pavement section PCI * its own area divided by the total square footage of the given area/zone. Table 1 summarizes the section conditions found within the City of Compton pavement network by rank.

- **The weighted average PCI for the City of Compton Arterial/Collector network is 59.0**
- **The weighted average PCI for the City of Compton Local network is 53.6**

The weighted PCI value associated with the Arterial/Collector and Local routes shown through our survey analysis is timely in that it is showing that a large amount of preventative, slurry seal, and overlay work will be needed over the next several years to increase the level of condition (PCI) to a “preventative maintenance” state.

CURRENT CITYWIDE CONDITIONS (ARTERIALS/COLLECTORS AND LOCALS)

The overall condition of the City’s pavement network is “Poor” with a weighted average PCI of 56.0 based on the surface area of each segment. The distribution of the City’s overall pavement network is shown in Section III of this report (Condition Distribution).

For comparison, Bucknam has performed pavement management studies for several other Los Angeles County agencies and has included their weighted PCI values (data derived from 2020 PMP reports); El Segundo (72.7), Culver City (71.3), Lomita (69.3), and Bellflower (64.1).

Rank	SF	Mi.	2020 PCI	2017 PCI	2014 PCI
Arterials/Collectors	14,932,179	81.3	59.0	67.1	62.5
Locals	19,207,990	123.2	53.6	54.2	54.6
	34,140,169	204.5	56.0	59.4	58.1

Table 1 – Historical and Summary Findings for Compton PMP Network

Condition	PCI Range	Arterials	Locals	Total Mi.	% of Network
Very Good	(86-100)	13.0	18.8	31.8	15.6%
Good	(75-85)	12.3	16.5	28.9	14.1%
Fair	(60-74)	17.8	24.1	41.9	20.5%
Poor	(41-59)	16.7	21.1	37.8	18.5%
Very Poor	(0-40)	21.5	42.7	64.1	31.3%
		81.3	123.2	204.6	

Table 2 – Condition Distribution by Mileage for All Streets

As shown above, a large majority of segments are distributed through Fair to Very Poor condition categories (70%, approximately 143.8 miles).

These findings indicate that of proper preventative and rehabilitation maintenance has not been performed on the pavement network for some time or have been limited in natural. These condition ranges are defined by the Army Corps of Engineers.

The arterial/collector network conditions show that 56% (approximately 45.8 miles) of these sections should be targeted for overlay/reconstruction. Only 23.2 miles qualify for potential slurry seal maintenance (approx. 28%). The Arterial/Collector system needs to continue to see a steady, annual flow of revenue to address the large overlay deferred capital improvement need. A proactive, but limited, slurry seal maintenance program needs to be implemented and funded; this will maintain the citywide weighted PCI at its current conditions and will gradually increase the PCI to a higher condition level while reducing maintenance costs in fiscal years 2021 and beyond.

The local network conditions show that 57% (approximately 70.7 miles) of these sections should be targeted for overlay/reconstruction. Only 34.6 miles qualify for potential slurry seal maintenance (approx. 28%). Due to its overall total square footage, the Local system needs to continue to see a steady, annual flow of revenue to address the large overlay deferred capital improvement need. A proactive, neighborhood based slurry seal program (tract to tract) needs to be implemented and funded; this will assist in maintaining the citywide weighted PCI at its current conditions and will gradually increase the PCI to a higher condition level while reducing maintenance costs in fiscal years 2021 and beyond.

These findings are negative due to the conditional reduction in PCI that has occurred on the network since 2017 (i.e. weighted PCI in 2017 was 59.4 and is now 56.0). Additionally, the amount of revenue to maintain the network continues to be a high annual amount and will be detrimental to the system as a whole if continuous Public Works funds are truncated and/or reduced. However, in the budgetary reports that follow, we have found that the projected FY 2021-26 expenditure levels that the City will be applying to pavement rehabilitation and maintenance will “increase the network PCI” based on the conditions found through our study.

Therefore, cost efficient preventative overlay rehabilitation should be the focus of the Arterial/Collector PMP for the next several years. The Local network needs to receive additional proactive slurry seal and overlay maintenance in the short-term (FY 2021 thru 2024).

Furthermore, as large overlay and rehabilitation projects are considered for funding, the City should also consider using sub-grade R - Values, structural design, distress severities and extents as parameters for determining whether a pavement section that lies within the Fair to Poor condition range should be overlaid or reconstructed.

PCI conditions reflect “surface” conditions; additional sub-surface data such as coring data, R-Values and asphalt depths will provide City to with a better approach to the maintenance that should be applied.

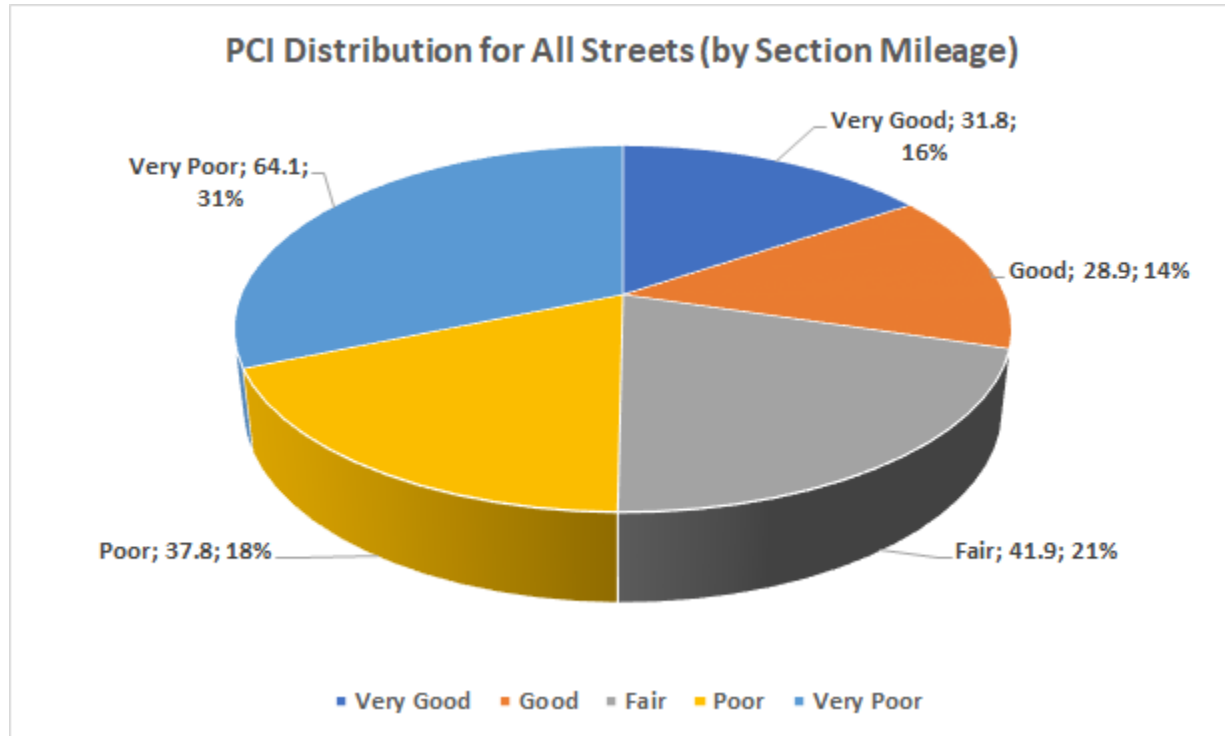


Figure 2 – PCI Condition Distribution by Miles for All Streets
Units shown above indicate total mileage (Table 1)

MAINTENANCE STRATEGY DEVELOPMENT

Based on the results of the condition survey and input from the City, pavement maintenance/rehabilitation strategies were developed. At the outset, the City and Bucknam staff identified a distribution of City maintenance funds that would be applied to the network over the next five years. This was based upon the desire to prevent the decrease in street conditions and not allow an increase in the maintenance backlog funds over the five-year program. Local/neighborhood zone schedules were also assessed and analyzed.

With this approach, Bucknam has recommended a “minimal level of service” which creates a major dividing line in determining pavement maintenance. Generally within pavement management programs, a PCI range between 55 to 70 determines the threshold of when preventative or major overlay maintenance is activated. Based on the City’s weighted average PCI, condition distribution, maintenance practices, our team has identified a PCI of “65” as the minimum level of service. This means that any pavement section with a PCI greater than 65 will be recommended for preventative maintenance. This recommendation is indicated in Table 6, Section II.

Bucknam developed a multi-year Capital Improvement Program for the City based on the pavement records, yearly capital expenditures and the most recent 2021 inspections. These recommendations and results are shown in Section II of this report where we have demonstrated what level of funding is necessary to maintain the current PCI as well as how the City’s current pavement budget performs against today’s conditions.

As shown in Figure 2, 30% of the City's streets are in Very Good to Good condition. These sections will be targeted for "preventive" maintenance within our Capital Improvement Program (CIP) recommendations. The reasoning in doing this is to extend the life cycles of those "fair/good" pavement sections which accrues capital saving to aggressively rehabilitate those pavement sections that are below the "minimal level of service".

In order to achieve the most effective and optimum program for the City, certain strategies have been selected and/or analyzed. Below is a listing of the maintenance activities utilized in strategy development. Each activity is representative of the types of work that have been programmed as part of the long-term maintenance requirements of the City's street network.

General Repairs-Stop Gap (Localized Maintenance*); PCI range – 20 to 95

For this maintenance type, small localized surface treatments are utilized as "holding action" solutions (stop gaps) to delay the need for pavement structural strengthening. They typically include activities such as crack sealing, AC deep patching, AC skin patching, PCC slab replacement, grinding and leveling.

The City of Compton may consider an equipment such as the Asphalt Zipper to apply proactive localized surface patch repairs (R&R). In doing this, they prevent portions of pavement sections (high severity distress locations) from deteriorating at a continuously fast rate.

Microsurfacing - (Global Maintenance*); PCI range – 60 to 85

Microsurfacing is similar to slurry seal. It consists of the application of a mixture of water, asphalt emulsion, aggregate (very small crushed rock), and chemical additives to an existing asphalt concrete pavement surface. Polymer is commonly added to the asphalt emulsion to provide better mixture properties. The major difference between slurry seal and microsurfacing is in how they "break" or harden. Slurry relies on evaporation of the water in the asphalt emulsion. The asphalt emulsion used in microsurfacing contains chemical additives which allow it to break without relying on the sun or heat for evaporation to occur. Thus, microsurfacing is an application that hardens quicker than slurry seals and can be used when conditions would not allow slurry seal to be successfully placed. Streets that have a lot of shade and streets that have a lot of traffic are good candidates for microsurfacing (source - LA County of Public Works).

Slurry Seals (Global Maintenance*); PCI range – 60 to 85

Surface treatments applied to pavements with minimal surface distress to provide new wearing surfaces and extend pavement life. Generally consists of a mixture of conventional or latex-modified emulsified asphalt, well-graded fine aggregate, mineral filler and water placed over an existing AC surface; Slurry seal application life-cycles are averaging 4 to 5 years. Type II Slurry is recommended for Local streets.

Cape Seals (Global Maintenance*); PCI range – 40 to 65

This is an application of a single layer of asphalt binder to a road surface immediately followed by a single layer of cover aggregate (chips). The single layer chip seal is then followed with a slurry seal application; Conventional cape seal application life-cycles are averaging 6 to 7 years. For sections that have lower PCI's in this range, leveling courses should be considered. City is currently considering this application as an alternative cost-saving tool.

Overlays (Major Maintenance*); PCI range – 20 to 60

AC Overlay – Placement of a layer of hot-mixed asphalt concrete over the existing pavement surface (may include pavement fabric). Grinding (milling) is performed prior to the overlay to reduce the total height of asphalt and assure alignment with existing gutter lines. This also includes “dig-outs” and crack sealing prior to the application of an overlay. This treatment provides a new wearing surface and increased structural strength to the pavement section. A conventional overlay should be designed for a ten-year life.

Asphalt Rubber Hot-Mix Overlay - The ASTM definition is: Asphalt-Rubber is a blend of asphalt cement, reclaimed tire rubber and certain additives in which the rubber component is at least 15% by weight of the total blend and has reacted in the hot asphalt cement sufficiently to cause swelling of the rubber particles. Specifically, using crumb rubber modified binders in pavement application benefit local agencies in that cities find:

- Pavement resists cracking by being more flexible;
- Cost savings come from a longer life cycle (from Bucknam’s experience typically 20% longer), decreased maintenance and the use of less material
- Improvement in skid resistance;
- Decreased noise; and
- It provides long-lasting color contrast for marking and striping
- Life cycles are averaging 8 to 12 years

Reconstruction (Major Maintenance*); PCI range – 0 to 20

Removal of the existing pavement section to a prescribed depth followed by the placement of a conventional flexible pavement section using a structural AC Hot Mix or AR Hot Mix or a full depth asphalt. Each classification of road has a typical design cross-section upon anticipation traffic loading. By performing a reconstruction the sections PCI resets at 100 and restarts the life-cycle deterioration of the section.

*Localized, Global and Major maintenance activities are default terms used within the MicroPAVER pavement software. Specific pavement repair applications are placed within each maintenance activity in order to develop multi-year maintenance forecast recommendations.

ANNUAL BUDGET PROJECTIONS

The budgeting process was approached with the following in mind; generate two unique work programs for the next five (5) years based upon actual road pavement conditions in order to:

1. Demonstrate how the City's current "Actual" budget allocation for pavement maintenance/rehabilitation performs against the conditions found through our surveys
 - a. The City provided the following "Actual" historic and current annual pavement budget

FUNDING SOURCE	2021-22	2022-23	2023-24	2024-25	2025-26
SB1	\$1,357,209	\$1,425,069	\$1,496,323	\$1,571,139	\$1,649,696
Proposition C	\$1,380,645	\$1,449,677	\$1,522,161	\$1,598,269	\$1,678,183
Measure R	\$258,898	\$271,843	\$285,435	\$299,707	\$314,692
Measure M	\$1,173,548	\$1,232,225	\$1,293,837	\$1,358,529	\$1,426,455
State Gas Tax	\$1,845,410	\$1,937,681	\$2,034,565	\$2,136,293	\$2,243,107
General Fund	\$1,500,000	\$1,575,000	\$1,653,750	\$1,736,438	\$1,823,259
TOTAL	\$7,515,710	\$7,891,496	\$8,286,070	\$8,700,374	\$9,135,392

2. Recommend a proactive annual budget that, at a minimum, **maintains** the current weighted PCI on the network after five years (FY 2026)

Based on current and future pavement maintenance needs, two annual work programs have been prepared and summarized below. Table 3 demonstrates the pavement network performs over the next five years based upon the proposed allocated maintenance/rehabilitation funds. Table 4 demonstrates the necessary annual funding that is needed to maintain the current weighted PCI on the network (each scenario addresses arterial/collector and local streets; alleys were excluded).

Plan Year	PCI Before	PCI After	Slurry Seal	Overlay / Recon	Total \$	Deferred Maint.
2021-22	56.0	62.8	\$354,400	\$9,643,700	\$9,998,100	\$78,400,500
2022-23	60.8	66.1	\$348,700	\$9,649,100	\$9,997,800	\$74,916,000
2023-24	63.9	67.6	\$361,300	\$9,635,200	\$9,996,500	\$70,076,800
2024-25	65.3	69.2	\$356,100	\$9,642,500	\$9,998,600	\$64,649,000
2025-26	67.1	72.9	\$351,800	\$9,645,500	\$9,997,300	\$58,521,500
			\$1,772,300	\$48,216,000	\$49,988,300	

Table 3 – Citywide Projection Utilizing "Actual" Budget

Plan Year	PCI Before	PCI After	Slurry Seal	Overlay / Recon	Total \$	Deferred Maint.
2021-22	56.0	56.5	\$354,400	\$2,234,700	\$2,589,100	\$85,809,900
2022-23	54.8	56.9	\$348,700	\$2,239,100	\$2,587,800	\$90,411,800
2023-24	55.2	57.1	\$361,300	\$2,230,500	\$2,591,800	\$94,806,500
2024-25	55.2	57.2	\$356,100	\$2,241,600	\$2,597,700	\$98,976,900
2025-26	55.3	57.1	\$351,800	\$2,227,600	\$2,579,400	\$102,715,100
			\$1,772,300	\$11,173,500	\$12,945,800	

Table 4 – Five-Year Projection Demonstrating Required Budget to Maintain PCI of 56

Additional detail and breakdown of budget projections are demonstrated in Section IV of this report. All work program budgets generated are presented in terms of current 2021 dollars.

All repair activities were based on distresses observed at the time of the field survey. These are recommendations and are to be used as “the best case scenario” for improving the City of Compton street network.

QUALITY CONTROL EFFORTS

As indicated in our scope of work, Bucknam performed numerous quality control checks in the field during survey efforts as well as specific site investigations requested by the City. Field check efforts were performed at the end of each week of survey.

Two major corrections were made to section SF’s (Central Ave, PMP ID 3490x13) which previous showed a large width value and Pearl Ave (PMP ID 2230x1) which showed a large linear footage value. These two sections were corrected within the 2021 database. Bucknam also performed AI square footage calculations that accurately defined the “true area” of each pavement section throughout the network; this accounted for additional improvements to the total square footage of the network.

Through our internal quality control efforts, we believe we have found all the necessary publicly owned streets that needed to be reported on under this project.

FINDINGS AND RECOMMENDATIONS

Through our assessment of historical maintenance performed within the City and through our discussions with City staff the conditional data found across the network clearly shows that the City needs to implement a stronger overlay strategy in the near term. We see a moderate, annual conditional decrease within the Arterial / Collector program (12% drop in PCI value since 2017), furthermore, the Local program is showing continued signs of stagnation, not improvement. Pavement management involves frequent preventative maintenance; as pavement deteriorates through heavy traffic impacts, weathering and time, preventative maintenances (such as slurry seal, stop gap, etc.) have limited benefits. More aggressive rehabilitation applications have to be used. Our study has shown that key MPAH and local overlay projects will be needed over the next five years to maintain the network's level of condition.

Currently, the City's two major streets networks (Arterial/Collector & Local) hold low weighted PCI values; it is our recommendation that a proactive, common sense overlay program be assessed and scheduled over the next several fiscal years. This will ensure that the citywide weighted PCI will sustain itself and allow for routine slurry seal maintenance to continue. Through our analysis of the Compton PMP we have found and recommend the following items which should be considered for a proactive approach to the PMP and future management of the program:

Arterials/Collectors

The actual workload requirements identified indicate that the Arterial/Collector street network is currently in "Poor" condition (PCI = 59.0). To sustain this condition, at a minimum, it is critical that preventive maintenance and overlay rehabilitation activities are funded at the levels identified in Table 4 to maintain the network weighted average PCI value to within the "Poor" condition category. Our arterial/collector findings for conditional data and recommendations for revenue expenditures are shown below:

- The Arterial/Collector network has a weighted PCI of 59.0;
 - Currently, 56% of the arterial/collector network (approx. 45.8 miles) qualify for overlay/reconstruction maintenance; 28% (approx. 23.2 miles) qualify for slurry seal maintenance;
 - With arterial/collector conditions showing 40+ miles of streets in need of major rehabilitation a continuous and proactive CIP program needs to be implemented;
 - At a minimum, arterial/collector maintenance projects should focus on the maintaining the current PCI at a weighted average of 59.0 within next five years;
 - Maintain the arterial/collector revenues at an average annual level of \$2,500,000/yr for the term of the CIP to generate the PCI identified within Table 4, page 8;
- Develop a proactive fiscal and planned approach to identify MPAH overlay projects based on the deterioration modeling within MicroPAVER;

- Demonstrated budgets shown on Table 3, page 8 is ample to increase the arterial/collector weighted PCI of 59.0 to 71.5 after five years, additionally, the citywide deferred backlog decreases from a level of \$78.4 million to \$58.5 million after five years;
- Perform pavement inspections on the arterial/collector network every three years to build a solid planning model within MicroPAVER to track PCI deterioration; also follows METRO guidelines for PMP's;
- Bucknam recommends that the City proactively budget pavement maintenance at the levels shown in Table 4 in order to improve upon the conditions found today

Locals

The actual workload requirements identified indicate that the Local street network is currently in "Poor" condition (PCI = 53.6). To increase this condition, it is critical that preventive maintenance and overlay activities are funded at the levels identified in Table 3 to increase the network weighted average PCI value to the "Fair" (PCI 60 or higher).

Our Local findings for conditional data and recommendations for revenue expenditures are shown below:

- The Local network has a weighted PCI of 53.6;
- Currently, 57% of the local network (approx. 70.7 miles) qualify for overlay/reconstruction maintenance; 28% (approx. 34.6 miles) qualify for slurry seal maintenance;
 - With Local conditions showing 70 miles of streets in need of major rehabilitation a continuous and proactive Local CIP program needs to be sustained;
- At a minimum, Local maintenance projects should focus on the maintaining the current PCI at a weighted average of 60 within next five years;
 - Maintain the Local revenues at an average annual level of \$2,700,000/yr for the term of the CIP to generate the PCI identified within Table 4, page 8;
- Develop a proactive fiscal and planned approach to identify Local overlay projects based on the deterioration modeling within MicroPAVER;
 - Demonstrated budgets shown on Table 3, page 8 is ample to increase the Local weighted PCI of 53.6 to 73.9 after five years, additionally, the citywide deferred backlog decreases from a level of \$78.4 million to \$58.5 million after five years;
- Perform pavement inspections on the Local network every three years to build a solid planning model within MicroPAVER to track PCI deterioration; also follows METRO guidelines for PMP's;

- Bucknam recommends that the City proactively budget pavement maintenance at the levels

shown in Table 4 in order to improve upon the conditions found today

SECTION II

PAVEMENT MANAGEMENT SYSTEM

Bucknam performed the following services in accordance with the scope of services that was contracted with the City of Compton. As a quick overview, the following tasks were performed to complete the work over the past several months:

2021 Pavement Management Work Efforts:

- Task 1:** Project Kickoff-Data Management
- Task 2:** Update of Maintenance Activities
- Task 3:** Pavement Condition Survey (approx. 204.5 miles)
- Task 4:** Budgetary Analysis and Capital Improvement Reports
- Task 5:** Executive Summary and Final CIP Reports
- Task 6:** Mapping of the Pavement Network

Pavement Management Update 2021

As a part of the 2021 update of the pavement management system, a major element of work was to complete a comprehensive assessment of the existing street network and PMP database within the City. This included assessing the City's existing 2017 MicroPAVER database, GIS, street naming conventions and work history information. From there, Bucknam worked with the City to confirm public and private street listings which verified accuracy for CIP reporting. All data was then published within the City's updated MicroPAVER database.

Work history information was provided by the City in the form of completed bid documents, institutional knowledge, and previous dataset and Excel documents. This information was entered into the proper pavement segments that match the limits of those projects. From there, CIP pavement recommendations were performed (discussed and demonstrated below) where the pavement maintenance information the City provided (PMP material practices, unit costs, and capital budgets) were used to generate recommendations through the MicroPAVER system.

Table 6 demonstrates PCI ranges defaulted within MicroPAVER. Once a pavement inspection is complete, a PCI is calculated for each pavement section. Each PCI calculated falls within a defined PCI range category (Very Good, Very Poor, etc.). Furthermore, a weighted PCI was calculated for the each functional class within the network (arterials/collectors and locals).

The PCI is a condition rating that ranges from 100 (a new pavement section or recently overlaid or reconstructed) to 0 for a section that has structurally failed and deteriorated dramatically. Weighted average PCI of a given area/zone = pavement section PCI multiplied by its own area divided by the total square footage of the given area/zone. This information can also be represented through MicroPAVER to show how much square footage or percentage of area falls within a PCI range category.

<u>PCI RANGE</u>	<u>CONDITION</u>
86-100	Very Good
75-85	Good
60-74	Fair
41-59	Poor (Compton Network 2021 = 56.0)
0-40	Very Poor

Table 5 - PCI Range

These condition ranges are defined by the Army Corps of Engineers and defaulted within the MicroPAVER software. The summary of all roads condition data and their representative PCI's can be seen in the Pavement Condition Report in Section III.

STRATEGY ASSIGNMENT TABLE

Once the appropriate activities from the above listings were selected by the City, a Maintenance Strategy Table was defined within the system that allocated the appropriate actions to the specific repair needs of the street. In defining the maintenance strategy list, emphasis was placed on defining pavement condition thresholds and using the PCI for the specific maintenance activities within these categories.

Strategy Assignment Table

All Streets		
PCI Range	Description	Unit Cost
20-100	Preventative, Stop Gap, Patching	Varies by Activity
Varies by Activity		
60-85	Type II Slurry (Locals)	\$0.36/SF
60-85	Type II Slurry (Arterials)	\$0.36/SF
Minimal Level of Service (65)		
40-65	Cape Seal (Locals)	\$1.20/SF
20-60	2" Grind / Overlay (Local)	\$1.32/SF
20-60	2.5" ARHM Overlay (Arterial)	\$2.25/SF
0-20	AC Remove & Replace (Locals)	\$7.20/SF
0-20	AC Remove & Replace (Arterials)	\$9.60/SF
0-20	PCC Reconstruction	\$13.20/SF
<i>20% Contingency included within All Unit Costs</i>		

Table 6 - Strategy Assignments

The Strategy Assignments List, shown in Table 6, was developed to identify the most critical segments in each of the work programs (Arterial/Collector and Local). Segment priorities were established by determining the range of PCI's requiring first attention based on the relative value of each segment's PCI, thus maximizing the annual maintenance budget.



Also, distress quantity, area extent, type and severity were critical elements in the decision process for recommending maintenance.

The assignment table is used as a guide within MicroPAVER to recommend maintenance, however, further assessment by City staff and/or outside parties can override maintenance recommendations. This can be done by reviewing and assessing distress extents and their weighted percentages.

Once the strategy assignments were set within the system, budgets and work assignments were generated for each work program on an annual basis. Using pavement deterioration curves for each type of pavement surface and class of road, both current year and future years work requirements for each pavement segment within the City were determined. In forecasting the maintenance requirements in future years, the current PCI value is reduced annually for each pavement segment based on the MicroPAVER deterioration curves within the City's database.

Likewise, maintenance activities performed in a given year increase the PCI value as they are applied to the segment. The overall program is dynamic in that each strategy consists of a cyclic series of actions that simulates the pavement anticipated life cycle.

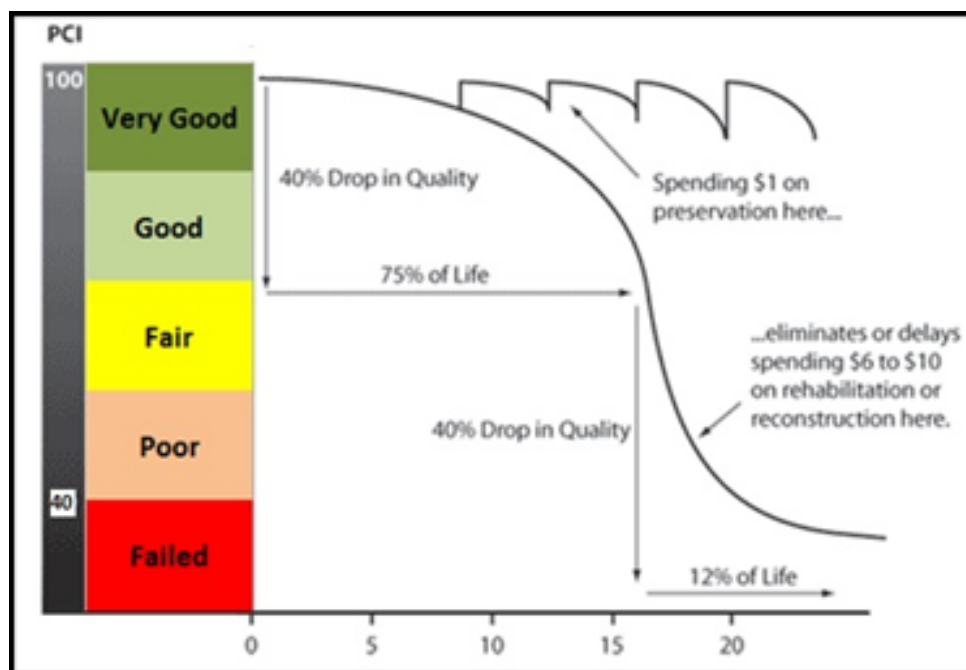


Figure 3 – Sample Pavement Life Cycle

MULTI-YEAR ANNUAL WORK PROGRAM PROJECTIONS

The goal of these projections is to assist City policy makers in utilizing the recommendations of the MicroPAVER system. By using the City of Compton's current budgets and maintenance practices the system will develop "section unique" improvements and strategies. Each segment will be tied to a specific fiscal year. As shown in the following pages, we have assessed the budgets that have been projected to meet the maintenance and rehabilitations needed to maximize the City's return on investment. The budget forecasting goal for the City network focused on:

- ❖ Establishing a proactive multi-year Maintenance & Rehabilitation Program;
- ❖ Developing a preventive maintenance program; and
- ❖ Selecting the most cost-effective repairs based on City strategies

ACTUAL BUDGET – The Actual budget model was generated for the City to demonstrate how the City's 5-Year Roadway Infrastructure funding allocation performs against the current citywide conditions.

- City's projected actual budget includes:
- Projects are funded through SB1 & Proposition C, Measure R, Measure M, Gas Tax and General Funds

FUNDING SOURCE	2021-22	2022-23	2023-24	2024-25	2025-26
SB1	\$1,357,209	\$1,425,069	\$1,496,323	\$1,571,139	\$1,649,696
Proposition C	\$1,380,645	\$1,449,677	\$1,522,161	\$1,598,269	\$1,678,183
Measure R	\$258,898	\$271,843	\$285,435	\$299,707	\$314,692
Measure M	\$1,173,548	\$1,232,225	\$1,293,837	\$1,358,529	\$1,426,455
State Gas Tax	\$1,845,410	\$1,937,681	\$2,034,565	\$2,136,293	\$2,243,107
General Fund	\$1,500,000	\$1,575,000	\$1,653,750	\$1,736,438	\$1,823,259
TOTAL	\$7,515,710	\$7,891,496	\$8,286,070	\$8,700,374	\$9,135,392

MAINTAIN BUDGET – A Maintain budget was generated for the City to demonstrate the necessary funding that is required to maintain the current weighted PCI level of 56 through a five year model.

**All multi-year budget projections include a 5% inflation rate for the term of the budget forecast.*

**ARTERIAL/COLLECTOR & LOCAL
FIVE-YEAR BUDGET PROJECTIONS**

ACTUAL – The first key step in developing a proactive PMP is to model the City’s existing conditions against the “actual” annual budget. In doing this, PCI performance, deferred maintenance and pavement application uses are able to be benchmarked and demonstrated in a positive or negative result. The City’s existing 5-Yr Roadway Infrastructure budget was used for this model; the City provided Bucknam with current 2021 unit costs for pavement maintenance applications. The resulting PCI conditions and maintenance distributions are shown below. Bucknam worked with the City’s Public Works staff to review previous methodologies and schedules applied by the City. The City provided information on the current work schedules and yearly goals for asphalt application. With this scenario, our initial goal is to provide the City with a budgetary outlook and conditional impact report that can be used to eventually create a solid, preventative maintenance program.

ACTUAL BUDGET PROGRAM (FIVE YEAR MODEL)

Actual Budget Program incorporates pavement sections that have a functional class of Arterial (A/B), Collector (C) and Locals (E).

Plan Year	PCI Before	PCI After	Slurry Seal	Overlay / Recon	Total \$	Deferred Maint.
2021-22	56.0	62.8	\$354,400	\$9,643,700	\$9,998,100	\$78,400,500
2022-23	60.8	66.1	\$348,700	\$9,649,100	\$9,997,800	\$74,916,000
2023-24	63.9	67.6	\$361,300	\$9,635,200	\$9,996,500	\$70,076,800
2024-25	65.3	69.2	\$356,100	\$9,642,500	\$9,998,600	\$64,649,000
2025-26	67.1	72.9	\$351,800	\$9,645,500	\$9,997,300	\$58,521,500
			\$1,772,300	\$48,216,000	\$49,988,300	

Table 7 – Citywide Projection Utilizing “Actual” Budget (\$10 mil/yr)

By modeling the existing pavement conditions against the City’s available funding, we have found that two major positive results occur over the five year CIP. (See Figure 4 on the following page). First, the weighted PCI for the entire network increases from a level of 56.0 to a level of 72.9 over the five year CIP which meets one of our recommended goals (minimum level of service = 65). The five year model above includes pavement applications covering:

- 6.1 million SF of Arterials/Collectors, or 33 miles;
- 14.1 million SF of Locals, or 91.3 miles

Secondly, the resulting deferred maintenance backlog shows that it decreases as well from \$78.4 million to \$58.5 million after the five years program which indicates that an annual pavement budgets are ample enough to improve upon the deferred maintenance (or backlog of maintenance) on the network. The backlog that has been identified above consists of slurry/cape seals, overlays and reconstruction. Combined with the positive results found with the weighted PCI we recommended that this 5-yr maintenance schedule be followed.

DEFERRED MAINTENANCE

Delaying repairs on streets where pavement conditions indicate a need creates deferred maintenance. Deferred maintenance includes pavement maintenance, rehabilitation and reconstruction projects that are needed across the entire network, but cannot be performed due to the lack of available funding. These delayed projects are then pushed to the next budget cycle incurring higher unit costs/SF. The actual repairs that are being deferred are often referred to as a “backlog”.

As maintenance is deferred, the opportunity to apply life extending preventive pavement applications is lost and the ultimate cost of rehabilitation multiples.

This situation is good for the City in that with a continued proactive slurry seal program combined with strong, well-funded overlay schedule the City could reach a “preventative” state of condition by FY 2027-28. This equates to lower cost maintenance and proactive management of Compton streets and right-of-ways.

As shown, this projection model does meet the initial goal of maintaining or increasing the City’s pavement network PCI. With today’s economic issues at the Federal, State and local levels; the City should continuously monitor the management of overlay deferred maintenance (PMP studies every two to three years). The potential delay in projects and the resulting build-up of more overlay work in the five-year time frame is not a debt that City will want to accept.

Through Bucknam’s analysis of the previous pavement database, work history dates and our experience with AC Overlay deterioration rates, it is important to point out that pavement sections that were overlaid in fiscal year 2008 will need proper overlay maintenance approximately around fiscal year 2021-22 and beyond.

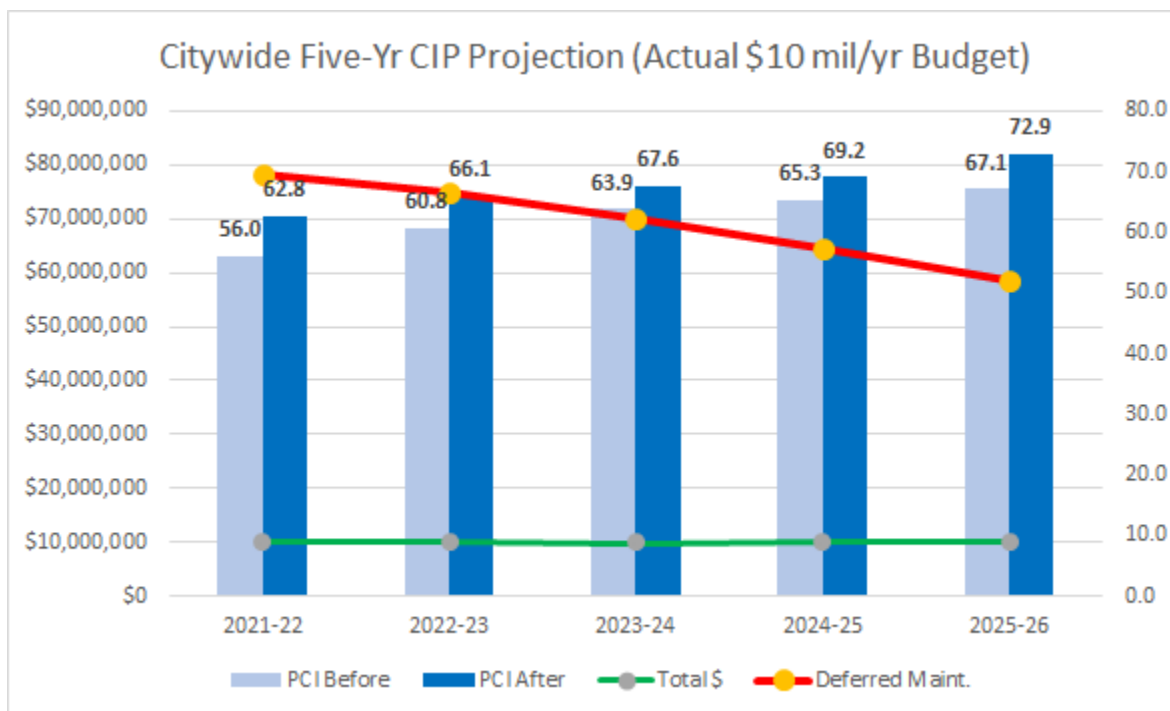


Figure 4 – Resulting Network PCI and Budget Expenditures (Actual Budget)

The resulting “increase of the weighted PCI” for the entire network demonstrates how applying proper funds to the network is preventing the City’s pavement from deteriorating at a rate that is not conducive to a PMP success. Based on available funding or programmed funding identified by the City’s long-term CIP, there may be an opportunity to proactively schedule or appropriate funds to areas of the City that have been annually deferred due to high maintenance costs.

Additionally, the City should continue to implement local, stop gap maintenance (i.e. deep patching, crack



sealing, etc.) prior to any major slurry / cape seal or overlay maintenance. By performing stop gap measures to individual pavement sections the overall performance of the sections condition will increase and sustain itself longer than if no preventative maintenance was performed.

As mentioned above, a local slurry/overlay maintenance “zone/area” strategy should be considered for several reasons. With the City applying a maintenance area methodology to the local network, four beneficial impacts occur:

- 1) Planned / Maintenance areas are addressed every seven years which creates a dedicated project schedule for City staff and constituent inquiries;
- 2) Deferred overlay maintenance can be addressed in a more effective manner due to accrued revenues
- 3) A preventative maintenance strategy is more cost-effective in a long-term PMP rather than implementing a maintenance approach that addresses only the “worst-first” streets.
- 4) All maintenance alternatives are available due to the increased funding and focused maintenance within one zone per year.

On the negative side, if low weighted PCI values occur within a given zone, all streets within that zone may not be able to be addressed with maintenance when that zone is scheduled for maintenance. The deferred maintenance will have to be scheduled for maintenance in future years or simply will have to wait until the zone cycle repeats.

The Local maintenance model that has been developed under the Actual budget can be used as a benchmark to monitor the City’s annual budget allocations as the network continues to mature and age; the proper amount of funding for slurry seal and overlay maintenance needs to be the City’s highest priority.

MAINTAIN PCI PROGRAM (FIVE YEAR MODEL)

With the City striving to show proactive maintenance across all City pavements, a budget program was generated to show the greatest return on investment through the application of slurry seal, mill & cap, and alternative overlay maintenance. Our goal under this model is to maintain the current 2021 weighted PCI of 56.0 through a five-year program. This model will demonstrate the necessary funding to achieve this goal.

Again, we used the “Actual” 5-yr PMP model (shown above) as a cornerstone for our modeling within the “maintain” program. Combining the previous reporting model with a realistic and achievable annual budget, we found positive results.

The Recommended Program incorporates pavement sections that have a functional class of Arterial (A/B), Collector (C) and Local (E).

Plan Year	PCI Before	PCI After	Slurry Seal	Overlay / Recon	Total \$	Deferred Maint.
2021-22	56.0	56.5	\$354,400	\$2,234,700	\$2,589,100	\$85,809,900
2022-23	54.8	56.9	\$348,700	\$2,239,100	\$2,587,800	\$90,411,800
2023-24	55.2	57.1	\$361,300	\$2,230,500	\$2,591,800	\$94,806,500
2024-25	55.2	57.2	\$356,100	\$2,241,600	\$2,597,700	\$98,976,900
2025-26	55.3	57.1	\$351,800	\$2,227,600	\$2,579,400	\$102,715,100
			\$1,772,300	\$11,173,500	\$12,945,800	

Table 8– Five-Year Projection Demonstrating Required Budget to Maintain PCI of 56

Referring to Table 8, it is noted that the weighted PCI basically remains consist through the five-year projection (56.0 to 57.1). However, the annual deferred maintenance total increases from \$85.8 million to \$102.7 million at the end of the five-years if the City utilizes an annual budget average of \$2,589,200/yr for slurry, overlay, and reconstruction maintenance. We found that annual average square footage breakdowns of maintenance areas were consistent and well balanced.

Under this model, we recommend that a stronger focus be placed on the Local network improvements due to the fact that its network has approximately 30% more square footage compared to the arterial/collector network and has a significantly lower weighted PCI than the arterials/collectors.

We still recommend minor maintenance to the arterial/collector network, i.e. localized patching, slurry seal and the use of awarded Measure P, Measure R, Proposition A/C & Gas Tax funds. But again, with the Local network showing a higher degree of negative results, a new focus for zoned area maintenance and proactive overlays should be implemented.

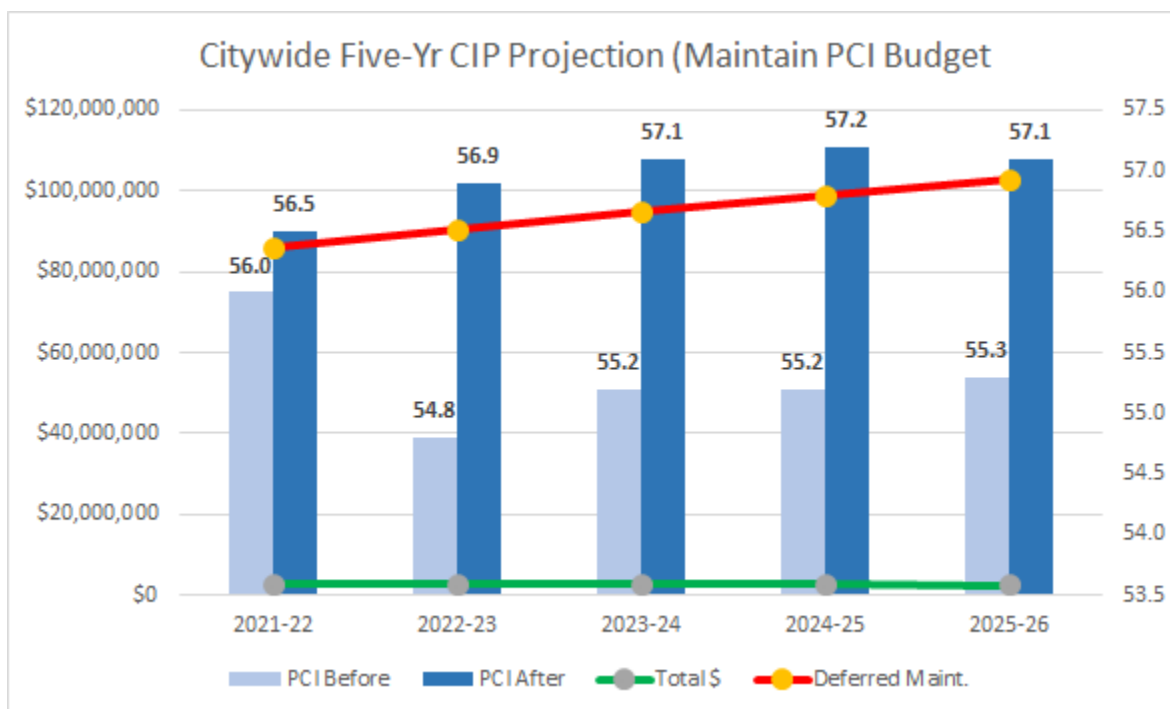


Figure 5 – Resulting Network PCI and Budget Expenditures (Maintain Budget)

Additionally, it is recommended that the City continue to monitor the application of Slurry / Cape Seal or Grind & Overlay as an asphalt application for the specific local sections. Specific sections are now qualifying for maintenance that warrants a stronger application rather than a typical slurry seal.

With a five to seven year cycle in motion, it is essential to address local sections that have PCI's less than 65 with the proper maintenance since crews will not be back within that area for five to six years.

PAVEMENT MANAGEMENT SYSTEM REPORTS

In addition to the annual budget scenario, this report contains a comprehensive and complementary assemblage of pavement management reports ranging from summary reports to annual maintenance and rehabilitation schedules (Forecasted Maintenance & Rehabilitation Report, Section IV). Collectively, as well as individually, the reports represent reasonable projections of pavement maintenance needs and performance based on visual condition assessments, unit cost estimates, and pavement deterioration models. These recommendations are for planning purposes only; City staff make all final decisions of project locations.

It is important to note that pavement segment dimensions and surface area recorded during 1999-2015, and 2020 inspections, along with the action and repair costs, as presented within the reports are accurate within tolerable limits. This is noteworthy due to the "implied" accuracy of reporting length and width to the nearest foot, surface area to the nearest square foot, and action and repair unit costs and project estimates to the nearest penny and dollar, respectively.

NEXT STEPS

As with any infrastructure management software program, time investments need to be made by key Public Works staff to maintain the integrity of the data as well as the accuracy. Bucknam can perform training sessions in the use of the MicroPAVER tools and demonstrate how to generate standard common-sense reports to assist City staff in developing yearly budgets, project level analysis, and CIP projections. This will be key to future management of the pavement program and reporting. City personnel need to maintain their commitment to the preventive maintenance system, while working toward reducing the City's present backlog of rehabilitation projects.

In order to ensure that report outputs are accurate and credible, it is essential that the integrity of all data files be maintained. This will require performing all necessary updates when changes are made to scheduling scenarios, unit cost information, historical data, etc. In addition, the entire pavement network will have to be re-inventoried at regular intervals. This typically includes surveying arterial / collectors every two years and locals every three. One recommendation the City may consider to keep the program "managed" is:

- Survey all arterials / collectors every three years; and
- Survey all locals every three years

This will not only allow work to be scheduled based on the most current condition data available, but will provide City personnel with a means to monitor actual rates of pavement deterioration so appropriate modifications can be made to the system curves. To be compliant with the METRO requirements, the City must generate a triennial Pavement Management report indicating condition ratings, inspection dates and forecasted maintenance and rehabilitation recommendations.

Bucknam will be supporting the City with staff level support to assist in the continuous updates with the MicroPAVER system. This will include work history updates, generating reports from the system, unit cost updates, and future inspections.

CONDITION DISTRIBUTION REPORT

This report depicts the distribution of the pavement condition throughout the street network by area.

The condition scheme ranges from “Very Good” to “Very Poor”; with a “Very Good” condition corresponding to a pavement at the beginning of its life cycle, and a “Very Poor” condition representing a badly deteriorated pavement with virtually no remaining life. The table below shows the general description for each pavement condition:

Condition Description – PCI Range - Description

Condition Description	PCI Range	Description
Very Good	86-100	Minor to low distress, no significant distress; Low severity distresses with expectation of utility patches in good condition or slight hairline cracks; minor weathering found
Good	75-85	Slight to moderately weathered, low to moderate distress severities, utility patching commonly found; moderate distress extents
Fair	60-74	Severely weathered or moderate levels of distress, generally limited to utility patching and climate related distress
Poor	41-59	Moderate to high distresses including load related types such as alligator cracking, greater distress extents
Very Poor	0-40	Severely distresses, large quantities of distortion or alligator cracking; Failure of the pavement, distress has surpassed tolerable rehabilitation limits

2021 City of Compton weighted average PCI is 56.0 (Poor).

CALCULATION OF PCI

In order to calculate a Pavement Condition Index (PCI) value within MicroPAVER, specific street section data needs to be inputted into MicroPAVER to define the survey limits, asphalt types, pavement age and metrics. Pavement “sections” are pavement segments within the defined branch that have consistent pavement street classifications, construction/maintenance histories and use. Representative inspection samples are then selected and visually surveyed to locate distress data. This data is used to calculate the pavement sections Pavement Condition Index (PCI) which includes distress type, extent of the distress and its severity.

The PCI is a condition rating that ranges from 100 (pavement section that is in perfect condition) to 0 for a section that has structurally failed and deteriorated dramatically. The PCI is calculated from three major data entries from our inspectors:

1. Distress Type (one of 20 AC or 19 PCC types); these include alligator cracking, bleeding, block cracking, corrugations, depressions, long/trans cracking, patch/utility cut, potholes, rutting, weathering, raveling, etc.
2. Distress Quantity (the square footage, length or count of a specific distress)
3. Distress Severity (the level of severity determined for each distress found; low, medium or high)

PAVER 6.1.2

File Tables Preferences Add-Ins Window Help

Inventory Work PCI Reports Pred. Modeling Cond. Analysis M&R Plan GIS/Tree Sel. List Sel. Wizard

List Selector

Network: Arcadia City of Arcadia, CA
Branch: ALBERT WY
Section: 1000 From: PALM AVE To: WOODRUFF AVE

PCI: Arcadia-ALBERT WY-1000

Summary data at time of inspection

Branch Use: ROADWAY Section Surface Type: AC Section True Area: 22,605 SqFt
Section Length: 685 Ft Section Width: 33 Ft

Inspection Date: 4/1/2005 Edit Inspections Detailed Inspection Comments Calculate Conditions

Sample Unit: 1 Edit Sample Units

Sample Unit Size: 22605.00 SqFt ☐ No distresses found during inspection. Remaining Samples Have No Distress

Distress Type

☒ 01 ALLIGATOR CR ☐ 06 DEPRESSION ☐ 11 PATCH/UT CUT ☐ 16 SHOVLING
☐ 02 BLEEDING ☐ 07 EDGE CR ☐ 12 POLISHED AG ☐ 17 SLIPPAGE CR
☐ 03 BLOCK CR ☐ 08 JT REF. CR ☐ 13 POTHOLE ☐ 18 SWELL
☐ 04 BUMPS/SAGS ☐ 09 LANE SH DROP ☐ 14 RR CROSSING ☐ 19 WEATH/RAVEL
☐ 05 CORRUGATION ☐ 10 L_T CR ☐ 15 RUTTING

Distress Severity

☒ Low ☐ Medium ☐ High ☐ N/A

Distress Quantity

2825.98 SqFt

Distress	Description	Severity	Quantity	Units
1	ALLIGATOR	L	2,825.98	SqFt
1	ALLIGATOR	M	115	SqFt
1	ALLIGATOR	H	25	SqFt
3	BLOCK	L	12,432.9	SqFt
3	BLOCK	M	1,016.99	SqFt

Previous Sample Unit Next Sample Unit Smp Images (0) Insp Images (0) Close

Add Distress Delete Distress Replace Distress

Figure 6 – PCI Calculation Worksheet

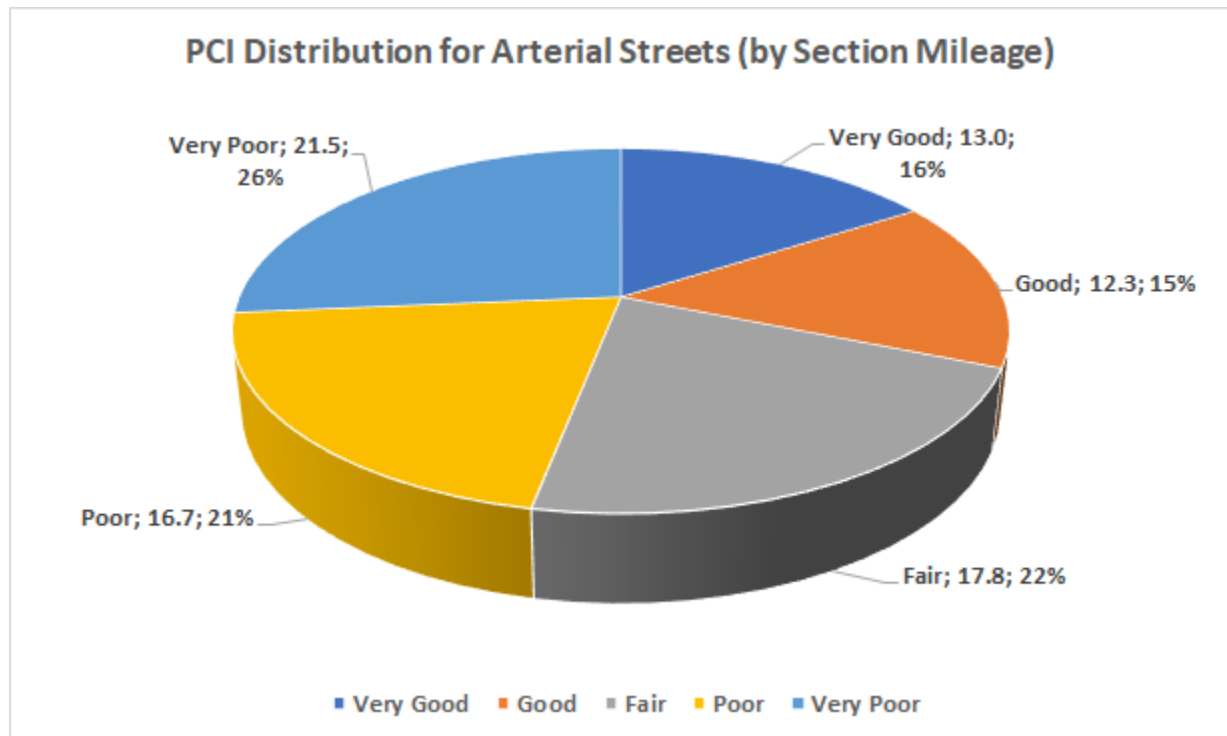


Figure 6 – Arterial / Collector Condition Distribution

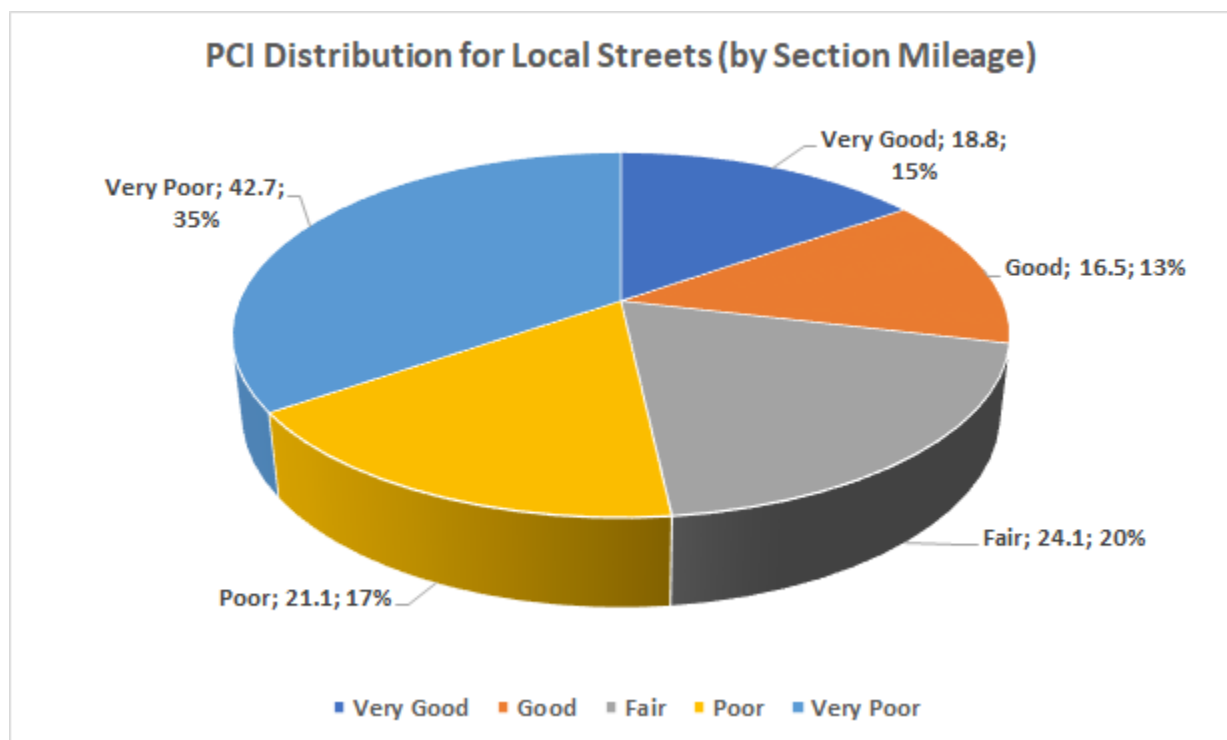


Figure 7 – Local Condition Distribution

SAMPLE DISTRESS PHOTOS – RECOMMENDED TREATMENT (FIGURE 9)

Bucknam Infrastructure Group



1. Alligator Cracking



Cracks that form a chicken wire or alligator scale like pattern.

Low Severity: Thin parallel longitudinal cracks that may come together at certain points, but full alligator pattern is not present yet.

Medium Severity: Further development of cracks into alligator pattern. Cracks are starting to spall.

High Severity: Alligator pattern is heavily developed, and cracks are spalled to the point where individual pieces may become separated.

Typical Recommendation: Low severity, R&R – Patching, crack sealing; high severity R&R-overlay

2. Bleeding



Bleeding occurs when incorrectly mixed asphalt is applied and in hot weather the asphalt or tar rises to the surface.

Severity is determined by the amount of asphalt/tar present.

Typical Recommendation: Low severity, apply coarse sand; high severity, grind or heat planer excess, resurfacing may be necessary





3. Block Cracking

Longitudinal and transverse cracks that intersect to form smaller than 10x10 ft blocks. Creates uniform blocks with straight edges.

Low Severity: Cracking is less than 3/8 inches.

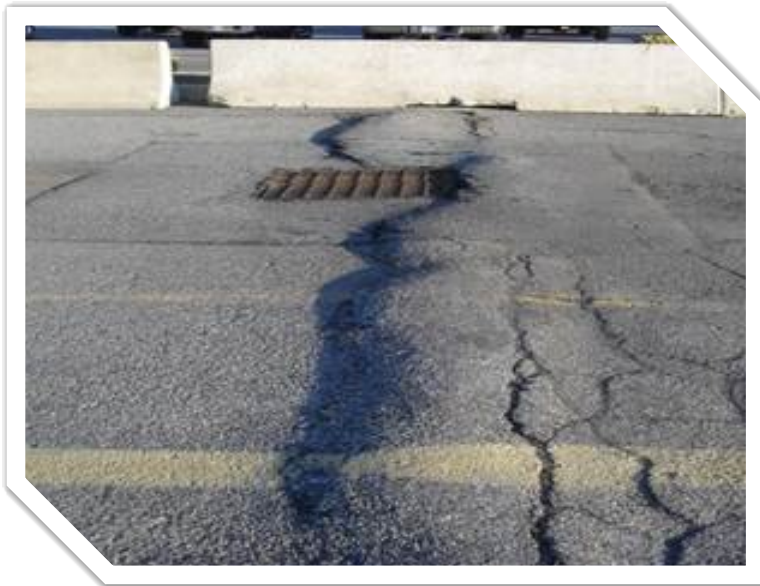
Medium Severity: Cracking between 3/8 and 3 inches.



High Severity: Cracking is over 3 inches.

Typical Recommendation: Low severity, crack sealing; high severity, R&R-overlay

4. Bumps and Sags



Small, localized, and linear upward or downward displacements of pavement, which can be caused by a variety of factors.

Severity is determined by the extent to which ride quality is diminished.

Typical Recommendation: R&R - Patching

5. Corrugation



Closely spaced Bumps and or Sags that form a washboard effect in the pavement.

Severity is determined by the extent to which ride quality is diminished.

Typical Recommendation: Low severity, R&R – Patching; high severity, R&R-overlay

6. Depression



Localized area of pavement with a lower elevation than the surrounding pavement.

Low Severity: depth of ½ to 1 inch.

Medium Severity: depth of 1 to 2 Inches.

High Severity: depth greater than 2 inches.

Typical Recommendation: R&R - Patching

7. Edge Cracking



Cracks that are parallel to the edge of the pavement that may cause a break up of pavement.

Low Severity: Low or Medium cracking with no breakup.

Medium Severity: Medium cracking with some breakup.

High Severity: Considerable breakup of pavement.

Typical Recommendation: R&R -



Patching

8. Joint Reflective Cracking



Cracking that is reflected through AC pavement when it is overlaid on top of PCC pavement.

Low Severity: Cracking is less than 3/8 inches.

Medium Severity: Cracking between 3/8 and 3 inches.

High Severity: Cracking is over 3 inches.

Typical Recommendation: R&R - Overlay

9. Lane / Shoulder Drop-off



Elevation change between pavement and shoulder.

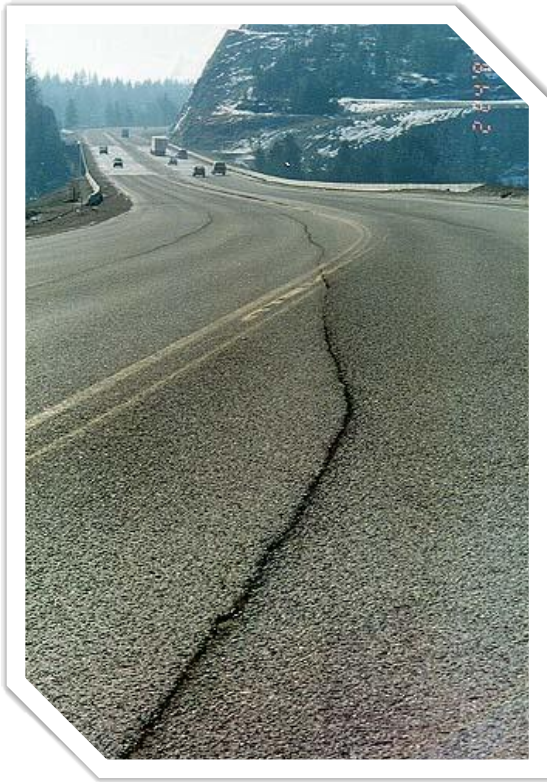
Low Severity: Difference in elevation is between 1 and 2 inches.

Medium Severity: Difference in elevation is between 2 and 4 inches.

High Severity: Difference in elevation is over 4 inches.

Typical Recommendation: R&R – Patching or edge grinding

10. Linear & Transverse Cracking



Cracks that are generally either parallel or perpendicular to traffic.

Low Severity: Cracking is less than 3/8 inches.

Medium Severity: Cracking is between 3/8 and 3 inches.

High Severity: Cracking is over 3 inches.

Typical Recommendation: Low severity, crack sealing; high severity, R&R - Overlay

11. Patching



Area of pavement that has been replaced.

Severity is determined by the quality of the patch and the extent to which ride quality is diminished.

Typical Recommendation: R&R – structural / non-structural overlay

12. Polished Aggregate



Distress where traffic smooths the pavement surface so friction is diminished and cars can slide.

There are no Severity Levels for this distress.

13. Pothole



Severity Measured using the following Matrix.

Typical Recommendation: low severity Pothole fill or R&R – Patching, high severity should be R&R-Overlay

Maximum Depth Of Pothole (in.) (mm)	Average Diameter (in.) (mm)		
	4 to 8 in. (100 to 200 mm)	8 to 18 in. (200 to 460 mm)	18 to 30 in. (460 to 760 mm)



Pavement distresses caused by railroad crossings.

Severity is determined by the extent to which ride quality is diminished.

Typical Recommendation: R&R - Patching

15. Rutting



Linear depressions along wheel paths caused by traffic.

Low Severity: Depth is $\frac{1}{4}$ to $\frac{1}{2}$ inches.

Medium Severity: Depth is $\frac{1}{2}$ to 1 inch.

High Severity: is greater than 1 inch.

Typical Recommendation:
Pavement with deeper ruts
should be leveled and overlaid



16. Shoving

Displacement of pavement creating a “wave” over a more solid surface.

Severity is determined by the extent to which ride quality is diminished.

Typical Recommendation: R&R - Patching

17. Slippage Cracking



Half-moon shaped cracks where wheels cause pavement to slide.

Low Severity: Average crack width is less than 3/8 inch.

Medium Severity: Crack width is between 3/8 and 3/2 inches.

High Severity: Crack width is greater than 3/2 inches.

Typical Recommendation: R&R - Patching

18. Swell



Upward Bulges creating “wave-like” patterns.

Severity is determined by the extent to which ride quality is diminished.



Typical Recommendation: Low severity, R&R – Patching; high severity, R&R-overlay

19. Weathering



The wearing away of the asphalt binder.

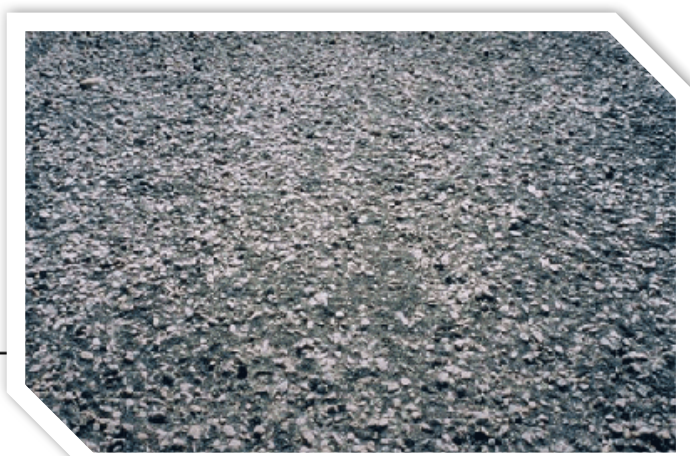
Low Severity: Aggregate is starting to be exposed.

Medium Severity: Aggregate is exposed up to $\frac{1}{4}$ of its width.

High Severity: Aggregate is exposed to greater than $\frac{1}{4}$ of its width.

Typical Recommendation: naturally occurring, slurry seal

20. Raveling



The further weathering of asphalt so that coarse aggregate is separating out of pavement.

Medium Severity: Considerable loss of aggregate.

High Severity: Almost complete removal of coarse aggregate.



Typical Recommendation: Low severity, R&R – Patching; high severity, R&R-overlay

PORTLAND CEMENT CONCRETE (PCC)

1. Blowup



Buckling at cracks or joints where there is not enough room for slab expansion.

Severity is determined by the extent to which ride quality is diminished.

2. Corner Break



Crack close to corner of slab that creates a corner piece.

Low Severity: Crack is less than ½ inches wide.

Medium Severity: Crack is between ½ and 2 inches wide.

High Severity: Crack is wider than 2 inches.

Section II

3. Divided Slab



Slab that is broken up into four or more pieces by cracks.

Severity is determined by the following matrix.

Severity Of Majority Of Cracks	Number Of Pieces In Cracked Slab		
	4 to 5	6 to 8	More than 8
L	L	L	M
M	L	M	H
H	M	H	H

4. Durability Cracking



Pattern of cracks parallel to joints caused by freeze-thaw expansion of large aggregate.

Low Severity: Durability cracking covers less than 15 percent of slab.

Medium Severity: Durability cracking covers more than 15 percent of the slab.

High Severity: Durability cracking covers more than 15 percent of slab and most pieces have come out.

5. Faulting



Elevation Difference between slabs.

Low Severity: Elevation difference is between 1/8 and 3/8 inch.

Medium Severity: Elevation is between 3/8 and 3/4 inch.

High Severity: Elevation is greater than 3/4 inch.

6. Joint Seal Damage



Damage to sealant between joints that allows soil, rock, or water infiltration.

Low Severity: Joint sealant has only minor damage.

Medium Severity: Joint sealant is in fair condition. Water can infiltrate and vegetation may be present.

High Severity: Joint sealant is in poor condition. It may be missing and rocks may be present.

7. Lane / Shoulder Drop-Off



The Elevation difference between pavement and shoulder.

Low Severity: Elevation difference is between 1 and 2 inches.

Medium Severity: Elevation difference is between 2 and 4 inches.

High Severity: Elevation difference is greater than 4 inches.

8. Linear Cracking



Cracks that divide slab into two or three pieces.

Low Severity: Crack is less than ½ inch wide.

Medium Severity: Crack is between ½ and 2 inches wide.

High Severity: Crack is wider than 2 inches.

9. Large Patch



Patch that is larger than 5.5 sq ft.

Low Severity: Patch has little or no deterioration.

Medium Severity: Patch is moderately deteriorated.

High Severity: Patch is badly deteriorated.

10. Small Patch



Patch that is smaller than 5.5 sq ft.

Low Severity: Patch has little or no deterioration.

Medium Severity: Patch is moderately deteriorated.

High Severity: Patch is badly deteriorated.

11. Polished Aggregate



Distress where traffic smooths the pavement surface so friction is diminished and cars can slide.

There are no Severity Levels for this distress.

12. Popouts



Small piece of pavement that breaks loose from surface.

There are no Severity Levels for this distress, however popouts must cover 3 per sq. meter of the slab.

13. Pumping



Ejection of material from slab foundation through joints or cracks along with water.

There are no Severity Levels for this distress.

14. Punchout



Localized area of a slab that is broken into many pieces.

Severity is determined by the following matrix.

Severity of Majority of Cracks	Number of Pieces		
	2 to 3	4 to 5	> 5
L	L	L	M
M	L	M	H
H	M	H	H

SECTION III
CITYWIDE
PAVEMENT CONDITION INDEX REPORT

- A. Compton PCI Map
 - B. A to Z
 - C. PCI Order

PAVEMENT CONDITION INDEX REPORT

Listed alphabetically by street name or PCI, this report provides the City with a listing of pertinent inventory and pavement condition data for each inventory unit within the City's pavement network. The Pavement Condition Index (PCI) Report notes the names, limits, classification, dimension, surface type, and lane configuration of each inventory unit.

Detailed descriptions of the information appearing on this report are presented below:

BRANCH NAME - The name of each inventory unit appears in this column. Generally, the inventory unit name is taken directly from a street sign; however, where no street signs are posted, the name appearing on the network map is noted instead.

A sample set of street name suffix abbreviation definitions is presented below:

AV -	Avenue	CT -	Court	CIR -	Circle
DR -	Drive	LN -	Lane	RD -	Road
ST -	Street	WAY -	Way	EB -	East Bound
NB -	North Bound	SB -	South Bound	WB -	West Bound

FROM - A description of the beginning limit of each inventory unit appears in this column. If the beginning limit exists between intersections, then the beginning limit description may be an address, post mile marker, or a distance from a known point of reference (e.g., "500' N/MAIN ST").

TO - A description of the ending limit of each inventory unit appears in this column. Like BEGIN limit, the END limit description may consist of a street name, an address, or a distance from a known point of reference. In the case of cul-de-sacs, or dead-ends, the END limit consists of an address, or a directional reference, such as "NORTH END," when no address is available.

RANK - The codes for the seven functional classifications as the inventory unit appears in this column are represented below. Basically, units are classified according to traffic volume.

<u>CODE</u>	<u>DESCRIPTION</u>
A/B	Primary Arterial, Arterial
C	Collector
E	Local
I	Industrial
P	Private
O	Alley

SURFACE TYPE - A code was assigned to each inventory unit to describe surface type.

<u>CODE</u>	<u>DESCRIPTION</u>
AC	Asphalt Concrete
PCC	Concrete



LENGTH - The length of the section within each branch. The unit of measurement for the section length, typically linear feet (LF).

AREA - The area of each section within a branch. The unit of measurement for the section area, typically square feet (SF).

PCI - Pavement Condition Indices were calculated for inventory units based on severity and extent of distress manifestations observed within the inventory unit. Ranging between 0 and 100, a PCI of "100" corresponds to a pavement at the beginning of its life cycle, while a PCI of "0" corresponds to a badly deteriorated pavement which is at or near the end of its life cycle.

PCI CLIMATE, LOAD AND OTHER – reflects “Section Extrapolated Distress”; these values are shown within the Sample Distresses tab within the PCI window. Distresses are aggregated based on the type and severity level. For random samples, distress quantities are adjusted to reflect the extrapolated value based on the sections total area. Extrapolated distress deducts are classified as resulting from Climate, Load and Other distresses. The Distress Classification portion of the tab shows the “percent” of extrapolated distress deduct belonging to Climate, Load and Other (these %’s are shown within the PCI reports herein). These values are beneficial in that they support the decision whether recommend slurry seal, overlay or reconstruction project for street sections.

Asphalt Distresses	Cause Classification	PCC Distresses	Cause Classification
Alligator cracking	Load	Blow up	Climate
Bleeding	Other	Corner break	Load
Block cracking	Climate	Divided Slab	Load
Bumps/Sags	Other	Durability cracking	Climate
Corrugation	Other	Faulting	Other
Depression	Other	Joint Seal cracking	Climate
Edge cracking	Load	Lane Shoulder Drop-off	Climate
Joint Reflection cracking	Climate	Linear cracking	Load
Lane Shoulder Drop-off	Climate	Small Patching	Other
L&T cracking	Climate	Large Patching	Other
Patch/Utility cut	Other	Polished Agg	Load
Polished Agg	Other	Popouts	Other
Pothole	Climate	Pumping	Other
RR Crossing	Other	Punchout	Load
Rutting	Load	RR Crossing	Other
Shoving	Other	Scaling/crazing	Other
Slippage cracking	Other	Shrinkage cracking	Other
Swell	Other	Corner Spall	Other
Raveling	Other	Joint Spall	Other
Weathering	Climate		

INSPECTION DATE – Represents the most recent inspection date performed on a given sections. PCI shown is historical in value and may not indicate what “today’s” PCI is due to variance in time. Pavement deterioration calculations can be performed on a section(s) to demonstrate a deteriorated PCI based upon a new current date.

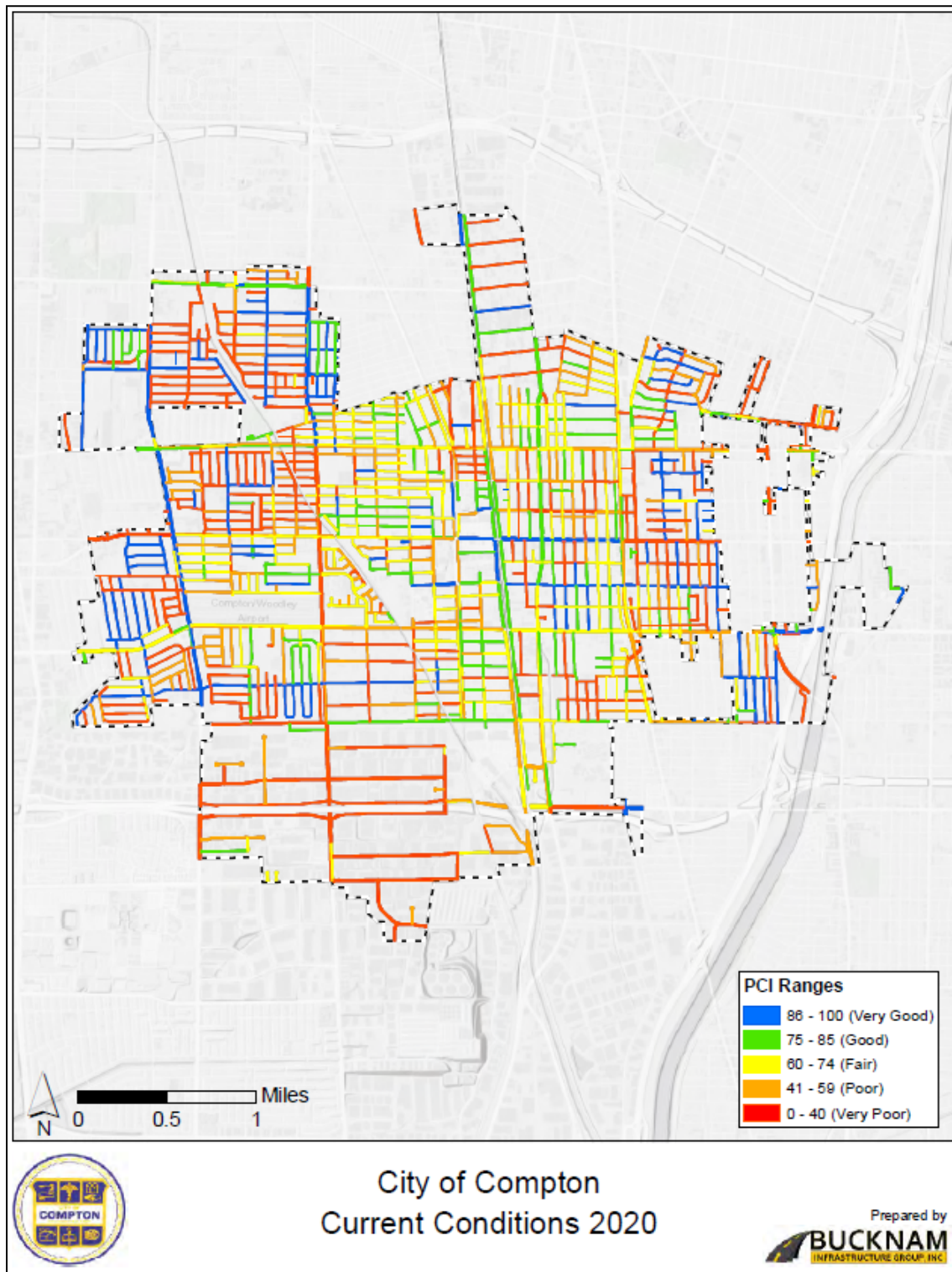


Figure 10 – 2021 Compton PCI Map

SECTION IV
FORECASTED MAINTENANCE & REHABILITATION REPORT

- A. Projected Annual Budget, Five Year Plan (2021-2026)
- B. Forecasted Maintenance & Rehabilitation Report Maps (by fiscal year)



FORECASTED MAINTENANCE & REHABILITATION REPORT

Listed in chronological order by plan year, rank (Arterial/Collector & Local) then alphabetically by street name, this report presents the year and action corresponding to the next scheduled work activity for each segment within the pavement network.

ACTUAL / PROJECTED BUDGET – The Actual budget model was generated for the City to demonstrate how the City's 5-Year Roadway Infrastructure funding allocation performs against the current citywide conditions.

- City's Actual budget includes:

FUNDING SOURCE	2021-22	2022-23	2023-24	2024-25	2025-26
SB1	\$1,357,209	\$1,425,069	\$1,496,323	\$1,571,139	\$1,649,696
Proposition C	\$1,380,645	\$1,449,677	\$1,522,161	\$1,598,269	\$1,678,183
Measure R	\$258,898	\$271,843	\$285,435	\$299,707	\$314,692
Measure M	\$1,173,548	\$1,232,225	\$1,293,837	\$1,358,529	\$1,426,455
State Gas Tax	\$1,845,410	\$1,937,681	\$2,034,565	\$2,136,293	\$2,243,107
General Fund	\$1,500,000	\$1,575,000	\$1,653,750	\$1,736,438	\$1,823,259
TOTAL	\$7,515,710	\$7,891,496	\$8,286,070	\$8,700,374	\$9,135,392

- Projects are funded through SB1 & Proposition C, Measure R, Measure M, Gas Tax and General Funds

The following report is sorted by Fiscal Year, then by Rank (functional classification), then by street name.

Section IV

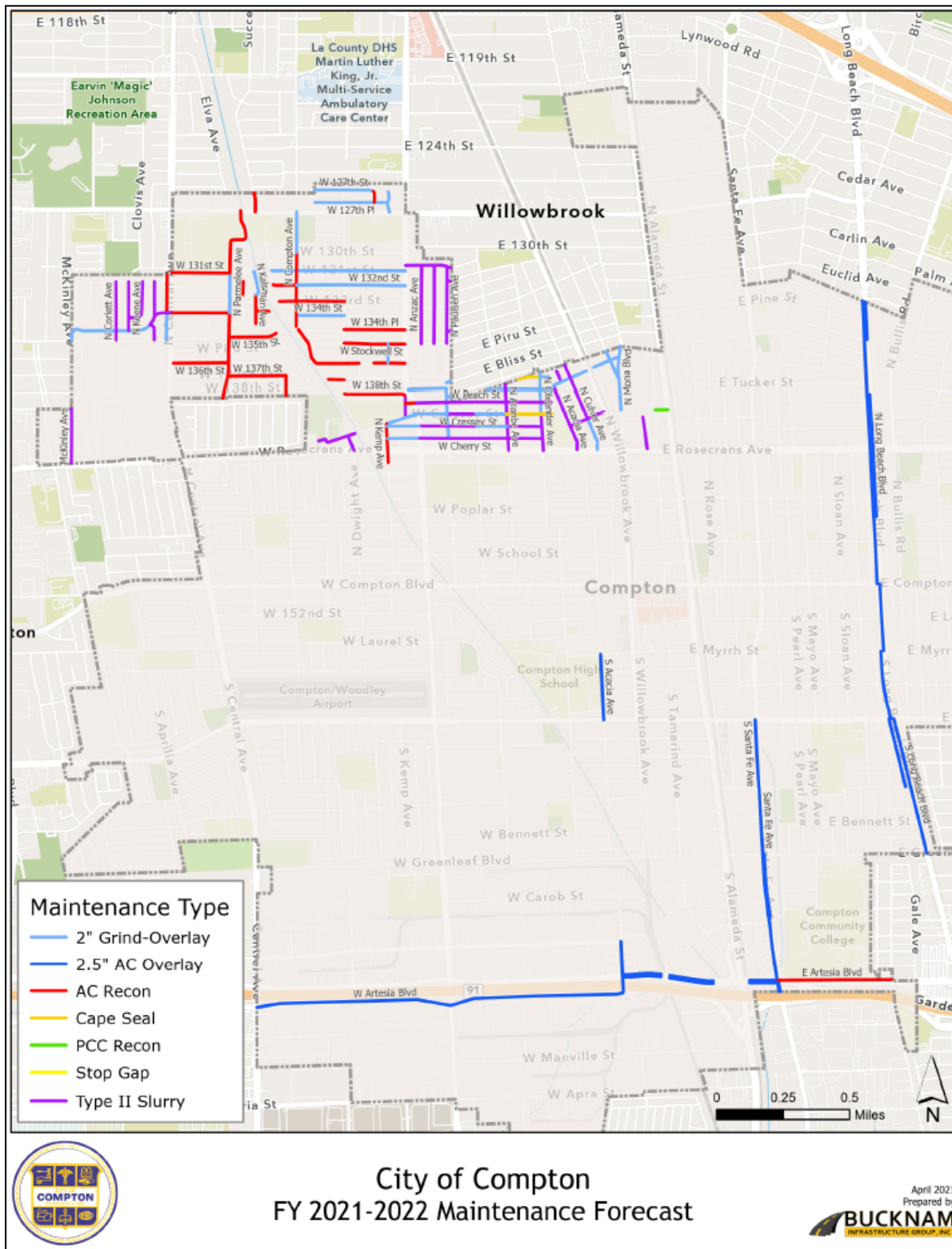


Figure 11 – FY 2021-22 M&R Recommendations

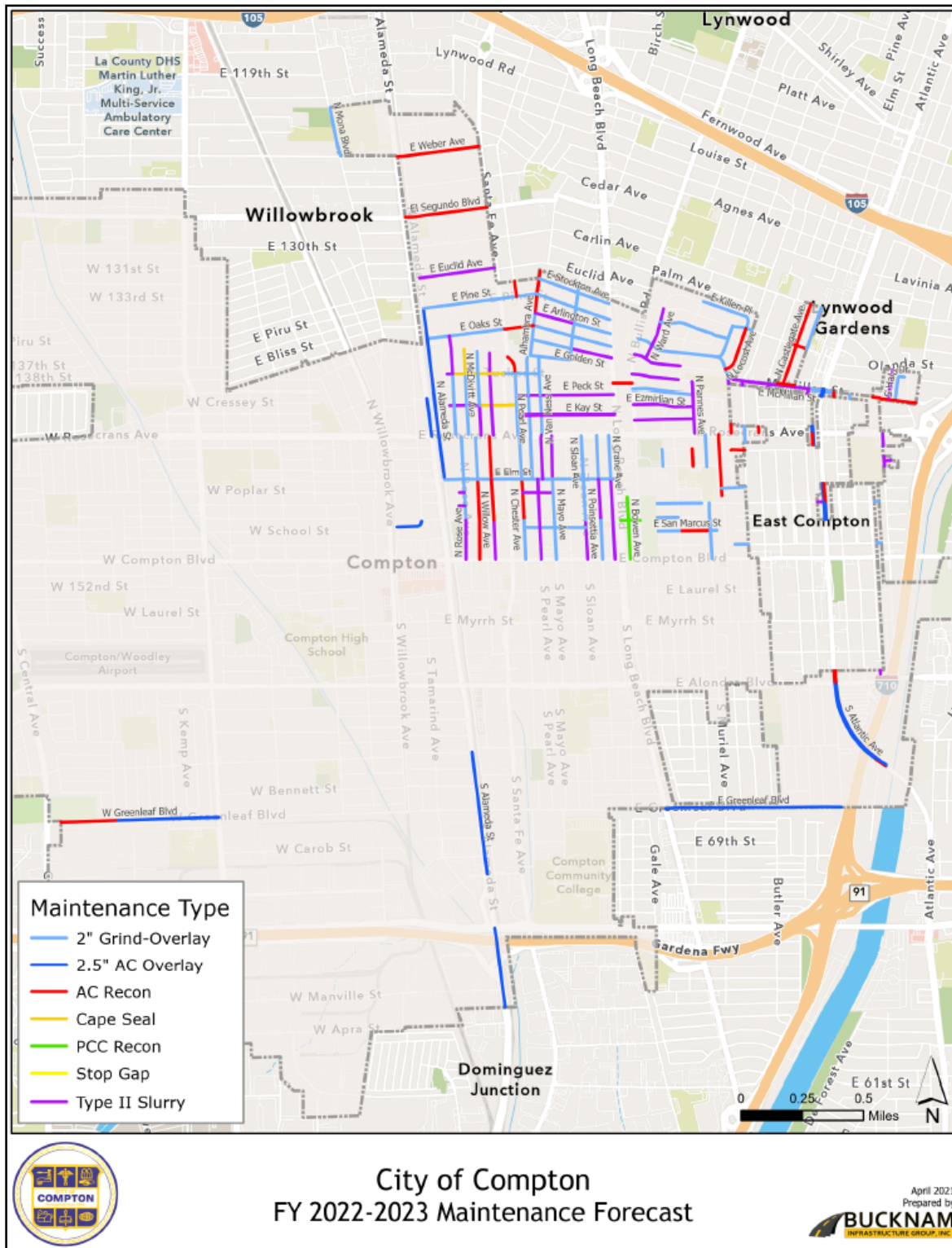


Figure 12 - FY 2022-23 M&R Recommendations

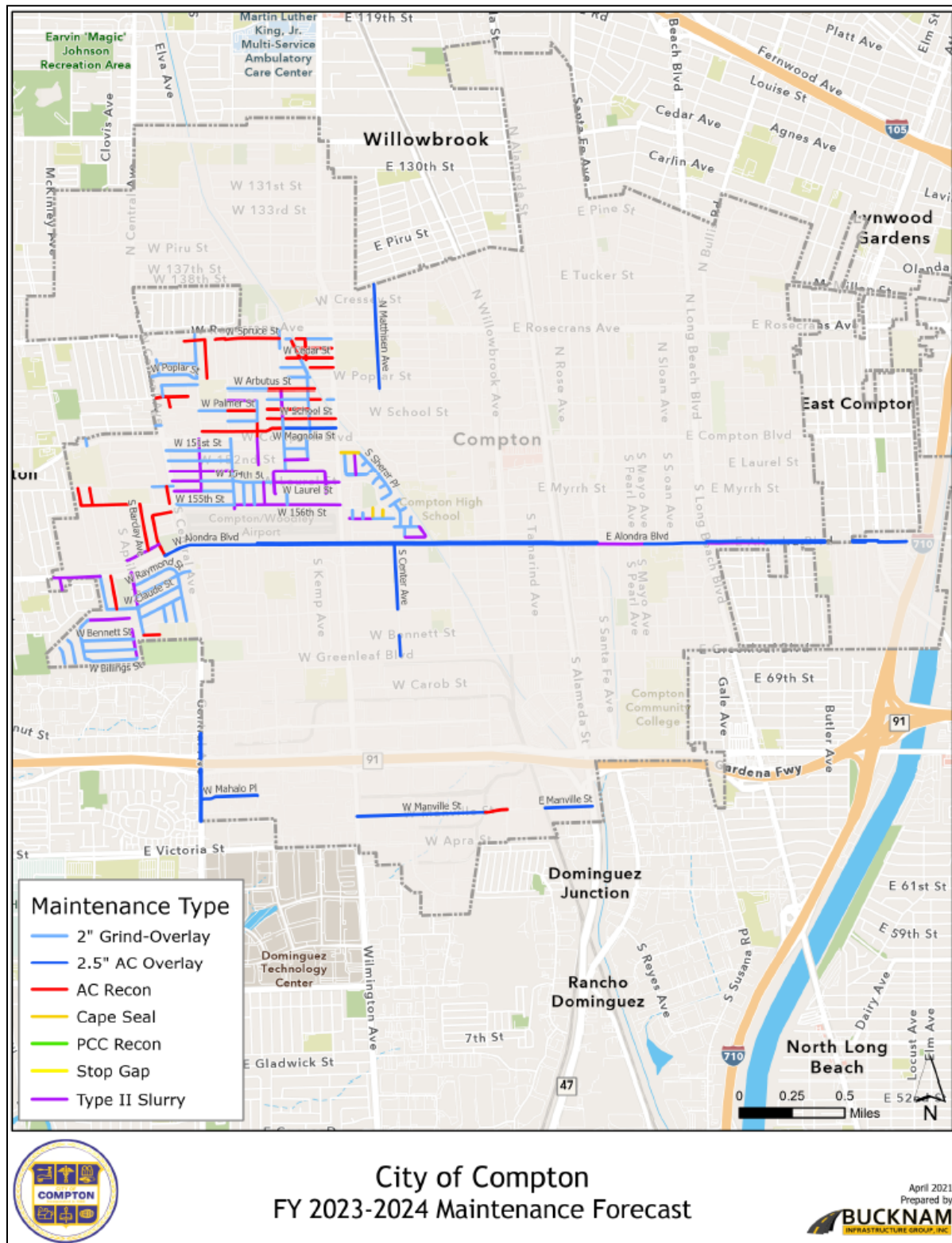


Figure 13 - FY 2023-24 M&R Recommendations

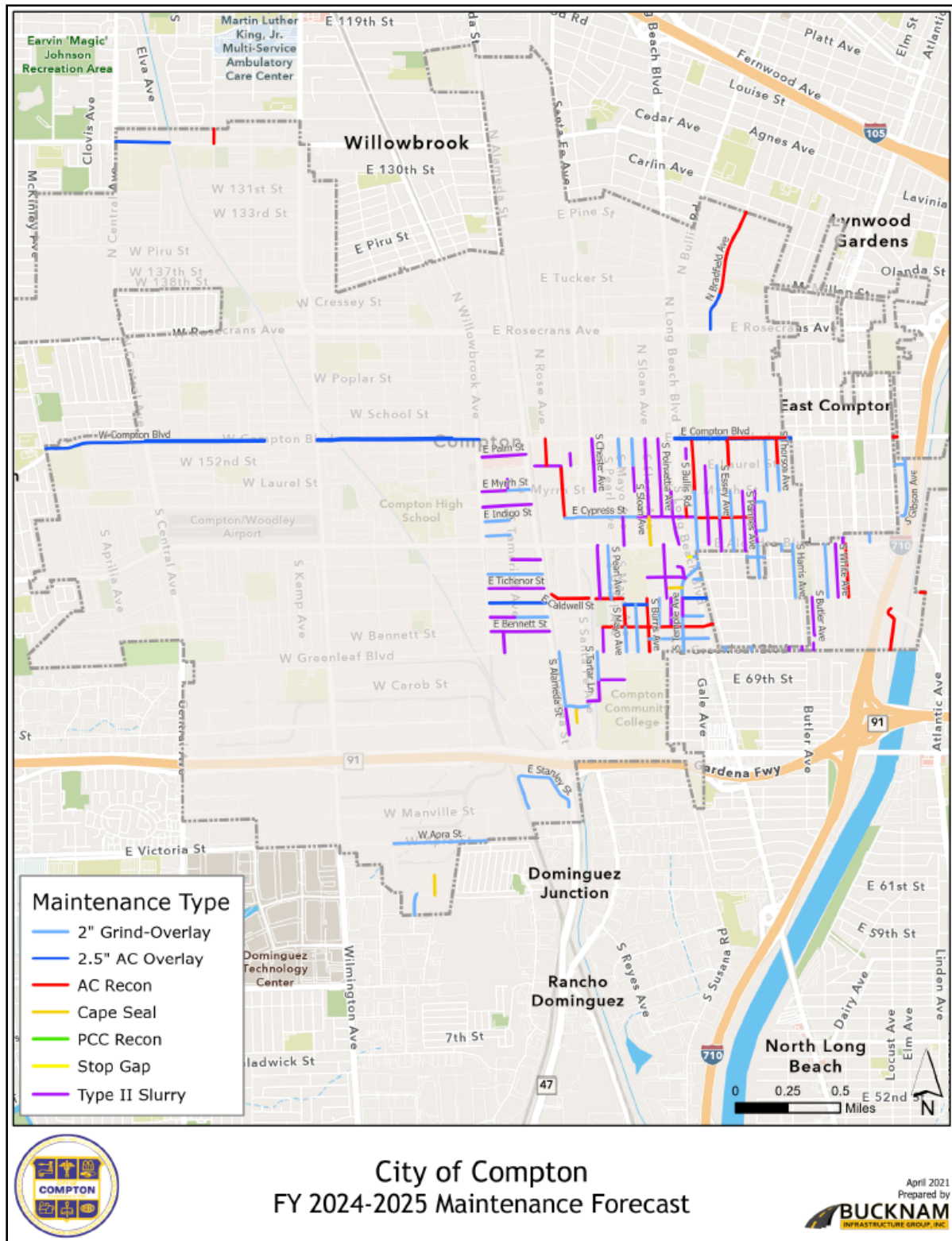


Figure 14 - FY 2024-25 M&R Recommendations

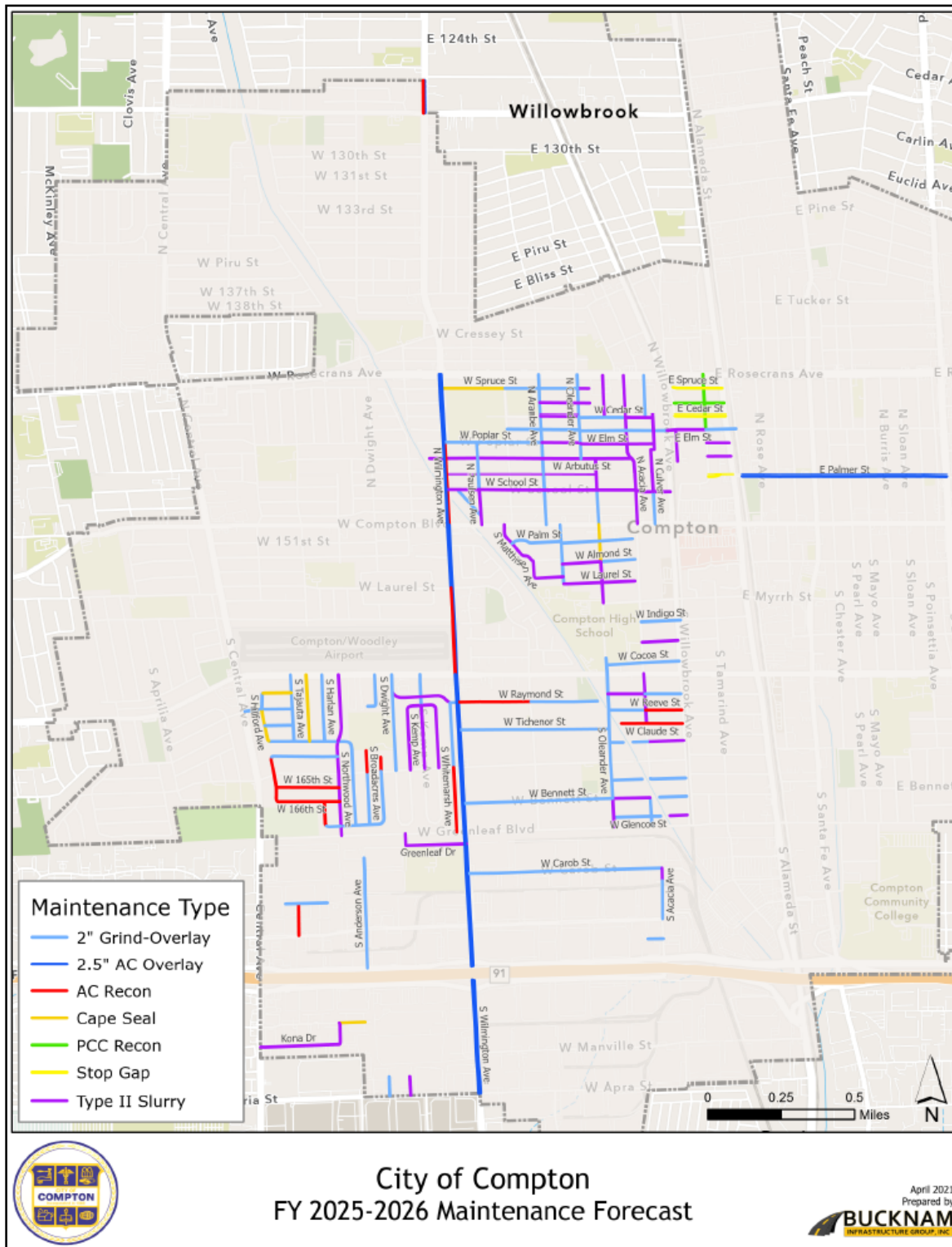


Figure 15 - FY 2025-26 M&R Recommendations

May 4, 2021

TO: HONORABLE MAYOR AND CITY COUNCIL MEMBERS

FROM: PUBLIC WORKS - ENGINEERING DEPARTMENT

SUBJECT: A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE CITY MANAGER TO ENTER INTO A CONSTRUCTION CONTRACT WITH AND ESTABLISH A PURCHASE ORDER FOR HARDY & HARPER, INC. FOR ROAD REPAIR SERVICES CITYWIDE (\$2,345,200)

SUMMARY

Adoption of this resolution will authorize the City Manager to enter into a construction contract with Hardy & Harper, Inc. ("Hardy & Harper") for road repair services citywide, establish a purchase order in the amount of Two Million One Hundred Thirty Two Thousand Dollars (\$2,132,000.00) and authorize a project contingency in the amount of Two Hundred Thirteen Thousand Two Hundred Dollars (\$213,200.00).

BACKGROUND

In 2021, the City of Compton ("City") performed an update to the Pavement Management System, which identified approximately 144 miles of "Fair" to "Very Poor" condition categories of streets. These findings indicate that proper preventative maintenance is significantly overdue and presents safety and liability concerns to the City.

The Road Repair Services Project consist of providing road repair services citywide in accordance to the contract specifications and other contract documents. Specifically, the Project will consist of pavement repairs such as slurry seal and grind & overlay rehabilitation methods on distressed areas. Since 2019, the City has completed approximately 54 street segments citywide under this Project.

STATEMENT OF ISSUE

On March 24, 2021, the Public Works Department solicited Notice of Inviting Bids to contractors for the road repair services citywide. The Project was advertised in the Compton Bulletin and the City's website on March 24th and March 31st, 2020. Bids were received and opened on April 22nd, 2021. Four (4) bids were received from the following contractors:

<u>Contractors</u>	<u>Amount</u>
All American Asphalt	\$2,325,000
EBS General Engineering	\$3,147,800
Hardy & Harper, Inc.	\$2,132,000
Onyx Paving Co.	\$3,737,000

Based upon review of the submitted bid documents, it has been determined that Hardy & Harper submitted the lowest responsive bid.

STATEMENT OF THE ISSUE

The City reserves the right, after opening bids, to reject any or all bids, or to make award to the lowest responsive bidder and reject all other bids. After careful consideration, City staff deemed Hardy & Harper as the lowest responsive bidder. Accordingly, staff recommends City Council award the construction contract to Hardy & Harper in the amount of \$2,132,000.00. Additionally, staff recommends issuance of a ten percent (10%) contingency in the amount of \$213,200.00 for any unforeseen costs be authorized for this Project.

FISCAL IMPACT

Funds for this expenditure in the amount of \$2,345,200 (\$2,132,000 construction costs plus \$213,200 recommended contingency) will be available in the Public Works Fiscal Year 2020-2021 and 2021-2022 budgets as follows:

FY 2020-2021

<u>Account No.</u>	<u>Description</u>	<u>Amount</u>
1004-610-000-4300	Capital Outlay	\$643,000
	TOTAL	\$643,000

FY 2021-2022

Staff will budget the remaining balance of \$1,702,200 in Fiscal Year 2021-2022 upon approval of the City's budget.

ALTERNATIVE

Council can reject the bid and instruct staff to re-advertise, however, due to the desire of the City to move forward with this Project, no other alternative is being proposed at this time.

RECOMMENDATION

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
AUTHORIZING THE CITY MANAGER TO ENTER INTO A CONSTRUCTION
CONTRACT WITH AND ESTABLISH A PURCHASE ORDER FOR HARDY &
HARPER, INC. FOR ROAD REPAIR SERVICES CITYWIDE (\$2,345,200)**

WHEREAS, in 2021, the City of Compton (“City”) performed an update to the Pavement Management System, which identified approximately 144 miles of “Fair” to “Very Poor” condition categories of streets and these findings indicate that proper preventative maintenance is significantly overdue and presents safety and liability concerns to the City; and

WHEREAS, the Road Repair Service Project consist of providing road repair services citywide in accordance to the contract specifications and other contract documents, specifically, the Project will consist of pavement repairs such as slurry seal and grind & overlay rehabilitation methods on distressed areas; and

WHEREAS, since 2019, the City has completed approximately 54 street segments citywide under this Project; and

WHEREAS, on March 24, 2021, the Public Works Department solicited a Notice of Inviting Bids to contractors for the road repair services citywide; and

WHEREAS, the Project was advertised in the Compton Bulletin and on the City’s website on March 24th and March 31st, 2021 and bids were received and opened on April 22, 2021; and

WHEREAS, four (4) bids were received from the following contractors:

<u>Contractors</u>	<u>Amount</u>
All American Asphalt	\$2,325,000
EBS General Engineering	\$3,147,800
Hardy & Harper, Inc.	\$2,132,000
Onyx Paving Co.	\$3,737,000; and

WHEREAS, based upon review of submitted bid documents, it has been determined that Hardy & Harper, Inc. submitted the lowest responsive bid; and

WHEREAS, staff recommends City Council award the construction contract to Hardy & Harper in the amount of \$2,132,000.00; and

WHEREAS, staff recommends establishing a ten percent (10%) contingency in the amount of \$213,200.00 for any unforeseen costs be authorized for this Project; and

WHEREAS, funds for this expenditure will be available in the City’s Fiscal Year 2020-2021 and 2021-2022 budgets.

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

SECTION 1. That the bid of Hardy & Harper, Inc. in the amount of Two Million One Hundred Thirty Two Thousand Dollars (\$2,132,000.00) is hereby accepted and all other bids rejected.

SECTION 2. That the City Manager, upon the advice and approval of the City Attorney is hereby authorized to enter into a construction contract with Hardy & Harper, Inc. for work performed on the Road Repair Services Project.

SECTION 3. That funds for this expenditure in the amount of \$2,345,200 (\$2,132,000 construction costs plus \$213,200 contingency) will be available in the City’s Fiscal Year 2020-2021 and 2021-2022 budgets as follows:

FY 2020-2021

<u>Account No.</u>	<u>Description</u>	<u>Amount</u>
1004-610-000-4300	Capital Outlay	\$643,000
	TOTAL	\$643,000

FY 2021-2022

Staff will budget the remaining balance of **\$1,702,200** in Fiscal Year 2021-2022 upon approval of the City's budget.

SECTION 4. That a purchase order in the amount of \$2,132,000.00 for construction costs is established for Hardy & Harper, Inc.

SECTION 5. That a project contingency amount of \$213,200.00 is hereby authorized.

SECTION 6. That a copy of this Resolution shall be filed in the offices of the City Manager, City Controller, City Clerk, City Attorney and Public Works – Engineering Department.

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
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 a 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

CITY OF COMPTON
PUBLIC WORKS DEPARTMENT
ROAD REPAIR SERVICE (POTHOLE REPAIR)

		Hardy & Harper				All American Asphalt			
NO.	ITEM	QTY	UNIT	UNIT COSTS	AMOUNT	QTY	UNIT	UNIT COSTS	AMOUNT
1	Pothole Repair	40,000	Per S.Y.	28.4	\$ 1,136,000.00	40,000	Per S.Y.	32	\$ 1,280,000.00
2	Asphalt Installation	10000	Tons	98.4	\$ 984,000.00	10000	Tons	103	\$ 1,030,000.00
3	Adjust Sewer Manholes	12	Each	1,000	\$ 12,000.00	12	Each	1250	\$ 15,000.00
					\$ 2,132,000.00				\$ 2,325,000.00

ON
RTMENT
REPAIR) BID RESULTS

EBS				Onyx Paving Company			
QTY	UNIT	UNIT COSTS	AMOUNT	QTY	UNIT	UNIT COSTS	AMOUNT
40,000	Per S.Y.	40	\$ 1,600,000.00	40,000	Per S.Y.	40	\$ 1,600,000.00
10000	Tons	153	\$ 1,530,000.00	10000	Tons	211	\$ 2,110,000.00
12	Each	1490	\$ 17,880.00	12	Each	2250	\$ 27,000.00
			\$ 3,147,880.00				\$ 3,737,000.00