

Members of the public may address the City Council on any item shown on the agenda or matter of the Council's authority after completion of "Request to Address the Council Form" available in the lobby of the Council Chambers or in the City Clerk's office. This form must be completed 15 minutes prior to the scheduled meeting time. Pursuant to Section 54957.5 of the California Government Code, Any writings (Except for those writings which are exempt from disclosure) which are distributed to all or a majority of the members of the City Council are available for public inspection in the lobby of the City Council Chambers and in the office of the City Clerk during regular business hours.

**COMPTON CITY COUNCIL
AGENDA
06/20/2023**

PUBLIC MEETING 5:30 PM

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

HEARING(S)

**PUBLIC HEARING: @5:45 P.M. FOR THE CONSIDERATION OF THE
PROPOSED FISCAL YEAR 2023-24 BUDGET**

**PUBLIC HEARING: @5:50 P.M. TO RECEIVE COMMENTS ON HOME-
AMERICAN RESCUE PLAN (HOME-ARP)**

OPENING

MOMENT OF SILENCE

PLEDGE OF ALLEGIANCE

ROLL CALL

COMMENDATORY RESOLUTIONS/PRESENTATIONS

1. DAVIS MIDDLE SCHOOL - COUNCILMAN BOWERS

PUBLIC COMMENTS ON AGENDA ITEMS AND NON-AGENDA MATTERS

REGULAR AGENDA

CITY MANAGER'S REPORT

2. CREDIT CARD QUARTERLY REPORTS - (Receive and File)

NEW BUSINESS

3. AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF COMPTON LEVYING A MUNICIPAL TAX RATE FOR THE FISCAL YEAR 2023-2024 (First Reading)
4. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON ADOPTING THE CITY OF COMPTON'S LOCAL ROADWAY SAFETY PLAN (LRSP)
5. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE CITY MANAGER TO ENTER INTO A MULTI-YEAR AGREEMENT AND ISSUE A PURCHASE ORDER TO CIVIX FOR LEASE ACCOUNTING STANDARD IMPLEMENTATION SERVICES (\$57,842.23)
6. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE CITY MANAGER TO ENTER INTO A CONSTRUCTION CONTRACT WITH AND ISSUE A PURCHASE ORDER TO MDJ MANAGEMENT, LLC SITE RECONSTRUCTION AND UPGRADED SECURITY FEATURES AT 404 NORTH ALAMEDA STREET (\$1,863,266)

COUNCIL COMMENTS

ADJOURNMENT

NEXT REGULAR MEETING: 6/27/2023 5:30 PM PM.

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

<u>Date</u>	<u>Vendor</u>	<u>Amount</u>	<u>Services</u>
9/8/2022	Starbucks Store	\$ 12.90	Coffee Purchase while City Manager was at a conference in Long Beach
9/13/2022	The Green Olive	\$ 109.46	Refreshments for Closed Session
9/14/2022	Citywide Towing	\$ 2,000.00	Impound / Storage fee for stolen city truck
9/14/2022	CBCF (Congressional Black Conference)	\$ 407.60	Registration fee - 51st Annual Legislative Conference (Washington, DC) - L. Darden
9/14/2022	CBCF (Congressional Black Conference)	\$ 407.60	Registration fee - 51st Annual Legislative Conference (Washington, DC) - E. Sharif
9/15/2022	American Airlines	\$ 330.60	Flight to attend CBCF - Ticket for L. Darden (LA to DC)
9/15/2022	United Airlines	\$ 317.60	Flight returning from CBCF - Ticket for L. Darden (DC to LA)
9/15/2022	Priceline - American Airlines	\$ 83.00	Modification to Flight for L. Darden
9/15/2022	Southwest Airline	\$ 82.02	Flight to attend CBCF - Ticket for E. Sharif (LA to DC)
9/15/2022	Alaska Airlines	\$ 378.60	Flight returning from CBCF - Ticket for E. Sharif (DC to LA)
9/15/2022	United Airlines	\$ 317.60	Flight to attend CBCF - Ticket for A. Spicer (DC to LA)
9/15/2022	Jet Blue	\$ 239.61	Flight to attend CBCF - Ticket for A. Spicer (LA to DC)
9/16/2022	Hilton Hotel	\$ 1,287.62	Hotel stay for CBCF attendee - E. Sharif
9/20/2022	Apple Spice Junction	\$ 82.61	Refreshments for Closed Session
9/27/2022	El Pollo Loco	\$ 47.90	Refreshments for Closed Session
10/2/2022	Grand Hyatt Washington	\$ 1,626.55	Hotel stay for CBCF attendee - L. Darden
		\$ 7,731.27	Total of Charges



BANK OF THE WEST BNP PARIBAS

BANKCARD CENTER
PO BOX 4021
ALAMEDA CA 94501-0421



CITY OF COMPTON
THOMAS THOMAS
205 S WILLOWBROOK AVE
COMPTON CA 90220 3134

R109
25146



Okay to Pay

[Signature]

15868250131547216200006350911

Prepared For: CITY OF COMPTON
Account Number: XXXX-XXXX-XXXX
Statement for Period: 09/05/22 to 10/04/22

Summary of Account Activity

Previous Balance	\$0.00
Payments	\$0.00
Other Credits	\$0.00
Purchases & Other Charges	\$7,731.27
Balance Transfer/ Checks	\$0.00
Cash Advances	\$0.00
Fees Charged	\$0.00
Interest Charged	\$0.00
New Balance Total	\$7,731.27
Credit Limit	\$50,000.00
Credit Available	\$42,199.00
Past Due Amount	\$0.00
Amount Over Limit	\$0.00
Statement closing date	10/04/2022
Days in billing cycle	30

QUESTIONS?

Call Customer Service
TTY/TDD
Lost or Stolen Card

(800) 996-2638
(800) 659-5495
(800) 996-2638

Payment Information

Account Number XXXX-XXXX-XXXX
New Balance \$7,731.27
Minimum Payment Due \$232.00
Payment Due Date November 1, 2022

Please return this portion with your payment.

Amount Enclosed
Make checks payable to: \$
BankCard Center

Print change of address or phone number(s) below

Address
City State Zip
Home Phone Work Phone
Cell Phone
Signature Date

Payment Information

New Balance \$7,731.27
Minimum Payment Due \$232.00
Payment Due Date November 1, 2022

Late Payment Warning: If we do not receive your minimum payment by the date listed above, you may have to pay up to a \$41.00 late fee.

Minimum Payment Warning: If you make only the minimum payment each period, you will pay more in interest and it will take you longer to pay off your balance. For example:

If you make no additional charges using this card and each month you pay...	You will pay off the balance shown on this statement in about...	And you will end up paying an estimated total of...
Only the minimum payment	13 years	\$12450.00
\$265.00	3 years	\$9545.00 (Savings= \$2905.00)

If you would like information about credit counseling services, call 1-888-844-6177 or visit www.bankofthewest.com/creditcounseling.

Please send billing inquiries and correspondence to
P.O. Box 2078, Omaha, NE 68103-2078

Please see reverse side for important information



BANK OF THE WEST
BNP PARIBAS

Page 1 of 3

Cardholder Name:	CITY OF COMPTON	Statement for Period:	09/05/22 to 10/04/22
Account Number:	XXXX-XXXX-XXXX-XXXX	Statement Closing Date:	10/04/22

News and Updates

Save on gas, dining and more for your business. It's easy. Just use your Bank of the West MasterCard® business card at participating top merchants and receive Easy Savings® rebates automatically. Use your card today and start saving. EasySavings.com

MasterCard Easy Savings Program Cardholder Terms & Conditions: Payment must be paid in full using an enrolled card at a participating Merchant location. Only select cards and certain transaction types are eligible. The rebate will appear on your statement after the purchase has posted to your card account, not on the receipt, and may not be reflected until the next statement. Other terms and conditions apply. For more information, visit easysavings.com

Transactions

"-" = Credit

Tran Date	Post Date	Transaction Description	Reference Number	Amount	
Transaction Activity					
09-08	09-08	STARBUCKS STORE 27432 LONG BEACH CA	5543286LQ5X1BVM99	\$12.90	✓
09-13	09-13	THE GREEN OLIVE COMPTO COMPTON CA	5550629LGBMBBLBFT	\$109.46	✓
09-14	09-14	CITYWIDE TOWING LOS ANGELES CA	5548077LH6191R32Q	\$2,000.00	
09-14	09-14	CBCF* REGWUXMTXCV WASHINGTON DC	8271116LJ0001KQ86	\$407.60	✓
09-14	09-14	CBCF* REGL4ZZX61U WASHINGTON DC	8271116LJ0002J6JQ	\$407.60	✓
09-15	09-15	AMERICAN 00178498551276 NORWALK CT	5541734LKTQM9SFZ2	\$330.60	✓
		DARDEN/LILLIE P			
		LOS ANGELES WASHINGTON			
09-15	09-15	SOUTHWES 5262165717008 800-435-9792 TX	5543286LK5YVB3K9S	\$82.02	✓
		SHARIF/EMMA			
		LOS ANGELES HOUSTON			
		HOUSTON WASHINGTON			
09-15	09-15	UNITED 01678498551251 800-932-2732 TX	5543286LK5YV8ZSB3	\$317.60	✓
		DARDEN/LILLIE P			
		WASHINGTON CHICAGO			
		CHICAGO LOS ANGELES			
09-15	09-15	UNITED 01678349371075 800-932-2732 TX	5543286LK5YV91R69	\$317.60	✓
		SPICER/ANDRE			
		WASHINGTON CHICAGO			
		CHICAGO LOS ANGELES			
09-15	09-15	JETBLUE 27978349371055 8005382583 UT	5550036LKK8E611J2	\$239.61	✓
		SPICER/ANDRE			
		LOS ANGELES BOSTON			
		BOSTON WASHINGTON			
09-15	09-15	ALASKA A 0272311560813 8006545669 WA	5531020LK11LAGWJA	\$378.60	✓
		SHARIF/EMMA			
		WASHINGTON LOS ANGELES			
09-16	09-16	PRICELN*AMERICAN AIRLI 800-774-2354 CT	5543286LK5YWD71GK	\$83.00	✓
09-16	09-16	HILTON ADVPURCH8002367 800-2367113 TN	5543687LK7XVX687B	\$1,287.62	✓
		FOLIO #5860916121			
09-20	09-20	APPLE SPICE JUNCTION RANCHO DOMING CA	2524780LP018H2M0T	\$82.61	✓

Transactions continued on next page...



BANK OF THE WEST
BNP PARIBAS

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Cardholder Name:	CITY OF COMPTON	Statement for Period:	09/05/22 to 10/04/22
Account Number:	XXXX-XXXX-XXXX-XXXX	Statement Closing Date:	10/04/22

Transactions (continued)

"-" = Credit

Tran Date	Post Date	Transaction Description	Reference Number	Amount
Transaction Activity (continued)				
09-27	09-27	5913 EL POLLO LOCO 3106317691 CA	2524780LZ01TBSDTE	\$47.90
10-02	10-02	GRAND HYATT WASHINGTON 8558690846 DC FOLIO #26313921	5270487M4M0EJDFQZ	\$1,626.55
Fees				
		TOTAL FEES FOR THIS PERIOD		\$0.00
Interest Charged				
10-04	10-04	Interest Charge on Purchases		\$0.00
10-04	10-04	Interest Charge on Cash Advances		\$0.00
		TOTAL INTEREST FOR THIS PERIOD		\$0.00

2022 Year-to-Date Totals

Total fees charged in 2022	\$0.00
Total interest charged in 2022	\$0.00

Year-to-Date Totals include interest and/or fee adjustments.

Interest Charge Calculation

Your Annual Percentage Rate (APR) is the annual interest rate on your account.

Type of Balance	Annual Percentage Rate (APR)	Balance Subject to Interest Rate	Interest Charge
PURCHASES	14.24% (v)	\$0.00	\$0.00
CASH ADVANCES	25.24% (v)	\$0.00	\$0.00
BALANCE TRANSFER	14.24% (v)	\$0.00	\$0.00
(v) = Variable Rate			



BANK OF THE WEST
BNP PARIBAS

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<u>Date</u>	<u>Vendor</u>	<u>Amount</u>	<u>Services</u>
10/4/2022	Panda Express	\$ 69.73	Refreshments for Closed Session - Paid for by City Manager
10/6/2022	CA. Dept of Industrial Relations	\$ 450.00	Expediting fee for elevator at Dollarhide - General Services
10/6/2022	CA. Dept of Industrial Relations	\$ 1,350.00	Expediting fee for elevator at Dollarhide - General Services
10/6/2022	CA. Dept of Industrial Relations	\$ 31.05	Convenience fee for online payment - General Services
10/6/2022	CA. Dept of Industrial Relations	\$ 10.35	Convenience fee for online payment - General Services
10/6/2022	Grand Hyatt Washington	\$ (685.12)	Credit Issued
10/11/2022	Smart & Final	\$ 84.02	Employee Meeting
10/12/2022	Smart & Final	\$ 6.09	Employee Meeting
10/12/2022	Smart & Final	\$ (5.99)	Credit Issued
10/12/2022	El Pollo Loco	\$ 72.74	Refreshments for Closed Session - Paid for by City Manager
10/13/2023	Panda Express	\$ (2.79)	Easysaving Credit
10/20/2022	Nita's Corn & Nacho	\$ 900.00	Refreshments for Halloween Event
10/24/2022	Clinical Lab of San Bernardino	\$ 7,575.00	Expediting outstanding payment for State & Federal Mandates
10/25/2022	El Pollo Loco	\$ 8.59	Refreshments for Closed Session - Paid for by City Manager
10/26/2022	Chipotle	\$ 61.52	Refreshments for Closed Session - Paid for by City Manager
11/4/2023	Late Payment	\$ 30.00	Late Payment for this time frame
11/4/2023	Interest Charges	\$ 158.62	Interest charge on purchases
		\$ 10,619.09	Total of Charges
		\$ (693.90)	Credits
		\$ 188.62	Late Fees / Interest
		\$ 278.73	Paid by City Manager (Smart & Final Charges & Interest / Late Fee)



BANK OF THE WEST
BNP PARIBAS

BANKCARD CENTER
PO BOX 4021
ALAMEDA CA 94501-0421
CITY OF COMPTON
THOMAS THOMAS
205 S WILLOWBROOK AVE
COMPTON CA 90220-3134

R110
25652

Payment Information

Account Number XXXX-XXXX-XXXX
New Balance \$17,845.08
Minimum Payment Due 10,595.13
Payment Due Date KP December 1, 2022

Please return this portion with your payment.

Amount Enclosed
Make checks payable to: \$
BankCard Center

Print change of address or phone number(s) below:

Address
City State Zip
Home Phone Work Phone
Cell Phone
Signature Date

5868 250 131 547 216 2000063509

Prepared For:
Account Number:
Statement for Period:

CITY OF COMPTON
XXXX-XXXX-XXXX
10/05/22 to 11/04/22

Summary of Account Activity

Previous Balance	\$7,731.27
Payments	\$0.00
Other Credits	\$693.90
Purchases & Other Charges	\$10,619.09
Balance Transfer / Checks	\$0.00
Cash Advances	\$0.00
Fees Charged	\$30.00
Interest Charged	\$158.62
New Balance Total	\$17,845.08
Credit Limit	\$50,000.00
Credit Available	\$29,609.00
Past Due Amount	\$232.00
Amount Over Limit	\$0.00
Statement closing date	11/04/2022
Days in billing cycle	31

Payment Information

New Balance \$17,845.08
Minimum Payment Due 10,595.13
Payment Due Date KP December 1, 2022

Late Payment Warning: If we do not receive your minimum payment by the date listed above, you may have to pay up to a \$41.00 late fee.

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If you make no additional charges using this card and each month you pay...	You will pay off the balance shown on this statement in about...	And you will end up paying an estimated total of...
Only the minimum payment	18 years	\$30016.00
\$618.00	3 years	\$22258.00 (Savings= \$7758.00)

If you would like information about credit counseling services, call 1-888-844-6177 or visit www.bankofthewest.com/creditcounseling.

QUESTIONS?

Call Customer Service (800) 996-2638
TTY/TDD (800) 659-5495
Lost or Stolen Card (800) 996-2638

Paid By RL
V# 10009895
PO# 23FY0417
AC# 1004-600-000-4230
AC# 5000-870-000-4258
1001-000-000-4241
1001-400-000-4230

Please see reverse side for important information

Please send billing inquiries and correspondence to
P.O. Box 2078, Omaha, NE 68103-2078

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Okay to Pay

[Signature]

PAID

CK. NO. 264057
DATE FEB 14 2023

Cardholder Name: CITY OF COMPTON Statement for Period: 10/05/22 to 11/04/22
 Account Number: XXXX-XXXX-XXXX- Statement Closing Date: 11/04/22

News and Updates

YOUR ACCOUNT IS PAST DUE. PLEASE SEND YOUR PAYMENT IMMEDIATELY TO AVOID FURTHER LATE CHARGES OR CALL US AT 1 (925) 843-7963, MONDAY-FRIDAY (8:00 AM to 5:00 PM PST).

Save on gas, dining and more for your business. It's easy. Just use your Bank of the West MasterCard® business card at participating top merchants and receive Easy Savings® rebates automatically. Use your card today and start saving. EasySavings.com

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Transactions

"-" = Credit

Tran Date	Post Date	Transaction Description	Reference Number	Amount
Transaction Activity				
✓ 10-04	10-05	PANDA EXPRESS #1652 P 8008778988 CA	5531020M6BMAGRF0X	\$60.73
10-06	10-06	CA DIR DOSH 800-4874567 CA	5543687M8JNM0KELG	① \$450.00
10-06	10-06	CA DIR DOSH 800-4874567 CA	5543687M8JNM0KELR	\$1,350.00
10-06	10-06	OPC CA DIR DOSH FE 800-3525002 AL	5543687M8JNM0KF1Q	\$31.05
10-06	10-06	OPC CA DIR DOSH FE 800-3525002 AL	5543687M8JNM0KF14	① \$10.35
10-06	10-06	GRAND HYATT WASHINGTON 85586908 CREDIT FOLIO #0000004251	5270487M7M0D8WNGE	-\$685.12
10-11	10-11	SMART AND FINAL 727 COMPTON CA	5526352MDRBGHFWPY	✓ \$84.02
10-12	10-12	SMART AND FINAL 727 COMPTON CA	5526352MERBGHDF00	✓ \$6.09
10-12	10-12	SMART AND FINAL 727 COMPTON CA CREDIT	5526352MERBGHDFE5	✓ -\$5.99
✓ 10-12	10-12	6913 EL POLLO LOGO 3106317691 CA	2524780ME00V48Y4Q	✓ \$72.74
10-13	10-13	RBT PANDA EXPRESS #165 EASYSAVING CREDIT	0558745ME0000MAL7	\$2.70
10-20	10-20	NITA'S CORN & NACHO COMPTON CA	5543286MN5YF9LHP5	✓ \$900.00
10-24	10-24	CLINICAL LAB OF SAN BE 909-825-7693 CA	5543286MS5ZGZX18	✓ \$7,575.00
✓ 10-25	10-25	6101 EL POLLO LOGO COMPTON CA	2524780MV01PD7M66	✓ \$8.59
✓ 10-26	10-26	CHIPOTLE ONLINE 9406244000 CA	5531020MV2E0P3NSB	✓ \$61.52
Fees				
11-04	11-04	LATE PAYMENT FEE		\$30.00
		TOTAL FEES FOR THIS PERIOD		\$30.00
Interest Charged				
11-04	11-04	Interest Charge on Purchases		\$158.62
11-04	11-04	Interest Charge on Cash Advances		\$0.00
		TOTAL INTEREST FOR THIS PERIOD		\$158.62

2022 Year-to-Date Totals

Total fees charged in 2022	\$30.00
Total interest charged in 2022	\$158.62



BANK OF THE WEST
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Cardholder Name:	CITY OF COMPTON	Statement for Period:	10/05/22 to 11/04/22
Account Number:	XXXX-XXXX-XXXX-XXXX	Statement Closing Date:	11/04/22

Year-to-Date Totals include interest and/or fee adjustments.

Interest Charge Calculation

Your Annual Percentage Rate (APR) is the annual interest rate on your account.

Type of Balance	Annual Percentage Rate (APR)	Balance Subject to Interest Rate	Interest Charge
PURCHASES	14.99% (v)	\$12,461.72	\$158.62
CASH ADVANCES	25.99% (v)	\$0.00	\$0.00
BALANCE TRANSFER	14.99% (v)	\$0.00	\$0.00
(v) = Variable Rate			



BANK OF THE WEST
BNP PARIBAS

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<u>Date</u>	<u>Vendor</u>	<u>Amount</u>	<u>Services</u>
11/3/2022	InSite Solutions, LLC	\$ 2,545.95	Expediting ordering process for botts' dots - mitigating street takeovers
11/5/2022	Late Charge Refund	\$ (30.00)	
12/4/2022	Late Payment Fee	\$ 41.00	
12/4/2022	Interest Charge	\$ 261.28	
		\$ 2,545.95	Total of Charges
		\$ 30.00	Refunds
		\$ 302.28	Interest and Late Fees



BANK OF THE WEST
BNP PARIBAS

BANKCARD CENTER
PO BOX 4021
ALAMEDA CA 94501-0421



CITY OF COMPTON
THOMAS THOMAS
205 S WILLOWBROOK AVE
COMPTON CA 90220-3134

R111
26053



Payment Information

Account Number XXXX-XXXX-XXXX-XXXX
New Balance **2,848.23** ~~\$20,663.31~~
Minimum Payment Due **2,848.23** ~~\$1,458.00~~
Payment Due Date **January 1, 2023**

Please return this portion with your payment.

Amount Enclosed
Make checks payable to: \$
BankCard Center

Print change of address or phone number(s) below:

Address _____
City _____ State _____ Zip _____
Home Phone _____ Work Phone _____
Cell Phone _____
Signature _____ Date _____

⑆5868 250 1 3⑆547216 2000063509⑈

2-1

Prepared For: CITY OF COMPTON
Account Number: XXXX-XXXX-XXXX-XXXX
Statement for Period: 11/05/22 to 12/04/22

Summary of Account Activity

Previous Balance	\$17,845.08
Payments	- \$0.00
Other Credits	- \$30.00
Purchases & Other Charges	+ \$2,545.95
Balance Transfer / Checks	+ \$0.00
Cash Advances	+ \$0.00
Fees Charged	+ \$41.00
Interest Charged	+ \$261.28
New Balance Total	\$20,663.31
Credit Limit	\$50,000.00
Credit Available	\$29,336.00
Past Due Amount	\$797.00
Amount Over Limit	\$0.00
Statement closing date	12/04/2022
Days in billing cycle	30

QUESTIONS?

Call Customer Service
TTY/TDD
Lost or Stolen Card

(800) 996-2638
(800) 659-5495
(800) 996-2638

Payment Information

New Balance **2,848.23** ~~\$20,663.31~~
Minimum Payment Due **2,848.23** ~~\$1,458.00~~
Payment Due Date **January 1, 2023**

Late Payment Warning: If we do not receive your minimum payment by the date listed above, you may have to pay up to a \$41.00 late fee.

Minimum Payment Warning: If you make only the minimum payment each period, you will pay more in interest and it will take you longer to pay off your balance. For example:

If you make no additional charges using this card and each month you pay...	You will pay off the balance shown on this statement in about...	And you will end up paying an estimated total of...
Only the minimum payment	19 years	\$35661.00
\$724.00	3 years	\$26048.00 (Savings= \$9613.00)

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Please send billing inquiries and correspondence to
P.O. Box 2078, Omaha, NE 68103-2078

Okay to Pay

[Handwritten signature]

Please see reverse side for important information



BANK OF THE WEST
BNP PARIBAS

Page 1 of 3

Cardholder Name: CITY OF COMPTON Statement for Period: 11/05/22 to 12/04/22
 Account Number: XXXX-XXXX-XXXX- Statement Closing Date: 12/04/22

News and Updates

YOUR ACCOUNT IS PAST DUE. PLEASE SEND YOUR PAYMENT IMMEDIATELY TO AVOID FURTHER LATE CHARGES OR CALL US AT 1 (925) 843-7963, MONDAY-FRIDAY (8:00 AM to 5:00 PM PST).

Save on gas, dining and more for your business. It's easy. Just use your Bank of the West MasterCard® business card at participating top merchants and receive Easy Savings® rebates automatically. Use your card today and start saving. EasySavings.com

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Transactions

"-" = Credit

Tran Date	Post Date	Transaction Description	Reference Number	Amount
Transaction Activity				
11-03	11-05	INSITE SOLUTIONS, LLC 919-5696765 NC	7514051N4S66KKW8E	\$2,545.95
11-05	11-05	LATE CHARGE REFUND	F126500NY000RL334	-\$30.00
Fees				
12-04	12-04	LATE PAYMENT FEE		\$41.00
		TOTAL FEES FOR THIS PERIOD		\$41.00
Interest Charged				
12-04	12-04	Interest Charge on Purchases		\$261.28
12-04	12-04	Interest Charge on Cash Advances		\$0.00
		TOTAL INTEREST FOR THIS PERIOD		\$261.28

2022 Year-to-Date Totals

Total fees charged in 2022	\$41.00
Total interest charged in 2022	\$419.90

Year-to-Date Totals include interest and/or fee adjustments.

Interest Charge Calculation

Your Annual Percentage Rate (APR) is the annual interest rate on your account.

Type of Balance	Annual Percentage Rate (APR)	Balance Subject to Interest Rate	Interest Charge
PURCHASES	15.74% (v)	\$20,202.41	\$261.28
CASH ADVANCES	26.74% (v)	\$0.00	\$0.00
BALANCE TRANSFER	15.74% (v)	\$0.00	\$0.00
(v) = Variable Rate			



BANK OF THE WEST
BNP PARIBAS

<u>Date</u>	<u>Vendor</u>	<u>Amount</u>	<u>Services</u>
11/14/2022	Payment Received	\$ (7,731.27)	Received for November posted to December Statement
11/14/2022	Finance Charge Previous Cy	\$ (68.56)	Received for November posted to December Statement
11/14/2022	Preevious Cycle Late Fee	\$ (41.00)	Received for November posted to December Statement
12/5/2022	Late Fee Refund	\$ (41.00)	Credit Issued
12/10/2022	National Car Rental	\$ 191.82	Rental Vehicle for Compton Christmas Parade
12/10/2022	National Car Rental	\$ 191.82	Rental Vehicle for Compton Christmas Parade
12/10/2022	National Car Rental	\$ 191.82	Rental Vehicle for Compton Christmas Parade
12/10/2022	National Car Rental	\$ 191.82	Rental Vehicle for Compton Christmas Parade
12/10/2022	National Car Rental	\$ 172.82	Rental Vehicle for Compton Christmas Parade
12/10/2022	National Car Rental	\$ 215.70	Rental Vehicle for Compton Christmas Parade
12/10/2022	National Car Rental	\$ 191.82	Rental Vehicle for Compton Christmas Parade
12/10/2022	National Car Rental	\$ 215.70	Rental Vehicle for Compton Christmas Parade
12/10/2022	National Car Rental	\$ 191.82	Rental Vehicle for Compton Christmas Parade
12/10/2022	National Car Rental	\$ 191.82	Rental Vehicle for Compton Christmas Parade
12/13/2022	El Pollo Loco	\$ 63.99	Refreshments for Closed Session - Paid for by City Manager
12/14/2022	Party City	\$ 57.33	Decoration purchase - All Employee Meetings
12/14/2022	Smart & Final	\$ 78.62	Employee Meeting
12/14/2022	Smart & Final	\$ 191.89	Employee Meeting
12/15/2022	Ferraro's on the Hill	\$ 1,247.60	Refreshments for All Employee Meeting
12/20/2022	Panda Express	\$ 11.03	Refreshments for Closed Session - Paid for by City Manager
12/21/2022	Chipotle	\$ 52.86	Refreshments for Closed Session - Paid for by City Manager
12/27/2022	Document Division	\$ 80.00	Notarize services
1/4/2023	Interest Charges	\$ 195.91	
		\$ 3,730.28	Total of Charges
		\$ 127.88	Paid by City Manager - total for closed session refreshments
		\$ 195.91	Interest and Late Fees



BANK OF THE WEST
BNP PARIBAS

BANKCARD CENTER
PO BOX 4021
ALAMEDA CA 94501-0421

CITY OF COMPTON
THOMAS THOMAS
205 S WILLOWBROOK AVE
COMPTON CA 90220-3134

R111
26141

Payment Information

Account Number XXXX-XXXX-XXXX
New Balance \$13,859.00
Minimum Payment Due ^{KP} 3,926.19 ~~\$416.00~~
Payment Due Date February 1, 2023

Please return this portion with your payment.

Amount Enclosed
Make checks payable to: \$
BankCard Center

Print change of address or phone number(s) below

Address
City State Zip
Home Phone Work Phone
Cell Phone
Signature Date

⑆5868 250 1 31 54 7 2 16 200006 3509⑈

2-1

Prepared For: CITY OF COMPTON
Account Number: XXXX-XXXX-XXXX
Statement for Period: 12/05/22 to 01/04/23

Summary of Account Activity

Previous Balance	\$20,663.31
Payments	- \$10,579.50
Other Credits	- \$151.00
Purchases & Other Charges	+ \$3,730.28
Balance Transfer / Checks	+ \$0.00
Cash Advances	+ \$0.00
Fees Charged	+ \$0.00
Interest Charged	+ \$195.91
New Balance Total	\$13,859.00
Credit Limit	\$50,000.00
Credit Available	\$36,081.00
Past Due Amount	\$0.00
Amount Over Limit	\$0.00
Statement closing date	01/04/2023
Days in billing cycle	31

QUESTIONS?

Call Customer Service (800) 996-2638
TTY/TDD (800) 659-5495
Lost or Stolen Card (800) 996-2638

Payment Information

New Balance \$13,859.00
Minimum Payment Due ^{KP} 3,926.19 ~~\$416.00~~
Payment Due Date February 1, 2023

Late Payment Warning: If we do not receive your minimum payment by the date listed above, you may have to pay up to a \$41.00 late fee.

Minimum Payment Warning: If you make only the minimum payment each period, you will pay more in interest and it will take you longer to pay off your balance. For example:

If you make no additional charges using this card and each month you pay...	You will pay off the balance shown on this statement in about...	And you will end up paying an estimated total of...
Only the minimum payment	17 years	\$24219.00
\$485.00	3 years	\$17478.00 (Savings= \$6741.00)

If you would like information about credit counseling services, call 1-888-844-6177 or visit www.bankofthewest.com/creditcounseling

Please send billing inquiries and correspondence to
P.O. Box 2078, Omaha, NE 68103-2078

Okay to Pay

[Handwritten Signature]

Please see reverse side for important information



BANK OF THE WEST
BNP PARIBAS

Page 1 of 3

Cardholder Name: CITY OF COMPTON Statement for Period: 12/05/22 to 01/04/23
 Account Number: XXXX-XXXX-XXXX Statement Closing Date: 01/04/23

News and Updates

Save on gas, dining and more for your business. It's easy. Just use your Bank of the West MasterCard® business card at participating top merchants and receive Easy Savings® rebates automatically. Use your card today and start saving. EasySavings.com

MasterCard Easy Savings Program Cardholder Terms & Conditions: Payment must be paid in full using an enrolled card at a participating Merchant location. Only select cards and certain transaction types are eligible. The rebate will appear on your statement after the purchase has posted to your card account, not on the receipt, and may not be reflected until the next statement. Other terms and conditions apply. For more information, visit easysavings.com

Transactions

"-" = Credit

Tran Date	Post Date	Transaction Description	Reference Number	Amount
Transaction Activity				
11-14	11-14	PAYMENT - THANK YOU	F126500P7000PY343	-\$7,731.27
11-14	11-14	*FINANCE CHARGE* PREV CYCLE PURCHASES		-\$68.56
11-14	11-14	PREVIOUS CYCLE LATE FEE		-\$41.00
12-05	12-05	LATE CHARGE REFUND	F126500P5000RL341	-\$41.00
12-10	12-10	NATIONAL CAR RENTAL INGLEWOOD CA RTRN CTY INGLEWOOD	0541019P91R281NS0	\$191.82
12-10	12-10	NATIONAL CAR RENTAL INGLEWOOD CA RTRN CTY INGLEWOOD	0541019P91R281RNA	\$191.82
12-10	12-10	NATIONAL CAR RENTAL INGLEWOOD CA RTRN CTY INGLEWOOD	0541019P91R281R8M	\$191.82
12-10	12-10	NATIONAL CAR RENTAL INGLEWOOD CA RTRN CTY INGLEWOOD	0541019P91R281V5D	\$191.82
12-10	12-10	NATIONAL CAR RENTAL INGLEWOOD CA RTRN CTY INGLEWOOD	0541019P91R281WMQ	\$172.82
12-10	12-10	NATIONAL CAR RENTAL INGLEWOOD CA RTRN CTY INGLEWOOD	0541019P91R281XQS	\$215.70
12-10	12-10	NATIONAL CAR RENTAL INGLEWOOD CA RTRN CTY INGLEWOOD	0541019P91R281ZNJ	\$191.82
12-10	12-10	NATIONAL CAR RENTAL INGLEWOOD CA RTRN CTY INGLEWOOD	0541019P91R2820GB	\$215.70
12-10	12-10	NATIONAL CAR RENTAL INGLEWOOD CA RTRN CTY INGLEWOOD	0541019P91R2820XF	\$191.82
12-10	12-10	NATIONAL CAR RENTAL INGLEWOOD CA RTRN CTY INGLEWOOD	0541019P91R282094	\$191.82
12-13	12-13	5913 EL POLLO LOCO 3106317691 CA	2524780PQ010S0D6H	\$63.99
12-14	12-14	PARTY CITY 622 COMPTON CA	5543286PD5SXE3FD	\$57.33
12-14	12-14	SMART AND FINAL 727 COMPTON CA	5526352PDRBGHFDD5	\$78.62
12-14	12-14	SMART AND FINAL 727 COMPTON CA	5526352PDRBGHFQGV	\$191.89
12-15	12-15	TST* FERRARO'S ON THE COMPTON CA	0230537PD2X8XRBH2	\$1,247.60
12-20	12-20	PANDA EXPRESS #1652 P 8008778988 CA	5531020PKBMDJLG1D	\$11.03
12-21	12-21	CHIPOTLE ONLINE 9495244000 CA	5531020PK2DK3SXKY	\$52.86

Transactions continued on next page...



BANK OF THE WEST
BNP PARIBAS

Page 2 of 3

Cardholder Name:	CITY OF COMPTON	Statement for Period:	12/05/22 to 01/04/23
Account Number:	XXXX-XXXX-XXXX-XXXX	Statement Closing Date:	01/04/23

Transactions (continued)

"-" = Credit

Tran Date	Post Date	Transaction Description	Reference Number	Amount
Transaction Activity (continued)				
12-23	12-23	RBT PANDA EXPRESS #165 EASYSAVING CREDIT	0558745PM00006QVH	-\$0.44
12-27	12-27	PP*DOCUMENTDIV COMPTON CA	5542950PTS14FDBTW	\$80.00
12-27	12-27	PAYMENT - THANK YOU	8548030PV00XV7KLM	-\$2,848.23
Fees				
		TOTAL FEES FOR THIS PERIOD		\$0.00
Interest Charged				
01-04	01-04	Interest Charge on Purchases		\$195.91
01-04	01-04	Interest Charge on Cash Advances		\$0.00
		TOTAL INTEREST FOR THIS PERIOD		\$195.91

2023 Year-to-Date Totals

Total fees charged in 2023	-\$82.00
Total interest charged in 2023	\$127.35

Year-to-Date Totals include interest and/or fee adjustments.

Interest Charge Calculation

Your Annual Percentage Rate (APR) is the annual interest rate on your account.

Type of Balance	Annual Percentage Rate (APR)	Balance Subject to Interest Rate	Interest Charge
PURCHASES	15.74% (v)	\$14,659.43	\$195.91
CASH ADVANCES	26.74% (v)	\$0.00	\$0.00
BALANCE TRANSFER	15.74% (v)	\$0.00	\$0.00
(v) = Variable Rate			



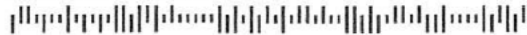
BANK OF THE WEST
BNP PARIBAS

<u>Date</u>	<u>Vendor</u>	<u>Amount</u>	<u>Services</u>
1/4/2023	US Mayors	\$ 1,500.00	Registration Fee - 91st Annual Winter Conference - E.Sharif (Mayor)
1/4/2023	Ferraro's on the Hill	\$ 60.00	Refreshments for Closed Session - Paid for by City Manager
1/5/2023	Jet Blue	\$ 329.42	Roundtrip flight to attend 91st Annual Winter Conference - E. Sharif (Mayor)
1/5/2023	Western City Magazine	\$ 300.00	Recruitment advertising
1/17/2023	El Pollo Loco	\$ 8.81	Refreshments for Closed Session - Paid for by City Manager
1/18/2023	Chipotle	\$ 39.30	Refreshments for Closed Session - Paid for by City Manager
1/20/2023	Hilton Garden Inn	\$ 432.22	Hotel stay for 91st Annual Winter Conference attendee - E.Sharif
2/1/2023	Payment Received	\$ (3,926.19)	
2/4/2023	Interst Fee	\$ 215.41	
		\$ 2,669.75	Total of Charges
		\$ 108.11	Paid by City Manager - total for closed session refreshments
		\$ 215.41	Interest Fees

BANK OF THE WEST

A trade name used by BMO Harris Bank N.A.

BANKCARD CENTER
PO BOX 4021
ALAMEDA CA 94501-0421



CITY OF COMPTON
THOMAS THOMAS
205 S WILLOWBROOK AVE
COMPTON CA 90220-3134

R111
26182



5868 250 1 31 547 2 16 2000063 509

Payment Information

Account Number XXXX-XXXX-XXXX-XXXX
New Balance \$12,817.97
Minimum Payment Due **2,885.16** ~~\$385.00~~
Payment Due Date **MP** March 1, 2023

Please return this portion with your payment.

Amount Enclosed
Make checks payable to: \$
BankCard Center

Print change of address or phone number(s) below:

Address
City State Zip
Home Phone Work Phone
Cell Phone
Signature Date

Prepared For: CITY OF COMPTON
Account Number: XXXX-XXXX-XXXX-XXXX
Statement for Period: 01/05/23 to 02/04/23

Summary of Account Activity

Previous Balance	\$13,859.00
Payments	\$3,926.19
Other Credits	\$0.00
Purchases & Other Charges	\$2,669.75
Balance Transfer / Checks	\$0.00
Cash Advances	\$0.00
Fees Charged	\$0.00
Interest Charged	\$215.41
New Balance Total	\$12,817.97
Credit Limit	\$50,000.00
Credit Available	\$37,182.00
Past Due Amount	\$0.00
Amount Over Limit	\$0.00
Statement closing date	02/04/2023
Days in billing cycle	31

Payment Information

New Balance \$12,817.97
Minimum Payment Due **2,885.16** ~~\$385.00~~
Payment Due Date **MP** March 1, 2023

Late Payment Warning: If we do not receive your minimum payment by the date listed above, you may have to pay up to a \$41.00 late fee.

Minimum Payment Warning: If you make only the minimum payment each period, you will pay more in interest and it will take you longer to pay off your balance. For example:

If you make no additional charges using this card and each month you pay...	You will pay off the balance shown on this statement in about...	And you will end up paying an estimated total of...
Only the minimum payment	17 years	\$22910.00
\$452.00	3 years	\$16277.00 (Savings= \$6633.00)

If you would like information about credit counseling services, call 1-888-844-6177 or visit www.bankofthewest.com/creditcounseling.

QUESTIONS?

Call Customer Service (800) 996-2638
TTY/TDD (800) 659-5495
Lost or Stolen Card (800) 996-2638

Please send billing inquiries and correspondence to
P.O. Box 2078, Omaha, NE 68103-2078

Okay to Pay
[Signature]

Please see reverse side for important information

Page 1 of 3

BANK OF THE WEST

A trade name used by BMO Harris Bank N.A.

Cardholder Name:	CITY OF COMPTON	Statement for Period:	01/05/23 to 02/04/23
Account Number:	XXXX-XXXX-XXXX-XXXX	Statement Closing Date:	02/04/23

News and Updates

Save on gas, dining and more for your business. It's easy. Just use your Bank of the West MasterCard® business card at participating top merchants and receive Easy Savings® rebates automatically. Use your card today and start saving. EasySavings.com

MasterCard Easy Savings Program Cardholder Terms & Conditions: Payment must be paid in full using an enrolled card at a participating Merchant location. Only select cards and certain transaction types are eligible. The rebate will appear on your statement after the purchase has posted to your card account, not on the receipt, and may not be reflected until the next statement. Other terms and conditions apply. For more information, visit easysavings.com

Transactions

"-" = Credit

Tran Date	Post Date	Transaction Description	Reference Number	Amount
Transaction Activity				
01-04	01-05	USMAYORS 2028616796 DC	554295004S1GB9KDQ	\$1,500.00
01-04	01-05	TST* FERRARO'S ON THE COMPTON CA	0230537042X7T2F1A	\$60.00
01-05	01-05	JETBLUE 27979108508551 8005382583 UT	555003606K8E6QMFS	\$329.42
		SHARIF/EMMA JEAN		
		LOS ANGELES FORT LAUDERDALE		
		FORT LAUDERDALE WASHINGTON		
		WASHINGTON BOSTON		
		BOSTON LOS ANGELES		
01-05	01-05	WESTERN CITY MAGAZINE SACRAMENTO CA	82711160600000KHY	\$300.00
01-17	01-17	6101 EL POLLO LOCO COMPTON CA	25247800J019F1SJ2	\$8.81
01-18	01-18	CHIPOTLE ONLINE 9495244000 CA	55310200J2E135S04	\$39.30
01-20	01-20	HILTON GARDEN INN WASHINGTON DC	55436870M4M6VDPY5	\$432.22
		FOLIO #1191503		
02-01	02-01	PAYMENT - THANK YOU	85480301200XSYF6G	-\$3,926.19
Fees				
		TOTAL FEES FOR THIS PERIOD		\$0.00
Interest Charged				
02-04	02-04	Interest Charge on Purchases		\$215.41
02-04	02-04	Interest Charge on Cash Advances		\$0.00
		TOTAL INTEREST FOR THIS PERIOD		\$215.41

2023 Year-to-Date Totals

Total fees charged in 2023	-\$82.00
Total interest charged in 2023	\$342.76

Year-to-Date Totals include interest and/or fee adjustments.

Cardholder Name:	CITY OF COMPTON	Statement for Period:	01/05/23 to 02/04/23
Account Number:	XXXX-XXXX-XXXX-XXXX	Statement Closing Date:	02/04/23

Interest Charge Calculation

Your Annual Percentage Rate (APR) is the annual interest rate on your account.

Type of Balance	Annual Percentage Rate (APR)	Balance Subject to Interest Rate	Interest Charge
PURCHASES	16.24% (v)	\$15,622.48	\$215.41
CASH ADVANCES	27.24% (v)	\$0.00	\$0.00
BALANCE TRANSFER	16.24% (v)	\$0.00	\$0.00
(v) = Variable Rate			

<u>Date</u>	<u>Vendor</u>	<u>Amount</u>	<u>Services</u>
2/7/2023	El Pollo Loco	\$ 40.75	Refreshments for Closed Session - Paid for by City Manager
2/9/2023	Zoom	\$ 14.53	Monthly Zoom Fee - HR Department
2/14/2023	Apple Spice Junction	\$ 55.06	Refreshments for Closed Session - Paid for by City Manager
2/16/2023	Tiffany's Catering	\$ 518.35	Refereshments for Black History Month Event
3/4/2023	Late Fee	\$ 30.00	
3/4/2023	Interest Charge	\$ 164.48	
		\$ 628.69	Total of Charges
		\$ 95.81	Paid by City Manager - total for closed session refreshments
		\$ 194.48	Intereste Fees & Late Charges

BANK OF THE WEST

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BANKCARD CENTER
PO BOX 4021
ALAMEDA CA 94501-0421



CITY OF COMPTON
THOMAS THOMAS
205 S WILLOWBROOK AVE
COMPTON CA 90220-3134

R102
26481



Payment Information

Account Number XXXX-XXXX-XXXX-XXXX
New Balance \$13,641.14
Minimum Payment Due **209.01** ~~\$824.00~~
Payment Due Date **KP** April 1, 2023

Please return this portion with your payment.

Amount Enclosed
Make checks payable to: \$
BankCard Center

Print change of address or phone number(s) below:

Address _____
City _____ State _____ Zip _____
Home Phone _____ Work Phone _____
Cell Phone _____
Signature _____ Date _____

5868 250 1 31 54 7 2 16 2000063 50 91

Prepared For: CITY OF COMPTON
Account Number: XXXX-XXXX-XXXX-XXXX
Statement for Period: 02/05/23 to 03/04/23

Summary of Account Activity

Previous Balance		\$12,817.97
Payments	-	\$0.00
Other Credits	-	\$0.00
Purchases & Other Charges	+	\$628.69
Balance Transfer / Checks	+	\$0.00
Cash Advances	+	\$0.00
Fees Charged	+	\$30.00
Interest Charged	+	\$164.48
New Balance Total		\$13,641.14
Credit Limit		\$50,000.00
Credit Available		\$36,358.00
Past Due Amount		\$385.00
Amount Over Limit		\$0.00
Statement closing date		03/04/2023
Days in billing cycle		28

QUESTIONS?

Call Customer Service
TTY/TDD
Lost or Stolen Card

(800) 996-2638
(800) 659-5495
(800) 996-2638

Payment Information

New Balance \$13,641.14
Minimum Payment Due **209.01** ~~\$824.00~~
Payment Due Date **KP** April 1, 2023

Late Payment Warning: If we do not receive your minimum payment by the date listed above, you may have to pay up to a \$41.00 late fee.

Minimum Payment Warning: If you make only the minimum payment each period, you will pay more in interest and it will take you longer to pay off your balance. For example:

If you make no additional charges using this card and each month you pay...	You will pay off the balance shown on this statement in about...	And you will end up paying an estimated total of...
Only the minimum payment	17 years	\$24367.00
\$483.00	3 years	\$17375.00 (Savings= \$6992.00)

If you would like information about credit counseling services, call 1-888-844-6177 or visit www.bankofthewest.com/creditcounseling.

Please send billing inquiries and correspondence to
P.O. Box 2078, Omaha, NE 68103-2078

Okay to Pay

John Doe

Please see reverse side for important information

BANK OF THE WEST

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BANK OF THE WEST

A trade name used by BMO Harris Bank N.A.

BANKCARD CENTER
PO BOX 4021
ALAMEDA CA 94501-0421



CITY OF COMPTON
THOMAS THOMAS
205 S WILLOWBROOK AVE
COMPTON CA 90220-3134

R102
26481



Payment Information

Account Number XXXX-XXXX-XXXX
New Balance \$13,641.14
Minimum Payment Due ~~\$824.00~~ 518.35 KP
Payment Due Date April 1, 2023

Please return this portion with your payment.

Amount Enclosed
Make checks payable to: \$
BankCard Center

Print change of address or phone number(s) below:

Address _____
City _____ State _____ Zip _____
Home Phone _____ Work Phone _____
Cell Phone _____
Signature _____ Date _____

⑆5868 250 13⑆547 216 200008 3509⑆

Okay to Pay

Prepared For: CITY OF COMPTON
Account Number: XXXX-XXXX-XXXX
Statement for Period: 02/05/23 to 03/04/23

Summary of Account Activity

Previous Balance	\$12,817.97
Payments	\$0.00
Other Credits	\$0.00
Purchases & Other Charges	\$628.69
Balance Transfer / Checks	\$0.00
Cash Advances	\$0.00
Fees Charged	\$30.00
Interest Charged	\$164.48
New Balance Total	\$13,641.14
Credit Limit	\$50,000.00
Credit Available	\$36,358.00
Past Due Amount	\$385.00
Amount Over Limit	\$0.00
Statement closing date	03/04/2023
Days in billing cycle	28

QUESTIONS?

Call Customer Service
TTY/TDD
Lost or Stolen Card

(800) 996-2638
(800) 659-5495
(800) 996-2638

Payment Information

New Balance \$13,641.14
Minimum Payment Due ~~\$824.00~~ 518.35 KP
Payment Due Date April 1, 2023

Late Payment Warning: If we do not receive your minimum payment by the date listed above, you may have to pay up to a \$41.00 late fee.

Minimum Payment Warning: If you make only the minimum payment each period, you will pay more in interest and it will take you longer to pay off your balance. For example:

If you make no additional charges using this card and each month you pay...	You will pay off the balance shown on this statement in about...	And you will end up paying an estimated total of...
Only the minimum payment	17 years	\$24367.00
\$483.00	3 years	\$17375.00 (Savings= \$6992.00)

If you would like information about credit counseling services, call 1-888-844-6177 or visit www.bankofthewest.com/creditcounseling.

Please send billing inquiries and correspondence to
P.O. Box 2078, Omaha, NE 68103-2078

Please see reverse side for important information

BANK OF THE WEST

A trade name used by BMO Harris Bank N.A.

Cardholder Name:	CITY OF COMPTON	Statement for Period:	02/05/23 to 03/04/23
Account Number:	XXXX-XXXX-XXXX-XXXX	Statement Closing Date:	03/04/23

News and Updates

YOUR ACCOUNT IS PAST DUE. PLEASE SEND YOUR PAYMENT IMMEDIATELY TO AVOID FURTHER LATE CHARGES OR CALL US AT 1 (925) 843-7963, MONDAY-FRIDAY (8:00 AM to 5:00 PM PST).

Save on gas, dining and more for your business. It's easy. Just use your Bank of the West MasterCard® business card at participating top merchants and receive Easy Savings® rebates automatically. Use your card today and start saving. EasySavings.com

MasterCard Easy Savings Program Cardholder Terms & Conditions: Payment must be paid in full using an enrolled card at a participating Merchant location. Only select cards and certain transaction types are eligible. The rebate will appear on your statement after the purchase has posted to your card account, not on the receipt, and may not be reflected until the next statement. Other terms and conditions apply. For more information, visit easysavings.com

Transactions

"-" = Credit

Tran Date	Post Date	Transaction Description	Reference Number	Amount
Transaction Activity				
02-07	02-07	5913 EL POLLO LOCO 3406317691 CA	20247801780F1L9MS	\$48.75
02-09	02-09	ZOOM.US 888-799-9666 SAN JOSE CA - HR	823050918000ENADM	\$14.53
02-14	02-14	APPLE SPICE JUNCTION 340 8955222 CA	85454914DS66DJ6SP	\$55.06
02-16	02-16	SQ *TIFFANY'S CATERING 877-417-4551 CA	55432861F5X1LLNHG	\$518.35
Fees				
03-04	03-04	LATE PAYMENT FEE		\$30.00
		TOTAL FEES FOR THIS PERIOD		\$30.00
Interest Charged				
03-04	03-04	Interest Charge on Purchases		\$164.48
03-04	03-04	Interest Charge on Cash Advances		\$0.00
		TOTAL INTEREST FOR THIS PERIOD		\$164.48

2023 Year-to-Date Totals

Total fees charged in 2023	-\$52.00
Total interest charged in 2023	\$507.24

Year-to-Date Totals include interest and/or fee adjustments.

Interest Charge Calculation

Your Annual Percentage Rate (APR) is the annual interest rate on your account.

Type of Balance	Annual Percentage Rate (APR)	Balance Subject to Interest Rate	Interest Charge
PURCHASES	16.49% (v)	\$13,004.92	\$164.48
CASH ADVANCES	27.49% (v)	\$0.00	\$0.00
BALANCE TRANSFER	16.49% (v)	\$0.00	\$0.00
(v) = Variable Rate			

<u>Date</u>	<u>Vendor</u>	<u>Amount</u>	<u>Services</u>
3/5/2023	Zoom	\$ 17.35	Monthly Zoom Fee - HR Department
3/6/2023	Zoom	\$ 78.10	Monthly Zoom Fee - City Manager
3/13/2023	Payment	\$ (472.00)	
3/14/2023	Western City Magazine	\$ 300.00	Recruitment advertising
3/17/2023	Payment	\$ (10,810.71)	
3/17/2023	Payment Reversal	\$ 10,810.71	Administrative issue with vendor - Bank of the West Payment made on April statement
3/28/2023	Western City Magazine	\$ 300.00	Recruitment advertising
3/30/2023	Brown and Caldwell	\$ 200.00	Recruitment advertising
3/30/2023	Brown and Caldwell	\$ 200.00	Recruitment advertising
3/30/2023	Brown and Caldwell	\$ 200.00	Recruitment advertising
3/30/2023	Brown and Caldwell	\$ 200.00	Recruitment advertising
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3/30/2023	Western City Magazine	\$ 300.00	Recruitment advertising
3/30/2023	Western City Magazine	\$ 300.00	Recruitment advertising
3/30/2023	Western City Magazine	\$ 300.00	Recruitment advertising
3/30/2023	Western City Magazine	\$ 300.00	Recruitment advertising
3/30/2023	Western City Magazine	\$ 300.00	Recruitment advertising
4/3/2023	Western City Magazine	\$ 300.00	Recruitment advertising
3/4/2023	Interest Fees	\$ 197.85	
3/27/2023	Returned Payment Fee	\$ 30.00	
		\$ 14,606.16	Total of Charges
		\$ 227.85	Interest Fees

BANK OF THE WEST

A trade name used by BMO Harris Bank N.A.

BANKCARD CENTER
PO BOX 4021
ALAMEDA CA 94501-0421

CITY OF COMPTON
THOMAS THOMAS
205 S WILLOWBROOK AVE
COMPTON CA 90220-3134

R103
27226

Payment Information

Account Number XXXX-XXXX-XXXX
New Balance \$17,192.44
Minimum Payment Due 4,023.30 ~~\$668.00~~
Payment Due Date May 1, 2023

Please return this portion with your payment.

Amount Enclosed
Make checks payable to: \$
BankCard Center

Print change of address or phone number(s) below:

Address
City State Zip
Home Phone Work Phone
Cell Phone
Signature Date

15868250131547216200006350911

Prepared For: CITY OF COMPTON
Account Number: XXXX-XXXX-XXXX-
Statement for Period: 03/05/23 to 04/04/23

Summary of Account Activity

Previous Balance	\$13,641.14
Payments	- \$11,282.71
Other Credits	- \$0.00
Purchases & Other Charges	+ \$14,606.16
Balance Transfer / Checks	+ \$0.00
Cash Advances	+ \$0.00
Fees Charged	+ \$30.00
Interest Charged	+ \$197.85
New Balance Total	\$17,192.44
Credit Limit	\$50,000.00
Credit Available	\$29,607.00
Past Due Amount	\$352.00
Amount Over Limit	\$0.00
Statement closing date	04/04/2023
Days in billing cycle	31

QUESTIONS?

Call Customer Service
TTY/TDD
Lost or Stolen Card

(800) 996-2638
(800) 659-5495
(800) 996-2638

Payment Information

New Balance \$17,192.44
Minimum Payment Due 4,023.30 ~~\$668.00~~
Payment Due Date May 1, 2023

Late Payment Warning: If we do not receive your minimum payment by the date listed above, you may have to pay up to a \$41.00 late fee.

Minimum Payment Warning: If you make only the minimum payment each period, you will pay more in interest and it will take you longer to pay off your balance. For example:

If you make no additional charges using this card and each month you pay...	You will pay off the balance shown on this statement in about...	And you will end up paying an estimated total of...
Only the minimum payment	19 years	\$30973.00
\$608.00	3 years	\$21901.00 (Savings= \$9072.00)

If you would like information about credit counseling services, call 1-888-844-6177 or visit www.bankofthewest.com/creditcounseling.

Please send billing inquiries and correspondence to
P.O. Box 2078, Omaha, NE 68103-2078

Okay to Pay

Please see reverse side for important information

BANK OF THE WEST

A trade name used by BMO Harris Bank N.A.

Cardholder Name: CITY OF COMPTON Statement for Period: 03/05/23 to 04/04/23
 Account Number: XXXX-XXXX-XXXX- Statement Closing Date: 04/04/23

News and Updates

YOUR ACCOUNT IS PAST DUE. PLEASE SEND YOUR PAYMENT IMMEDIATELY TO AVOID FURTHER LATE CHARGES OR CALL US AT 1 (925) 843-7963, MONDAY-FRIDAY (8:00 AM to 5:00 PM PST).

Save on gas, dining and more for your business. It's easy. Just use your Bank of the West MasterCard® business card at participating top merchants and receive Easy Savings® rebates automatically. Use your card today and start saving. EasySavings.com

MasterCard Easy Savings Program Cardholder Terms & Conditions: Payment must be paid in full using an enrolled card at a participating Merchant location. Only select cards and certain transaction types are eligible. The rebate will appear on your statement after the purchase has posted to your card account, not on the receipt, and may not be reflected until the next statement. Other terms and conditions apply. For more information, visit easysavings.com

Transactions

Tran Date	Post Date	Transaction Description	Reference Number	Amount
Transaction Activity				
03-05	03-05	ZOOM.US 888-799-9666 SAN JOSE CA	823050920000EDK42	\$17.35 ✓
03-06	03-06	ZOOM.US 888-799-9666 SAN JOSE CA	823050921000FA5H1	\$78.10 ✓
03-13	03-13	PAYMENT - THANK YOU	85480302900XTMJG8	-\$472.00
03-14	03-14	WESTERN CITY MAGAZINE SACRAMENTO CA	827111629000F2VQQ	\$300.00 ✓
03-17	03-17	PAYMENT - THANK YOU	85480302H00XVQS7M	-\$10,810.71
03-17	03-17	PAYMENT REVERSAL	F1265002N000Q1086	\$10,810.71
03-28	03-28	WESTERN CITY MAGAZINE SACRAMENTO CA	82711162P0C0B8W58	\$300.00 ✓
03-30	03-30	BROWN AND CALDWELL 925-2102277 CO	55436872SM8NGNBEE	\$200.00 ✓
03-30	03-30	BROWN AND CALDWELL 925-2102277 CO	55436872SM8NGNBFG	\$200.00 ✓
03-30	03-30	BROWN AND CALDWELL 925-2102277 CO	55436872SM8NGNBFR	\$200.00 ✓
03-30	03-30	BROWN AND CALDWELL 925-2102277 CO	55436872SM8NGNBGS	\$200.00 ✓
03-30	03-30	BROWN AND CALDWELL 925-2102277 CO	55436872SM8NGNBG8	\$200.00 ✓
03-30	03-30	WESTERN CITY MAGAZINE SACRAMENTO CA	82711162T000DDEDH	\$300.00 ✓
03-30	03-30	WESTERN CITY MAGAZINE SACRAMENTO CA	82711162T000D2710	\$300.00 ✓
03-30	03-30	WESTERN CITY MAGAZINE SACRAMENTO CA	82711162T000D5QLG	\$300.00 ✓
03-30	03-30	WESTERN CITY MAGAZINE SACRAMENTO CA	82711162T000D9AGA	\$300.00 ✓
03-30	03-30	WESTERN CITY MAGAZINE SACRAMENTO CA	82711162T000QRW2Q	\$300.00 ✓
03-30	03-30	WESTERN CITY MAGAZINE SACRAMENTO CA	82711162T000QYHB7	\$300.00 ✓
04-03	04-03	WESTERN CITY MAGAZINE SACRAMENTO CA	82711162Y0002BM2V	\$300.00 ✓
Fees				
03-27	03-27	RETURNED PAYMENT FEE		\$30.00
		TOTAL FEES FOR THIS PERIOD		\$30.00
Interest Charged				
04-04	04-04	Interest Charge on Purchases		\$197.85
04-04	04-04	Interest Charge on Cash Advances		\$0.00
		TOTAL INTEREST FOR THIS PERIOD		\$197.85

Cardholder Name:	CITY OF COMPTON	Statement for Period:	03/05/23 to 04/04/23
Account Number:	XXXX-XXXX-XXXX-XXXX	Statement Closing Date:	04/04/23

2023 Year-to-Date Totals	
Total fees charged in 2023	-\$22.00
Total interest charged in 2023	\$705.09

Year-to-Date Totals include interest and/or fee adjustments.

Interest Charge Calculation

Your Annual Percentage Rate (APR) is the annual interest rate on your account.

Type of Balance	Annual Percentage Rate (APR)	Balance Subject to Interest Rate	Interest Charge
PURCHASES	16.49% (v)	\$14,129.71	\$197.85
CASH ADVANCES	27.49% (v)	\$0.00	\$0.00
BALANCE TRANSFER	16.49% (v)	\$0.00	\$0.00
(v) = Variable Rate			

June 20, 2023

TO: HONORABLE MAYOR AND CITY COUNCIL MEMBERS

FROM: CITY CONTROLLER

**SUBJECT: AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF COMPTON
LEVYING A MUNICIPAL TAX RATE FOR THE FISCAL YEAR 2023-2024**

SUMMARY

The purpose of this Ordinance is to authorize the levy of the assessed valuation municipal tax rate for Fiscal Year 2023-2024.

BACKGROUND

The City has levied a municipal tax (parcel tax) for many years in line with Section 1402, 1600 and 1601 of the City Charter to pay for the City's obligations under the Employees' Retirement Plan managed by the California Public Employees' Retirement System (CalPERS). The municipal tax is collected by the Los Angeles County Auditor-Controller on behalf of the City. The Los Angeles County Auditor-Controller has based assessed values at market values and it is necessary to set the municipal tax at a rate based on market value. The tax rate will remain at 0.451632, the same as the prior fiscal year.

STATEMENT OF ISSUE

The Los Angeles County Auditor-Controller requires that the municipal tax rate ordinance be passed each year by the City Council even though the municipal tax rate remains unchanged. This agenda item is required to comply with the County requirements.

FISCAL IMPACT

The passing of the attached Ordinance will ensure that the City's retirement fund continues to receive the municipal parcel tax revenues in line with the requirements of the City Charter for the purposes stipulated by the Charter. The municipal parcel tax generates approximately \$30 million per year.

ALTERNATIVE

The City's General Fund would have to pay the cost of the retirement obligations resulting in severe financial consequences to other City programs and services.

RECOMMENDATION

Staff recommends that the City Council adopt the attached Ordinance.

**SHARON RAHBAN NAVIZADEH,
CITY CONTROLLER**

APPROVED FOR FORWARDING:

**THOMAS THOMAS
CITY MANAGER**

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF COMPTON LEVYING
A MUNICIPAL TAX RATE FOR THE FISCAL YEAR 2023-2024

WHEREAS, the City has levied a municipal tax (parcel tax) for many years in line with Section 1402, 1600, and 1601 of the City Charter to pay for the City’s obligations under the Employees’ Retirement Plan managed by the California Public Employees’ Retirement System (CalPERS); and

WHEREAS, the municipal tax is collected by the Los Angeles County Auditor-Controller on behalf of the City; and

WHEREAS, the Los Angeles County Auditor-Controller has based assessed rates at market values and it is necessary to set the municipal tax at rate based on market value; and

WHEREAS, it is required that the City certify the municipal tax rate every year.

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

Section 1. That there is hereby levied a municipal tax upon the equalized assessment of the taxable property in the City of Compton at a market valuation of the following rates (per cent):

Taxation District #1.....0.451632

(Old City of Compton, Annexations 1 to 3 inc; 5 to 10 inc; 13 to 32 inc; 106, 107 111 to 122 inc; 125 to 133 inc; 136 to 139 inc; 141 to 143 inc; 145, 147, 149, 151, 152, 153A, 155, 158, 159, 160, 161, 163, 164, 168, 172A, 173B)

Rosecrans Redevelopment Project.....0.451632

Walnut Industrial Redevelopment Project.....0.451632

Section 2. That said rate is made up as follow:

Employment Retirement (Debt Service).....0.451632

Section 3. That the City Clerk shall certify to the adoption of this Ordinance by the City Council and shall cause this Ordinance to be published as required by law.

Section 4. That pursuant to Section 611 of the Compton Charter, this Ordinance shall take effect upon adoption of the City Council.

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

ADOPTED this _____ day of _____, 2023.

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, Vernell McDaniel, City Clerk of the City of Compton, hereby certify that the foregoing Ordinance was adopted by the City Council of the City of Compton, signed by the Mayor and attested by the City Clerk at a regular meeting thereof held on this _____ day of _____, 2023.

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

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

CITY CLERK OF THE CITY OF COMPTON

June 20, 2023

TO: MAYOR AND CITY COUNCIL

FROM: CITY MANAGER

SUBJECT: A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON ADOPTING THE CITY OF COMPTON'S LOCAL ROADWAY SAFETY PLAN (LRSP).

SUMMARY

This resolution of the City Council of the City of Compton adopts the Compton Local Roadway Safety Plan (LRSP).

BACKGROUND

Federal regulations require each state has a Strategic Highway Safety Plan (SHSP). An SHSP is a statewide data driven traffic safety plan that coordinates the efforts of a wide range of organizations to reduce traffic accident fatalities and serious injuries on all public roads. In coordination with federal, state, local and private sector safety stakeholders, the SHSP establishes goals, objectives, and emphasis areas. The SHSP addresses the 4Es of traffic safety: Engineering, Enforcement, Education, and Emergency Services.

While the SHSP is used as a statewide approach for improving roadway safety, a Local Road Safety Plan (LRSP) is a means for providing local road owners with an opportunity to address unique safety needs in their jurisdictions. The process of preparing a LRSP creates a framework to systematically identify and analyze safety problems and recommend safety improvements.

Preparing an LRSP facilitates the development of local agency partnerships and collaboration, resulting in a prioritized list of improvements and actions that can demonstrate defined needs and contribute to the statewide plan. The LRSP offers a proactive approach to addressing safety needs and demonstrates agency responsiveness to safety challenges.

An LRSP also provides a framework for organizing stakeholders to identify, analyze, and prioritize roadway safety improvements on local and rural roads. The process of developing an LRSP was tailored to local protocols, needs, and issues.

Additionally, in future Highway Safety Improvement Projects (HSIP) Calls-for-Projects, an LRSP will be preferred or required for an agency to be eligible to apply for federal HSIP funds.

**Staff Report – Local Roadway Safety Plan
Final Local Roadway Safety Plan Approval
June 20, 2023**

The LRSP evaluates the overall system to determine what improvements can be made to increase vehicle and pedestrian safety. The LRSP was designed as a living document that can be updated to reflect changing needs and priorities.

Caltrans has made funding available to local agencies for the development of their LRSP's in advance of the HSIP calls that will require an LRSP to apply. On October 1, 2020, the City of Compton was awarded \$72,000 from Caltrans, with a required \$8,000 (10%) local match, based on the Caltrans award formula that considers the City's population, centerline miles and lane miles.

On November 2, 2021, the Public Works Engineering Department solicited Request for Proposals (RFP's) from qualified consultants to develop the City's Local Safety Road Plan (LRSP).

The Request for Proposal (RFP) sought to secure the most qualified consultant to prepare a LRSP that aligns with the California State Highway Safety Plan and the Federal Highway Safety Plan and serve as an important tool for saving lives and reducing injuries on the City's local roadways.

On December 2, 2021, the City received a total of six proposals that were ranked by staff. The top 3 firms were selected based on their responsiveness, qualifications, work experience, professional expertise, and costs. The top three proposals are listed below:

<u>Rank</u>	<u>Firm</u>	<u>Location</u>	<u>Fee</u>
1	Kimley-Horn	Los Angeles, CA	\$71,914.60
2	KOA	Monterey Park, CA	\$78,449.16
3	Willdan	Industry, CA	\$78,000.00

The proposal review committee consisted of Public Works, City Manager's Office and our consulting staff. The committee reviewed the materials in the proposals submitted by the consultant and ranked the most qualified proposals.

After careful consideration, the proposal submitted by Kimley-Horn and Associates, Inc. was deemed the lowest responsive bidder to prepare the City's Local Safety Road Plan. Kimley-Horn is a full-service engineering, planning and environmental consulting firm providing a comprehensive range of services to public and private clients throughout the United States. The preparation of the plan began on March 17, 2022.

The services that were provided by Kimley-Horn included, but was not limited to the tasks below:

Task 1 Identify Working Group

- i. Consultant identified and engaged stakeholders to develop a working group, stakeholders included first responders (Local, County, State law enforcement and medical groups), transportation authorities, local school districts, business groups, residents, and etc. Consultant coordinated and led stakeholder meetings at least twice during the LRSP development for the following: 1). Identified high need areas and stakeholder priorities, established LRSP vision and goals, and reviewed potential solutions and countermeasures; and 2) Prioritized project implementation plans, and reviewed and commented on the final LRSP.

Task 2 Analyze Safety Data

- i. Consultant reviewed existing data, programs, policies, and activities; and provided a brief summary of current efforts to address transportation safety.
- ii. Consultant was not expected to collect new data as part of his work effort. Data and summaries that were currently available, included but was not limited to the Statewide Integrated Traffic Records System (WITRS), and the Los Angeles County Sheriff's Department to develop the LRSP. The data analysis documented findings which included trends/patterns in crash type, driver factors, roadway features, vehicle factors, and/or environmental conditions.

Task 3 Develop Countermeasures

- i. Consultant worked with City and stakeholders to identify emphasized areas and to establish goals and specific countermeasures to address safety issues. Areas were consistent with trends identified as part of the data analysis. Countermeasures included the 4Es of highway safety – engineering, enforcement, education, and emergency response. Countermeasures were developed to specifically address emphasized areas. Consultant established measurable objectives and goals.
- ii. A variety of resources were available for selecting effective and validated countermeasures strategies, including: Federal Highway Administration (FHWA) Proven Countermeasures, Highway Safety Manual (HSM), National Highway Traffic Safety Administration (NHTSA) Countermeasures that work, Crash Modification Factor (CMF) Clearinghouse, and etc. The consultant encouraged other effective countermeasures.

Task 4 Development of Final LRSP

- i. Consultant developed the final LRSP using the information from previous tasks. The plan included implementation strategies as well as a methodology for periodic review and updated once the initial plan had been approved.

STATEMENT OF ISSUE

On February 1, 2022, pursuant to Resolution No. 25,604, City Council authorized the City Manager to enter into a professional services agreement with and establish a purchase order for Kimley-Horn and Associates, Inc. to prepare a Local Roadway Safety Plan for the Public Works Engineering Department and authorize the establishment of a purchase order in the amount of \$71,914.60.

On May 9, 2023, Kimley-Horn and Associated submitted the final Local Roadway Safety Plan to the City for adoption. Therefore, in order to adopt the Compton Local Roadway Safety Plan, City Council's authorization is necessary.

ALTERNATIVE

There are no other alternatives being recommended at this time. The study is important because, in addition to trauma of injury and loss of life, economic losses in the City of Compton due to traffic injuries on City streets were over \$692 million from 2015 through 2020, according to the Statewide Integrated Traffic Records System (SWITRS) and Caltrans HSIP Cost Parameters.

FISCAL IMPACT

None.

RECOMMENDATION

Staff recommends the City Council adopt the attached Resolution.

**JOHN D. STRICKLAND, JR.
PROJECT MANAGER**

APPROVED FOR FORWARDING:

**THOMAS THOMAS
CITY MANAGER**

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON
ADOPTING THE CITY OF COMPTON LOCAL ROADWAY SAFETY PLAN
(LRSP)**

WHEREAS, this resolution adopts the Compton Local Roadway Safety Plan (LRSP); and

WHEREAS, federal regulations require each state has a Strategic Highway Safety Plan (SHSP); and

WHEREAS, an SHSP is a statewide data driven traffic safety plan that coordinates the efforts of a wide range of organizations to reduce traffic accidents fatalities and serious injuries on all public roads; and

WHEREAS, in coordination with federal, state, local and private sector safety stakeholders, the SHSP establishes goals, objectives, and emphasis areas; and

WHEREAS, the SHSP addresses the 4Es of traffic safety: Engineering, Enforcement, Education, and Emergency Services; and

WHEREAS, while the SHSP is used as a statewide approach for improving roadway safety, a Local Road Safety Plan (LRSP) is a means for providing local road owners with an opportunity to address unique safety needs in their jurisdictions; and

WHEREAS, the process of preparing a LRSP creates a framework to systemically identify and analyze safety problems and recommend safety improvements; and

WHEREAS, preparing an LRSP facilitates the development of local agency partnerships and collaboration, resulting in a prioritized list of improvements and actions that can demonstrate defined needs and contribute to the statewide plan; and

WHEREAS, the LRSP offers a proactive approach to addressing safety needs and demonstrates agency responsiveness to safety challenges; and

WHEREAS, an LRSP also provides a framework for organizing stakeholders to identify, analyze, and prioritize roadway safety improvements on local and rural roads and the process of developing an LRSP was tailored to local protocols, needs, and issues; and

WHEREAS, in future Highway Safety Improvement Projects (HSIP) Calls-for-Projects, an LRSP will be preferred or required for an agency to be eligible to apply for federal HSIP funds; and

WHEREAS, the LRSP evaluated the overall system to determine what improvements could be made to increase vehicle and pedestrian safety and the LRSP was designed as a living document that can be updated to reflect changing needs and priorities; and

WHEREAS, Caltrans made funding available to local agencies for the development of their LRSP's in advance of the HSIP calls that will require an LRSP to apply; and

WHEREAS, on October 1, 2020, the City of Compton was awarded \$72,000 from Caltrans, with a required \$8,000 (10%) local match, based on the Caltrans award formula that considers the City's population, centerline miles and lane miles; and

WHEREAS, on November 2, 2021, the Public Works Engineering Department solicited Request For Proposals (RFP's) from qualified consultants to develop the City's Local Safety Road Plan (LRSP); and

WHEREAS, the Request For Proposal (RFP) sought to secure the most qualified consultant to prepare a LRSP that aligns with the California State Highway Safety Plan and the Federal Highway Safety Plan and serve as an important tool for saving lives and reducing injuries on the City’s local roadways; and

WHEREAS, on December 2, 2021, the City received a total of six proposals that were ranked by staff and the top 3 firms were selected based on their responsiveness, qualifications, work experience, professional expertise, and costs.

WHEREAS, the top three proposals are listed below:

<u>Rank</u>	<u>Firm</u>	<u>Location</u>	<u>Fee</u>
1	Kimley-Horn	Los Angeles, CA	\$71,914.60
2	KOA	Monterey Park, CA	\$78,449.16
3	Willdan	Industry, CA	\$78,000.00; and

WHEREAS, the proposal review committee consisted of Public Works, City Manager’s Office and our consulting staff. The committee reviewed the materials in the proposals submitted by the consultant and ranked the most qualified proposals; and

WHEREAS, the proposal submitted by Kimley-Horn and Associates, Inc. was deemed the lowest responsive bidder to prepare the City’s Local Safety Road Plan; and

WHEREAS, Kimley-Horn is a full-service engineering, planning and environmental consulting firm providing a comprehensive range of services to public and private clients throughout the United States; and

WHEREAS, the services that were provided by Kimley-Horn included, but was not limited to the tasks below:

- Task 1

Identify Working Group

i.

Consultant identified and engaged stakeholders to develop a working group, stakeholders included first responders (Local, County, State law enforcement and medical groups), transportation authorities, local school districts, business groups, residents, and etc. Consultant coordinated and led stakeholder meetings at least twice during the LRSP development for the following: 1). Identify high need areas and stakeholder priorities, established LRSP vision and goals, and reviewed potential solutions and countermeasures; and 2). Prioritized project implementation plans, and reviewed and commented on the final LRSP.
- Task 2

Analyze Safety Data

i.

Consultant reviewed existing data, programs, policies, and activities; and provided a brief summary of current efforts to address transportation safety.

ii.

Consultant was not expected to collect new data as part of this work effort. Data and summaries that were currently available, included but was not limited to the Statewide Integrated Traffic Records System (WITRS), and Los Angeles County Sheriff’s Department to develop the LRSP. The data analysis documented findings which included trends/patterns in crash type, driver factors, roadway features, vehicle factors, and/or environmental conditions.

Task 3 Develop Countermeasures

- i. Consultant worked with City and stakeholders to identify emphasized areas and to establish goals and specific countermeasures to address safety issues. Areas were consistent with trends identified as part of the data analysis. Countermeasures included the 4Es of highway safety – Engineering, Enforcement, Education, and Emergency Response. Countermeasures were developed to specifically address emphasized areas. Consultant established measurable objectives and goals.
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Task 4 Development of Final LRSP

- i. Consultant developed the final LRSP using the information from previous tasks. The plan included implementation strategies as well as a methodology for periodic review and update once the initial plan had been approved.

WHEREAS, on February 1, 2022, pursuant to Resolution No. 25,604, City Council authorized the City Manager to enter into a professional services agreement with and establish a purchase order for Kimley-Horn and Associates, Inc. to prepare a Local Roadway Safety Plan for the Public Works Engineering Department and authorized the establishment of a purchase order in the amount of \$71,914.60; and

WHEREAS, on May 9, 2023, Kimley-Horn and Associated submitted the final Local Roadway Safety Plan to the City for adoption.

WHEREAS, in order to adopt the Compton Local Roadway Safety Plan, City Council's authorization is necessary.

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

SECTION 1. That the City Council hereby adopts the Compton Local Roadway Safety Plan.

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

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

ADOPTED this _____ day of _____, 2023.

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, Vernell McDaniel, City Clerk of the City of Compton, hereby certify that the foregoing Resolution was passed and adopted by the City Council of the City of Compton, signed by the Mayor and attested by the City Clerk, at a regular meeting thereof, held on the _____ day of _____, 2023.

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

Local Roadway Safety Plan





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Executive Summary

The City of Compton Local Road Safety Plan (LRSP) identifies emphasis areas to inform and guide further safety evaluation of the City's transportation network. The emphasis areas include type of crash, certain locations, and notable relationships between current efforts and crash history. The LRSP analyzes crash data on an aggregate basis as well as at specific locations to identify high-crash locations, high-risk locations, as well as city-wide trends and patterns. The analysis of crash history throughout the City's transportation network allows for opportunities to:

1. Identify factors in the transportation network that inhibit safety for all roadway users,
2. Improve safety at specific high-crash locations, and
3. Develop safety measures using the four E's of safety: Engineering, Enforcement, Education, and Emergency Response to encourage safer driver behavior and better severity outcomes.

With this LRSP, the City continues its safety efforts by identifying areas of emphasis and systemic recommendations to enhance safety.

The City's vision is to enhance the transportation network and reduce traffic fatalities and serious injury related crashes, and the goals for the City of Compton include the following:

Goal #1: Identify areas with a high risk for crashes.

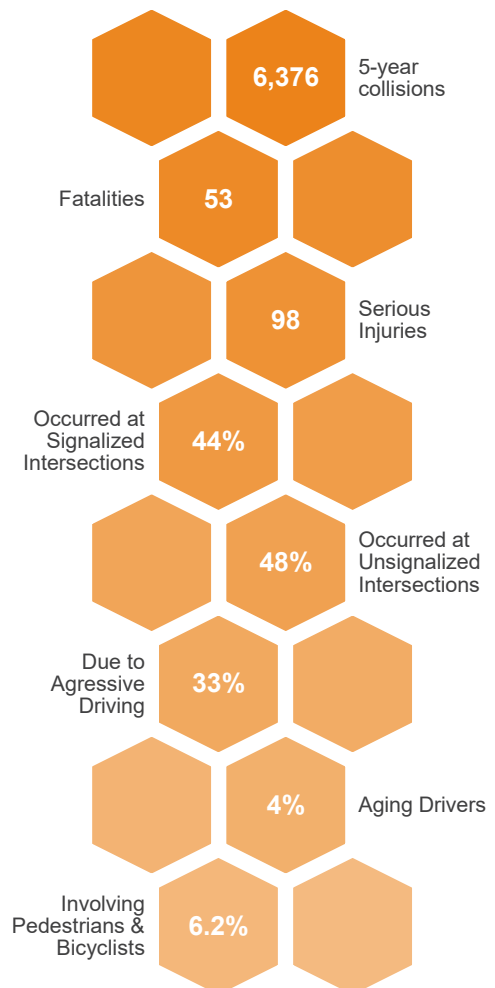
Goal #2: Illustrate the value of a comprehensive safety program and the systemic process.

Goal #3: Define safety improvement for the near-, mid- and long-term, including projects for HSIP and other program funding consideration.

Goal #4: Identify emphasis areas to prioritize countermeasure application.

This LRSP analyzes the most recent range of crash data (January 1, 2016 – December 31, 2020) and roadway improvements to assess historic trends, patterns, and areas of increasing concern.

Further, the collision history was analyzed to identify locations with elevated risk of collisions either through their collision histories or their similarities to other locations with more active collision patterns. Using a network screening process, locations were identified within the City that will most likely benefit from safety enhancements. Using historic collision data, collision risk factors for the entire network were



Source: Compton Collision Database (2017- 2021)



derived. The outcomes informed the identification and prioritization of engineering and non-infrastructure safety measures to address certain roadway characteristics and related behaviors that contribute to motor vehicle collisions with active transportation users. Active transportation includes any self-power mode of transportation, including walking or bicycling.

Emphasis areas were developed by revisiting the vision and goals developed at the onset of the planning process and comparing them with the trends and patterns identified in the crash analysis.

Emphasis Area #1: Aggressive Driving

Emphasis Area #2: Intersection Improvements

Emphasis Area #3: Young Drivers

Emphasis Area #4: Pedestrians

The following 10 locations were chosen to be representative of the corridor and intersection configurations throughout the City.

1. Roadway Segment: Acacia Ave – Compton Bl to Myrrh St
2. Signalized Intersection: Central Ave & Compton Blvd
3. Roadway Segment: Caldwell St – Northwood Ave to Hillford Ave
4. Roadway Segment: Carob St – Acacia Ave to Wilmington Ave
5. Unsignalized Intersection: S Atlantic Ave & Atlantic Dr/El Rancho Mobile Home Park
6. Signalized Intersection: Long Beach Blvd & Compton Blvd
7. Signalized Intersection: Long Beach Blvd & Rosecrans Ave
8. Signalized Intersection: Alameda St & Elm St
9. Roadway Segment: Willowbrook Ave: Rosecrans Ave to Winona Ave
10. Roadway Segment: El Segundo Blvd: Santa Fe Ave to Peach St

These locations were identified through the analysis process based on their crash histories, stakeholder engagement, the observed crash patterns, and their different characteristics to provide the most insight into potential systemic safety countermeasures that the City can employ to achieve the most cost-effective safety benefits. Countermeasures were subjected to a benefit/cost assessment and scored according to their potential return on investment. These case studies can be used to select the most appropriate countermeasure, and to potentially phase improvements over the longer-term. The potential benefit of these countermeasures at locations with similar design characteristics can then be extrapolated regardless of crash history, allowing for proactive safety enhancements that can prevent future safety challenges from developing. Additionally, this information can be used to help the City apply for grants and other funding opportunities to implement these safety improvements. These opportunities were assembled into the “countermeasure toolbox” shown below.



Citywide Countermeasure Toolbox

ID	Potential Countermeasures	Where to apply?	Crash Reduction Factor	Per Unit Cost	Unit
S02	Improve signal hardware: back-plates with retroreflective borders, mounting, size, and number	Signalized intersections with significant broadside and rear-end collisions due to signal visibility	15%	\$12,000	per intersection
S03	Improve signal timing (coordination, phases, red, yellow, or operation)	Locations that have a pattern of crash at multiple signalized intersections	15%	\$7,000	per intersection
S07	Provide protected left turn phase (left turn lane already exists)	Signalized intersections that have current permissive left-turn or no left-turn protection that have a significant amount of angle crashes	30%	\$8,000	per intersection
S21PB	Modify signal phasing to implement a Leading Pedestrian Interval (LPI) with new controller	Signalized Intersections – especially those with high pedestrian activity	60%	\$8,000	per intersection
NS01	Add Intersection Lighting (N.S.I)	Non-signalized intersections that have a significant number of night-time crashes	40%	28,000	per intersection
NS05mr	Convert intersection to mini-roundabout	Intersections with lower vehicle speeds, with posted speed limits of 30 mph or less	30%	\$100,000	per location
NS06	Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs at unsignalized intersections	Unsignalized intersections with crash history showing running stop signs	15%	\$2,000	per sign
NS08	Install Flashing Beacons at Stop-Controlled Intersections	Unsignalized intersections with crash history showing running stop signs	15%	\$5,000	per beacon
NS14	Install raised median on approaches (N.S.I)	Unsignalized intersections where related or nearby turning movements affect the safety and operation of an intersection	25%	\$220	per LF for a 10
R01	Add Segment Lighting	Roadway collisions with patterns of nighttime crashes	35%	\$900,000	per mile

CITY OF COMPTON

Local Roadway Safety Plan



ID	Potential Countermeasures	Where to apply?	Crash Reduction Factor	Per Unit Cost	Unit
R22	Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)	Roadway segments with trends of head on, nighttime, non-intersection, run-off road, and sideswipe.	15%	\$1,500	per sign
R26	Install dynamic/variable speed warning sign	Roadway segments with a significant number of collisions due to unsafe speeds.	30%	\$16,000	per sign
R28	Install edge-lines and centerlines	Roadway segments with collisions that resulted in run-off-road right/left, head-on, or opposite-direction-sideswipe.	25%	\$70,000	per mile
R32PB	Install bike lanes	Locations with a high number of bicycle collisions	35%	\$50,000	per mile
R33PB	Install separated bike lanes	Locations with a high number of bicycle collisions and/or high bicycle traffic volumes, where	45%	\$50,000	per mile
R35PB	Install/upgrade pedestrian crossing (with enhanced safety features)	Locations with a high number of bicycle collisions and/or high bicycle traffic volumes, where	35%	\$15,000	per crossing



Near-term action items were identified to accelerate the City's achievement of the goals and vision of this LRSP. The City can:

- Actively seek other funding opportunities to improve safety for all modal users,
- Collaborate with established safety partners & neighboring municipalities as improvements are made to create a cohesive transportation network, and
- Iteratively evaluate existing and proposed transportation safety programs and capital improvements to design a safer transportation network in Compton.

The City will regularly monitor and update the analysis performed in this plan. A full plan update will be completed five years from the City Council's adoption of this plan which will maintain eligibility for HSIP funding.



1. Introduction

Located in Los Angeles County about 11 miles south of Downtown Los Angeles, the City of Compton is a suburban city with a population of 95,804 according to the 2020 census. Compton is a growing city with shopping, food, entertainment, and outdoor recreation. Based on University of California Berkeley's Transportation Injury Mapping System (TIMS) and California Department of Transportation (Caltrans) Vehicle Operation Cost Parameters, Compton's economic losses due to traffic injuries were over \$692M from 2015 to 2020. This report identifies factors associated with the most vehicle crashes particular to the City and proposes matching countermeasures to reduce or eliminate those crashes.

This Local Road Safety Plan (LRSP) identifies emphasis areas to inform and guide further safety evaluation of the City's transportation network. The emphasis areas include the type of crash, certain locations, and notable relationships between current efforts and crash history. The LRSP analyzes crash data on an aggregate basis as well as at specific locations to identify high-crash locations, high-risk locations, and city-wide trends and patterns. The analysis of crash history throughout the City's transportation network allows for the following opportunities:

1. Identify factors in the transportation network that inhibit safety for all roadway users,
2. Improve safety at specific high-crash locations, and
3. Develop safety measures using the four E's of safety (Engineering, Enforcement, Education, and Emergency Response) to encourage safer driver behavior and better severity outcomes.

Compton has taken steps to enhance all modal safety throughout the City and with this LRSP, Compton is continuing to prioritize safety in its planning processes. The Office of Traffic Safety (OTS) most recently ranked Compton 48 out of 102 peer cities for traffic injuries after normalizing for population and VMT in 2018. With number one (1) in the OTS crash rankings considered the highest, or "worst," this positions the City at slightly below average for roadway safety performance. This LRSP analyzes the most recent range of crash data from Crossroads, a software for reporting and analytics of traffic collisions and citations, from January 1, 2016 – December 31, 2020 and roadway improvements to assess historic trends, patterns, and areas of increasing concern.

The intent of the LRSP is to:

- Create a greater awareness of road safety and risks
- Reduce the number of fatal and severe-injury crashes
- Develop lasting partnerships
- Support for grant/funding applications, and
- Prioritize investments in traffic safety.



2. Vision and Goals

The Compton LRSP evaluates the transportation network as well as non-infrastructure programs and policies within the City. Mitigation measures are evaluated using criteria to analyze the safety of road users (drivers, bicyclists, and pedestrians), the interaction of modes, the influences on the roadway network from adjacent municipalities, and the potential benefits of safety countermeasures. Through historical data and trends, proactive identification and safety opportunities can be identified and implemented without relying solely on a reaction and response to crashes as they occur.

As cities across the country have implemented LRSPs and systemically addressed the conditions leading to fatal and severe-injury crashes, the Federal Highway Administration (FHWA) has found that LRSPs effectively improve safety. LRSPs provide a locally developed and customized roadmap to directly address the most common safety challenges in the given jurisdiction. This project's vision, goals, and objectives have been established to reflect discussions with Compton staff, various stakeholders identified by City staff, and a review of existing plans/policies in the area.

VISION:

To enhance the transportation network for all users to reduce traffic fatalities and serious injuries

Goal #1: Identify areas with a high risk for crashes.

Objectives:

- Identify intersections and segments that would most benefit from mitigation.
- Identify areas of interest with respect to safety concerns for vulnerable users (pedestrians and bicyclists).

Goal #2: Illustrate the value of a comprehensive safety program and the systemic process.

Objectives:

- Demonstrate the systemic process' ability to identify locations with higher risk for crashes based on present characteristics closely associated with severe crashes.
- Demonstrate, through the systemic process, the gaps and data collection activities that can be improved upon.

Goal #3: Plan future safety improvements for near-, mid- and long-term.

Objectives:

- Identify safety countermeasures for specific locations (case studies).
- Identify safety countermeasures that can be applied city-wide.



Goal #4: Define safety projects for future Highway Safety Improvement Plan (HSIP) and other program funding consideration.

Objectives:

- Create the outline for a prioritization process that can be used in this and forth-coming cycles to apply for funding.
- Use the systemic process to create Project Case Studies.
- Use Case Studies to apply for HSIP and other funding consideration.
- Demonstrate the correlation between the proposed safety countermeasures with the Vision Zero Initiative and the California State Highway Safety Plan.



3. Process

The primary goal for the City of Compton and their safety partners is to provide safe, sustainable, and efficient mobility choices for their residents and visitors. Through the development and implementation of this LRSP, the City will continue its collaboration with safety partners to identify and discuss safety issues within the community.

Guidance on the LRSP process is provided at both the national (FHWA) and state (Caltrans) level, and both agencies have developed a general framework of data and recommendations for a LRSP.

FHWA encourages the following:

- The establishment of a working group (stakeholders) to participate in developing an LRSP
- A review of crash, traffic, and roadway data to identify areas of concern
- The identification of goals, priorities, and countermeasures to recommend improvements at spot locations, systemically, and comprehensively

Caltrans guidance follows a similar outline with the following steps:

- Establish leadership
- Analyze the safety data
- Determine emphasis areas
- Identify strategies
- Prioritize and incorporate strategies
- Evaluate and update the LRSP

This LRSP documents the results of data and information obtained, including the preliminary vision and goals for the LRSP, existing safety efforts, initial crash analysis, and developed emphasis areas. The LRSP recommendations consider the four E's of traffic safety defined by the California Strategic Highway Safety Plan (SHSP): Engineering, Enforcement, Education, and Emergency Response.

3.1 Guiding Manuals

This section describes the analysis process undertaken to evaluate safety within Compton at a systemic level. This report identifies specific locations within the City that will benefit from safety enhancements and derives crash risk factors based on historic crash data using a network screening process. The outcome will inform the identification and prioritization of engineering and non-infrastructure safety measures by addressing certain roadway characteristics and related driving behaviors contributing to crashes. This process uses the latest national and state best practices for statistical roadway analysis described.



3.1.1 Local Roadway Safety Manual

The *Local Roadway Safety Manual: A Manual for California's Local Road Owners* (Version 1.5, April 2020) encourages local agencies to pursue a proactive approach when identifying and analyzing safety issues and preparing to compete for project funding opportunities. A proactive approach is the analyzation of safety in an entire roadway network through either a one-time network wide analysis or a routine analysis of the roadway network.¹

According to the *Local Roadway Safety Manual* (LRSM), “the California Department of Transportation (Caltrans) – Division of Local Assistance is responsible for administering California’s federal safety funding intended for local safety improvements.”

To provide the most beneficial and competitive funding approach, the analysis leading to countermeasure selection should focus on both intersections and roadway segments and maintain consideration of roadway characteristics and traffic volumes. The result should reflect a list of locations that are most likely to benefit from cost-effective countermeasures, preferably prioritized by benefit/cost ratio. The manual suggests using a mixture of quantitative and qualitative measures to identify and rank locations using both crash frequency and crash rates. These findings should then be screened for crash type and severity patterns to determine the cause of crashes and the potential effective countermeasures. Qualitative analysis should include field visits and a review of existing roadway characteristics and devices. The specific roadway context can then be used to assess conditions that may decrease safety at the site and at systematic levels.

Countermeasure selection should be supported using Crash Modification Factors (CMFs). These factors are a peer reviewed product of research quantifying the expected rate of crash reduction expected from a given countermeasure. If more than one countermeasure is under consideration, the LRSM provides guidance on appropriate application of CMFs.

3.1.2 Highway Safety Manual

The American Association of State Highway and Transportation Officials (AASHTO) *Highway Safety Manual* (HSM), published in 2010, presents a variety of methods for quantitatively estimating crash frequency or severity at a variety of locations.² This four-part manual is divided into the following parts: A) Introduction, Human Factors, and Fundamentals, B) Roadway Safety Management Process, C) Predictive Method, D) Crash Modification Factors.

In Chapter 4 of Part B in the HSM, the “Network Screening Process” is a tool for an agency to analyze the entire network and identify/rank locations that are most likely or least likely to realize a reduction in the frequency of crashes.

¹ Local Roadway Safety Manual (Version 1.5) 2020. Page 5.

² AASHTO, Highway Safety Manual, 2010, Washington D.C.,
<http://www.highwaysafetymanual.org/Pages/About.aspx>



The HSM identifies five steps in this process:³

1. **Establish Focus:** Identify the purpose or intended outcome of the network screening analysis. This decision will influence data needs, the selection of performance measures and the screening method that can be applied.
2. **Identify Network and Establish Reference Populations:** Specify the types of sites or facilities being screened (i.e., segments, intersections, geometrics) and identify groupings of similar sites or facilities.
3. **Select Performance Measures:** There are a variety of performance measures available to evaluate the potential to reduce crash frequency at a site. In this step, the performance measure is selected as a function of the screening focus and the data and analytical tools available.
4. **Select Screening Method:** There are three principal screening methods described in this chapter (i.e., ranking, sliding window, peak searching). Each method has advantages and disadvantages; the most appropriate method for a given situation should be selected.
5. **Screen and Evaluate Results:** The final step in the process is to conduct the screening and analysis and evaluate the results.

The HSM provides several statistical methods for screening roadway networks and identifying high risk locations based on overall crash histories.

3.2 Analysis Techniques

3.2.1 Collision Analysis

The initial steps of a collision analysis involve establishing sub-populations of roadway segments and intersections that have similar characteristics. For this LRSP, intersections were grouped by their control type (signalized and unsignalized), and segments were grouped by their roadway category (primary arterial, secondary arterial, collector, local). Individual collision rates were then calculated for each sub-population. The population level collision rates were used to assess the number of collisions at a specific location. These sub-populations were also used to determine typical collision patterns to highlight locations where an unusual number of specific collision types occurred.

3.2.2 Network Screening Analysis

The network screening process lists intersections and roadway segments by the number of collisions over the analysis period and identifies areas with a higher number of a given collision type than would be expected for the location.

The different collisions were organized by the following categories:

³ AASHTO. *Highway Safety Manual*. 2010. Washington, DC. Page 4-2.



1. Collision injury (fatal, serious injury, other visible injury, complaint of pain, property damage only),
2. Collision type (broadside, rear-end, sideswipe, head-on, hit object, overturned, bicycle, pedestrian, other),
3. Environmental factors (lighting, wet roads), and
4. Driver behavior (impaired, aggressive, and distracted driving).

3.3 Future Analysis

The City can plan to conduct regular collision monitoring as described in Section 10.2. The City will then refresh the analysis and update the LRSP every 5 years to maintain eligibility for HSIP funding, as described in **Section 10.2**.



4. Safety Partners

Local stakeholders were included in the development of this report to ensure the local perspective was maintained at the forefront of planning efforts. A stakeholder group of City staff and external partners consisted of representatives from the City planning division, traffic and lighting division, the Compton Fire Department, and Law Enforcement.

The local stakeholders were called together to offer insight on the safety issues present in the City's transportation network. After the initial network screening and safety analysis, the stakeholder group met to discuss potential countermeasures and challenge areas through a field visit. The summary of the field visit meeting are outlined below.

4.1 Stakeholder Meeting #1

The first stakeholder meeting was conducted virtually on May 12, 2022. At the meeting, stakeholders were introduced to the project and provided an overview of the data used, the required outputs, and the potential outcomes of the study.

In addition to the overview, stakeholders were asked to provide local insight and knowledge at ten "case study" locations that were identified after the initial network screening and crash analysis process.

4.2 Field Tour Stakeholder Workshop

On July 12, 2022, the project team visited each of the 10 locations to identify potential issues that are contributing to the collision patterns. Potential countermeasures were identified and discussed.

4.3 Stakeholder Meeting #2

The second stakeholder meeting was conducted virtually on August 8, 2022. During this meeting case study locations were planned to be presented to the stakeholders with a list of observations and potential countermeasures. Feedback received back from the stakeholders was reviewed and incorporated into the study process for the development of the LRSP. This information was also sent out to those who could not make the meeting.

5. Existing Efforts

Existing plans, policies, and projects that were recently completed, planned, or on-going were compiled at the start of the LRSP process to gain perspective on the existing efforts for transportation-related improvements within the City. High-level key points regarding transportation improvements and safety-related topics were identified to inform decision making in this LRSP.

Table 1 outlines the relevant existing City plans and their improvements and funding sources.

Table 2 outlines the relevant existing City projects and their timelines.



Table 1 – Review of Existing City Plans

Document Name	Transportation Policies/Improvements
General Plan	The City of Compton General Plan is a planning document which serves as a guide to the long-term physical development of the community in a series of nine chapters called elements which cover land use, housing, circulation, public safety, health, air quality, economic development, urban design, conservation, open space, and recreation.
City of Compton Bicycle Master Plan	- This plan provides a direction to improve the bicycling environment in Compton by developing a direction to enhance bicycle planning for the future and ensuring guidelines for California Active Transportation program are met. - This plan focuses on a positive trajectory in terms of developing a more viable transportation through citywide network of bicycle paths, lanes, and routes.
Compton Station Specific Plan	- This plan provides a vision to build a Transit Oriented Development Specific Plan to enhance the Compton Transit Station to develop a vibrant mixed-use village with access to better public spaces. - The plan proposed five new land use districts which include neighborhood commercial, downtown core, downtown transition, urban flexible, and residential urban.



Table 2 – Review of Existing City Projects

Project Name	Timeline	Transportation Policies/Improvements
HSIP Cycle 8 Improvements: Compton Blvd between Willowbrook Avenue and Central Avenue	TBD	Install bike lanes and lighting along the corridor and enhance pedestrian crossings at fifteen (15) intersections.
HSIP Cycle: Twenty (20) intersections	TBD	Install Pedestrian Countdown Heads at 20 intersections Citywide
Freeway On/Off Ramp Pavement Rehabilitation (Central Ave, Wilmington Ave, Santa Fe, Alondra Blvd)	TBD	The project will address potholes and street issues at major on and off ramp locations
Compton Blvd and Wilmington Ave Over Compton Creek Bridge Replacement Projects	TBD	Replace the bridges on Compton Blvd and Wilmington Ave over the Compton Creek and considering addition of bike facilities.
Wilmington Ave Safe Streets Pedestrian / Bicycle Improvement Project (Design Phase) - Rosecrans Ave to Greenleaf Blvd	Completed	The project will address the need to provide safe crossings for students and residents at each intersection and improvements to access the Compton Creek Bike Path.
Compton Blvd Street (Design Services)	Completed	Full reconstruction of selected residential streets. The project is currently in design phase.
Metro Rapid Bus Stations	Completed	Installation of Metro Rapid bus station amenities along Atlantic Blvd at three locations with the City limits.
Crane Ave Reconstruction	Completed	Removal and replacement of sidewalks and driveways between Rosecrans and Compton Blvd. Replacement of road surface between Rosecrans to Alondra Blvd.



6. Data Summary

This section describes the data sources used for the analysis process of this LRSP.

6.1 Roadway Network

The California Department of Transportation (Caltrans) California Road System (CRS) GIS database was used to build the base roadway network used for this analysis. Intersections and roadway segments were divided into control and classification categories so that each set could have its own crash rates and be compared with similar facilities or control type. Functional Classifications were imported from the city's General Plan and confirmed by city staff. Information on intersection traffic control was provided by the city and included in the analysis network. The collision analysis requires each intersection to be classified by type: Signalized or Unsignalized. **Figure 1** illustrates the City of Compton's roadway functional classification and intersection control type, respectively, as used for this study.

6.2 Collision Data

Collision data was collected from Crossroads software for the period from January 1, 2016 through December 31, 2020, displayed in **Figure 2**. Five years of data are utilized instead of the standard three years to provide more history to evaluate trends or patterns. Analysis of the raw collision data is the first step in understanding the specific and systemic challenges faced throughout the city. Analyzing the five years of data provided insight on the collision trends and patterns detailed in **Section 7**. The locations of fatal and severe injury collisions are displayed in **Figure 3**.

Legend

- Signalized Intersections
- Classification**
 - Local
 - Major Collector
 - Minor Arterial
 - Other Principal Arterial
 - Compton City Boundary

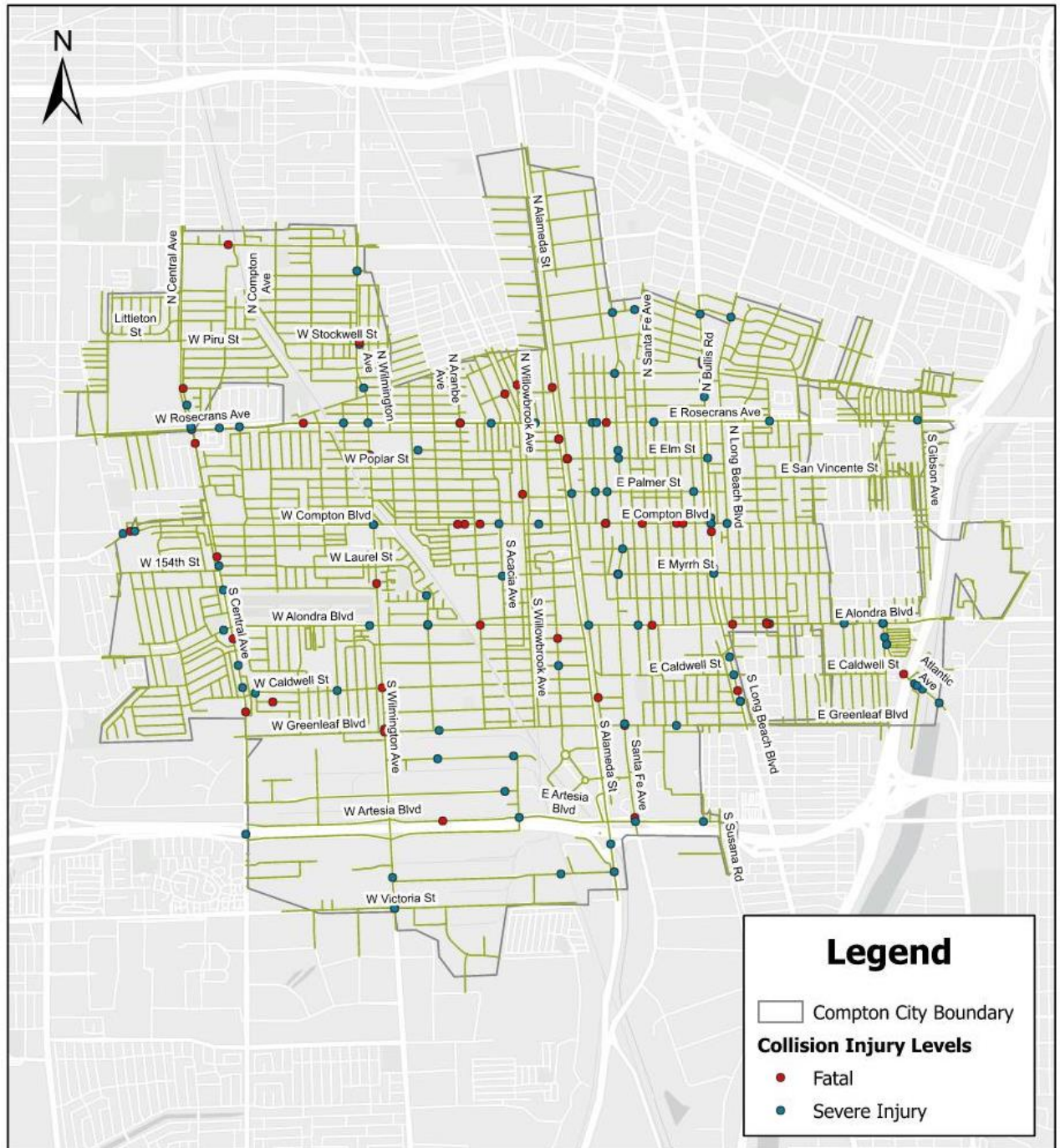
Map of Compton, California, showing the proposed Compton Light Rail alignment. The map includes a north arrow, a legend for road classifications and signalized intersections, and a list of street names. The light rail alignment is shown as a red line with black dots indicating signalized intersections. The map also shows the Compton City Boundary as a grey outline.

Street names shown on the map include: Littleton St, W Piru St, W Stockwell St, W Rosecrans Ave, W Poplar St, W Compton Blvd, W 154th St, W Alondra Blvd, W Caldwell St, W Greenleaf Blvd, W Artesia Blvd, W Victoria St, N Central Ave, N Compton Ave, N Wilmington Ave, N Arroyo Ave, N Willowbrook Ave, S Acacia Ave, S Willowbrook Ave, S Alameda St, Santa Fe Ave, S Santa Fe Ave, N Santa Fe Ave, N Bullis Rd, E Rosecrans Ave, E Elm St, E Palmer St, E Compton Blvd, E Myrrh St, E Alondra Blvd, E Caldwell St, E Greenleaf Blvd, E San Vicente St, N Long Beach Blvd, S Long Beach Blvd, S Susana Rd, Atlantic Ave, and Gibson Ave.





Figure 3 - Fatal & Severe Injury Collisions (2016-2020)





7. Crash Safety Trends

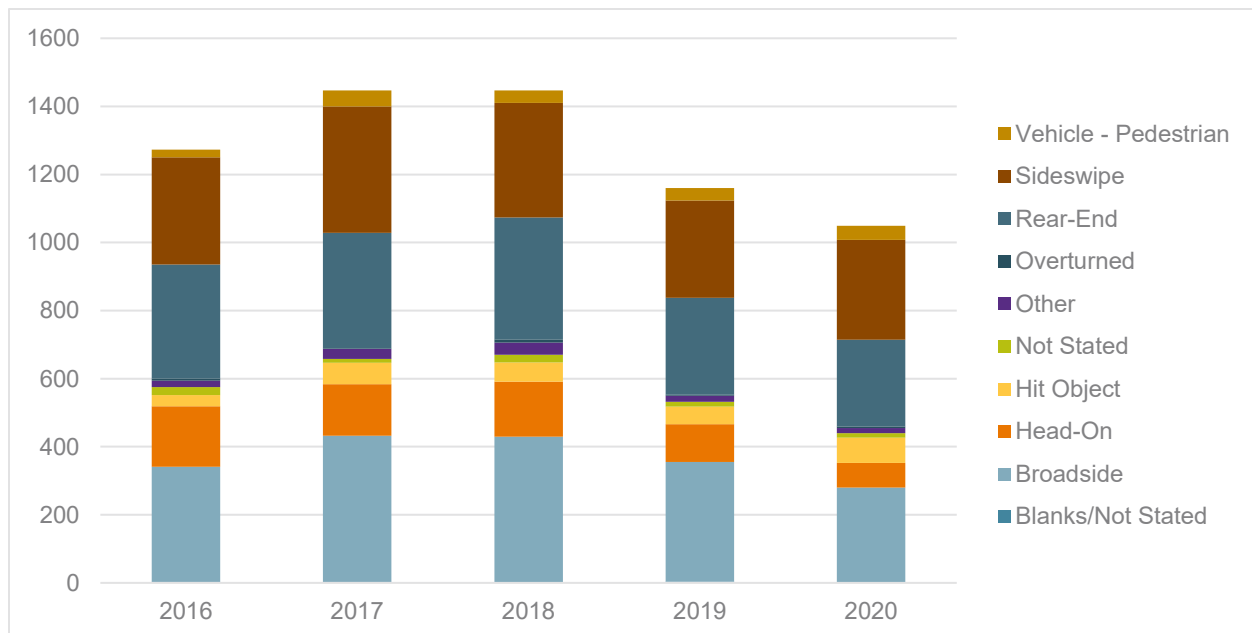
The analysis was conducted using a network screening process for the City-maintained roadway system based on collision records spanning from January 1, 2016 through December 31, 2020. This section contains the results of the analysis, which included the evaluation of Compton's fatal and serious injury (generally denoted as K+SI) collisions, statewide K+SI collisions, pedestrian collisions, bicycle collisions, collision severity levels, and collision causes.

7.1 All Collisions

This report utilized collision data for a five-year period to provide a better understanding of trends and to reflect the patterns in crashes that have occurred on city streets. Data used for this report was extracted from Crossroads Software on November 15, 2021 and was current as of that date. Collision data from January 1, 2016, through December 31, 2020 as reported to Crossroads from the local enforcement indicated that during this time there were 6,376 collisions recorded within Compton.

During this time, the most common occurring collision types were Broadsides (28%) and Sideswipes (25%). The total number of collisions varied throughout the study period, with a constant number of collisions from 2017 to 2018 and a considerable drop in 2020, as shown in **Figure 4**.

Figure 4 - Collision Type by Year (2016-2020)



Source: Compton Crossroads Database (2016-2020)



7.2 Fatalities & Severe Injuries

During the study period, 53 fatal collisions and 98 severe injury collisions occurred during the study period, as seen in **Figure 3**. **Table 3** outlines the fatal and severe injury collisions categorized by modes involved.

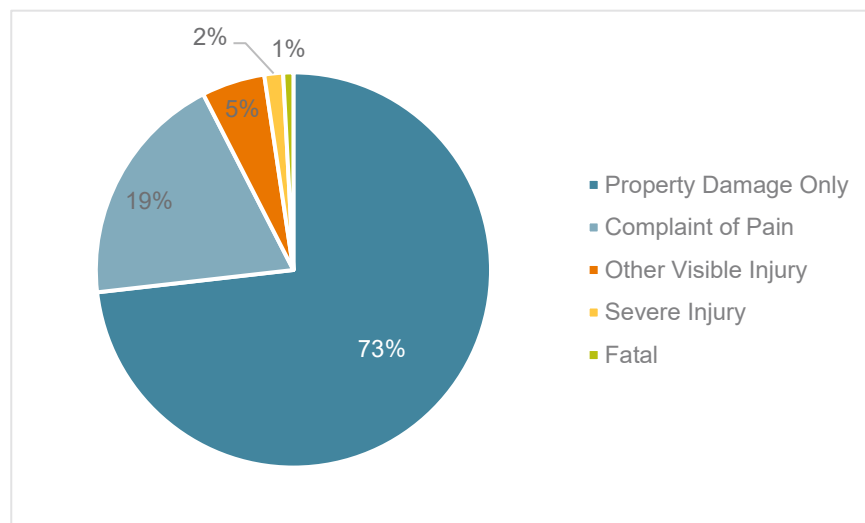
Table 3 – Fatal and Severe Injury Collisions Categorized by Modes Involved (2016-2020)

Involved With	# of Fatal Collisions	Involved With	# of Severe Injury Collisions
Pedestrian	20	Motor Vehicle	53
Motor Vehicle	19	Pedestrian	23
Bicycle	8	Bicycle	10
Fixed Object	6	Fixed Object	12

7.3 Injury Levels

As shown in **Figure 5**, 73% of the collisions reported during the time-period resulted in property damage only. Fatalities and severe injuries totaled 3% of all collisions.

Figure 5 – Collisions by Injury Levels (2016-2020)



Source: Compton Crossroads Database (2017 – 2021)

7.4 Cause of Collision

The highest recorded cause of collisions in Compton during the study period is Improper Turning at 22%, followed by Unsafe Speed at 18% and Auto Right of Way Violation at 15%. Issues with Drivers Ignoring Traffic Signals and Signs also had a substantial impact on the City, comprising 10% of the collisions. **Table 4** shows the distribution of collision cause.



Table 4 - Cause of Collisions (2016-2020)

Primary Collision Factor	No. Of Collisions	%
Improper Turning	1392	21.83%
Unsafe Speed	1146	17.97%
Auto R/W Violation	974	15.28%
Unknown	900	14.12%
Traffic Signals and Signs	620	9.72%
Following Too Closely	338	5.30%
Unsafe Starting or Backing	256	4.02%
Unsafe Lane Change	219	3.43%
Other Improper Driving	127	1.99%
Pedestrian Violation	78	1.22%
Ped R/W Violation	66	1.04%
Improper Passing	64	1.00%
Wrong Side of Road	55	0.86%
Other Hazardous Movement	53	0.83%
Driving Under Influence	41	0.64%
Other Than Driver	33	0.52%
Blanks/Not Stated	4	0.06%
Other	4	0.06%
Hazardous Parking	2	0.03%
Lights	2	0.03%
Other Equipment	1	0.02%
Ped or Other Under Influence	1	0.02%

Source: Compton Crossroads Database (2016 – 2020)

7.5 Vulnerable Users

7.5.1 Pedestrian Collisions

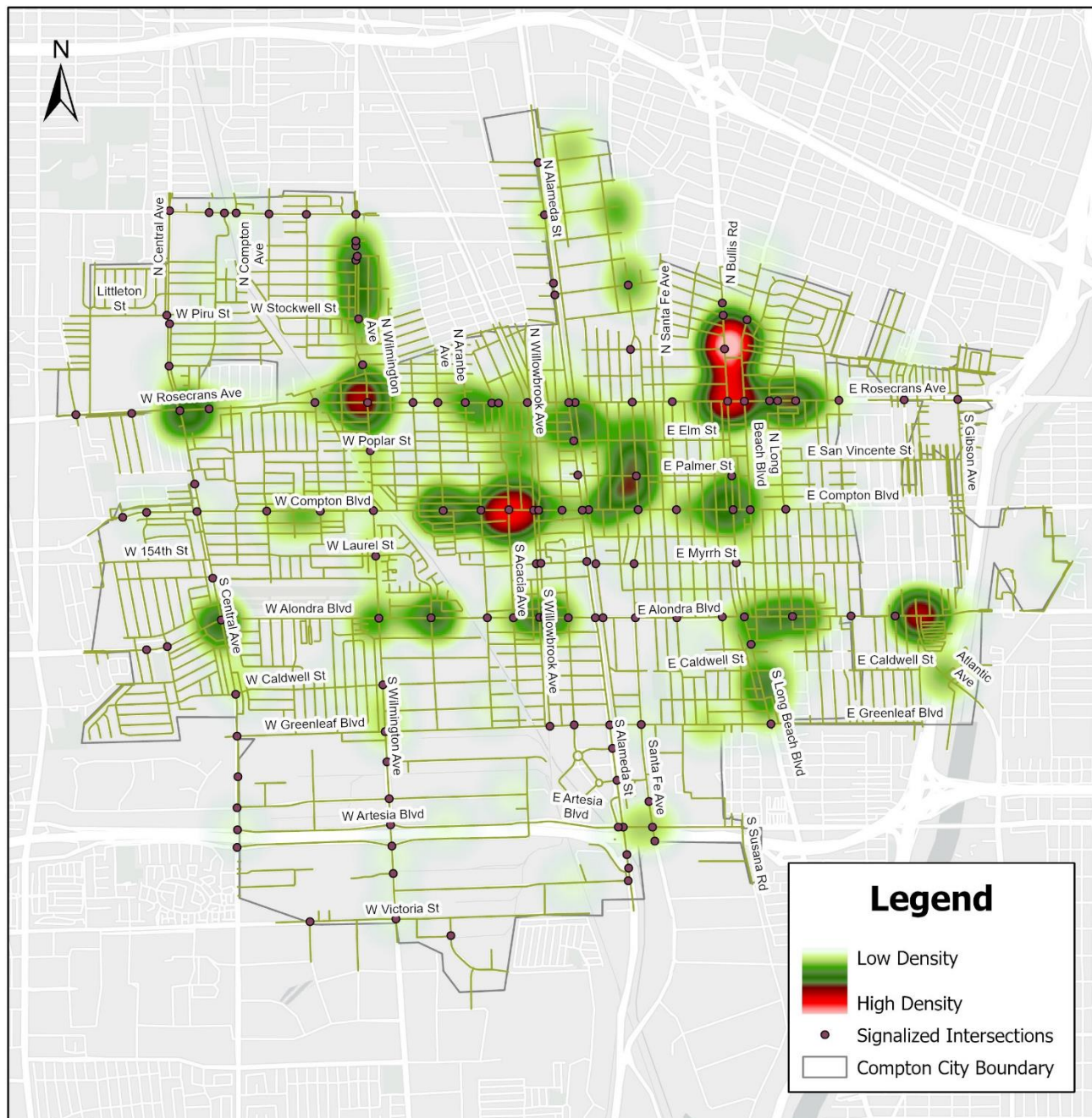
250 pedestrian involved collisions occurred during the study period, resulting in 20 fatal collisions, 23 severe injuries, and 182 collisions with some form of reported injury or pain. **Figure 6** shows the locations of pedestrian collisions during the study period.

7.5.2 Bicycle Collisions

During the study period, 144 collisions involving bicycles were reported. There was 8 fatal injury, 10 resulted in severe injuries, and 97 resulted in some form of reported injury or pain. **Figure 7** shows the location of bicycle collisions during the study period.



Figure 7 – Bicycle Collisions (2016-2020)





7.6 Other Significant Trends

In addition, the following trends were observed:

- 38% of collisions occurred at night or during the dusk/dawn hours.
- Drivers aged 16-20 were at fault in 7% of all collisions.
- Drivers aged 65+ were at fault in 4% of all collisions.

7.7 Collision Network Screening Analysis Results

Figure 8 below show the results of the collision network screening analysis, with the number of collisions at both intersections and mid-block roadway segments.



Figure 8 – Collision Network Screening Analysis Results (2016-2020)

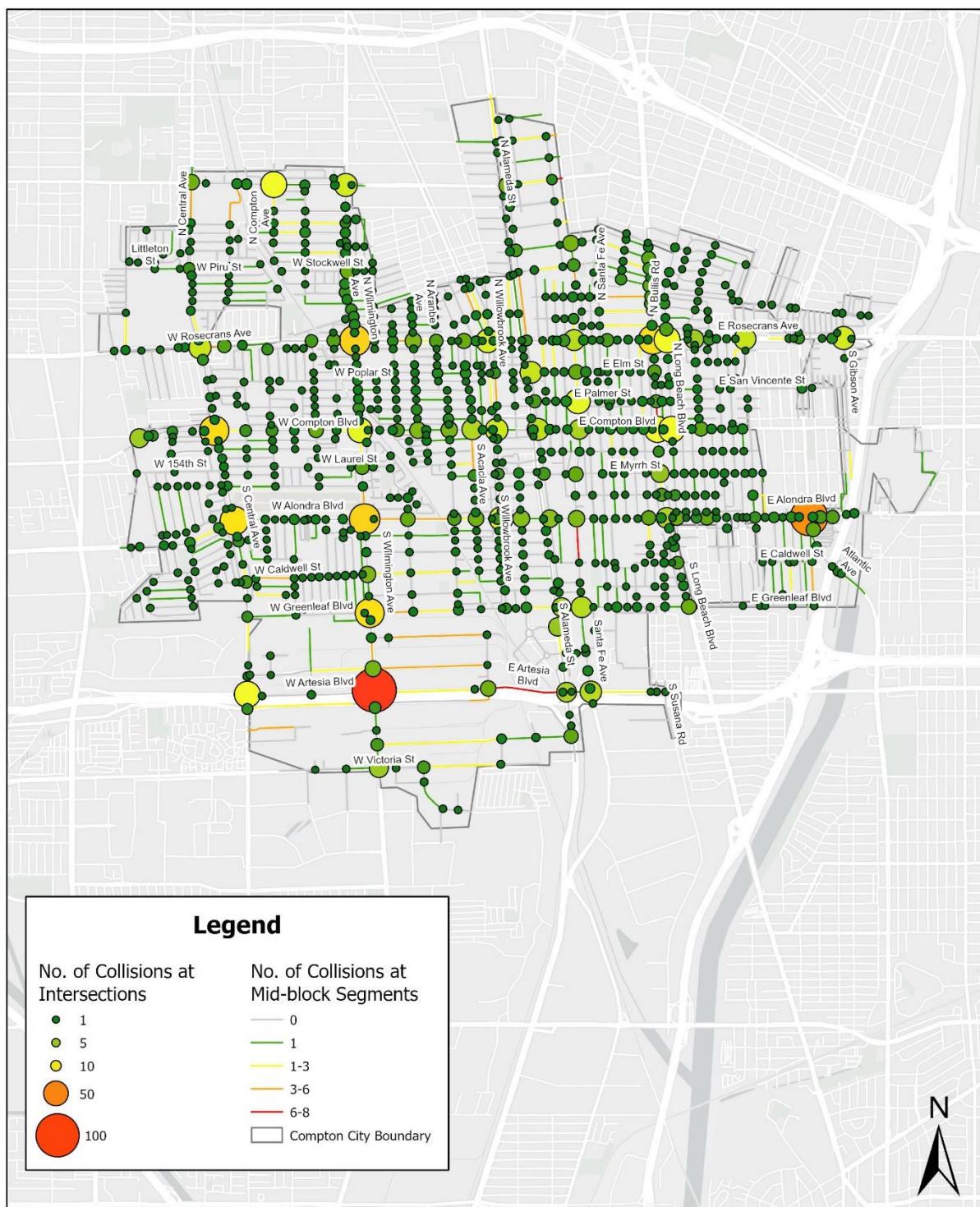




Table 6 and 7 show the number of crashes occurring at the top ten locations in Compton by crash type for the locations that will be studied further in the Report, and highlights locations in which the probability of those crash types exceeding the threshold proportion is greater than 33%.

The tables are ordered by the number of collisions that occurred at that segment or intersection. To be statistically significant, only locations where more than two collisions occurred are represented. At locations with two or less collisions, random chance can account for crash history as much or more than specific roadway characteristics.

After this analysis was completed, the locations were ranked against other similar locations within the City by their categories according to the expected proportion of that crash type within Compton. Locations with higher-than-expected crashes of that type were identified by the probability that random chance would not account for exceedances.

Additionally, it should be noted that the columns for Collision Severity, Type, Involved With, and Behavior are additional characteristics of the collisions and should not be counted as a separate collision.

The following provides an example of how to read **Tables 6 and 7**.

Table Definitions:

- **Total Collisions:** Number of collisions observed at the intersection or segment from January of 2017 through December of 2021.
- **Local Critical Crash Rate (CCR) Differential:** The Critical Crash Rate specific to the intersection or segment. This is the difference between local (actual) crash rate and the critical crash rate, which is how many collisions per million vehicle miles are expected for a location of this type and volume. This tells us how many more collisions are occurring more than is expected. Locations with positive values have more collisions than expected, while locations with negative values have less collisions than expected.
- **Equivalent Property Damage Only (EPDO):** This method assigns weighting factors to crashes based on injury level (severe, injury, property damage only) to develop a property damage only score. In this analysis, the injury crash costs were calculated for each location (based on the latest Caltrans injury costs) and then normalized by dividing by the value of a property damage only collision. Fatal and severe injury collisions are estimated at \$2.19 million, Other Visible Injury (OVI) collisions at \$142,300, Complaint of Pain (COP) collisions at \$80,900, and Property Damage Only (PDO) collisions at \$13,300.
- **Severity:** The number of severe injury and fatal collisions that occurred at this location in the study period.
- **Fatality:** The number of fatal collisions that occurred at this location in the study period.



- **Broadside, Sideswipe, Rear-End, Head-On, Hit Object, Overturned, Other, Pedestrian, Bicycle:** The number of these types of collisions that occurred at this location in the study period.
- **Other:** The number of miscellaneous collision types (mostly single vehicle) that occurred at this location in the study period.
- **Aggressive, Dark, Wet:** The number of the collisions with this factor identified as the cause of collision.



Table 5– Analysis Rankings: Intersections (Collisions Greater than 3 Locations Per Type)

Intersection	Crashes	Local CCR Differential ¹	EPDO ²	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	PDO	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overtuned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
Signalized Intersections																						
S Wilmington Ave & W Artesia Blvd	102	1.12	212	0	0	3	16	83	28	43	22	4	2	2	1	0	0	41	7	0	2	5
Atlantic Ave & E Alondra Blvd	84	0.92	705	0	3	5	16	60	25	16	17	16	1	0	1	6	2	23	4	0	0	2
S Wilmington Ave & W Alondra Blvd	65	0.31	344	0	1	4	15	45	14	13	30	4	2	0	0	3	0	31	6	1	1	3
N Wilmington Ave & W Rosecrans Ave	65	0.14	314	0	1	3	11	50	7	18	28	4	1	0	1	5	2	26	6	0	0	3
S Central Ave & W Compton Blvd	62	0.76	143	0	0	1	14	47	17	12	22	6	3	0	0	1	0	22	6	0	1	2
S Wilmington Ave & W Greenleaf Blvd	61	0.42	498	2	0	4	14	41	25	9	13	12	0	0	1	1	1	19	4	1	0	3
N Long Beach Blvd & E Rosecrans Ave	61	0.00	146	0	0	2	13	46	18	10	21	1	3	0	2	6	1	21	4	0	0	4
S Central Ave & W Alondra Blvd	60	0.30	334	0	1	3	16	40	21	13	15	6	1	0	0	4	1	22	3	1	0	1
S Long Beach Blvd & E Compton Blvd	53	0.02	793	2	2	2	13	34	21	9	17	1	1	0	0	2	3	26	4	0	0	3
S Bullis Rd & E Compton Blvd	53	0.38	313	0	1	1	17	34	29	7	7	6	2	1	0	0	1	29	8	0	0	1
N Bullis Rd & E Rosecrans Ave	53	0.18	119	0	0	1	11	41	19	19	9	4	2	0	0	2	1	23	2	0	0	2
N Compton Ave & el Segundo Blvd	53	0.44	218	0	0	5	23	25	33	3	8	3	2	1	0	0	0	32	2	0	0	1
Central Ave & E Artesia Blvd	53	18.09	118	0	0	2	9	42	13	17	15	3	2	0	2	1	0	16	5	0	0	1

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Intersection	Crashes	Local CCR Differential ¹	EPDO ²	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	PDO	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
N Wilmington Ave & W Compton Blvd	49	0.02	466	1	1	4	10	33	15	14	17	1	0	0	0	1	2	21	4	1	0	2
N Santa Fe Ave & E Palmer St	49	0.55	150	0	0	2	16	31	29	4	6	2	1	0	1	4	3	25	4	0	0	2
S Willowbrook Ave & E Alondra Blvd	47	0.65	168	0	0	3	18	26	31	1	7	3	2	1	0	2	0	22	3	0	1	1
N Willowbrook Ave & E Rosecrans Ave	46	0.32	155	0	0	5	12	29	27	3	7	5	1	0	1	2	0	20	4	0	1	3
S Gibson Ave & E Rosecrans Ave	45	1.63	304	0	1	3	13	28	16	5	13	6	2	0	0	0	0	19	9	1	0	3
N Wilmington Ave & el Segundo Blvd	45	-0.06	91	0	0	0	9	36	10	10	18	6	0	0	0	0	0	18	5	0	0	0
S Willowbrook Ave & E Compton Blvd	44	0.41	99	0	0	1	9	34	21	9	10	0	2	0	1	1	0	25	4	0	0	3
N Central Ave & W Rosecrans Ave	43	0.16	425	1	1	2	7	32	10	10	16	3	2	0	0	3	0	13	7	1	0	1
N Harris Ave & E Rosecrans Ave	42	0.74	118	0	0	1	13	28	12	8	17	2	1	1	0	1	0	26	4	0	0	1
S Alameda St & E Compton Blvd	41	0.29	85	0	0	3	3	35	7	5	19	3	3	0	2	2	0	23	2	0	0	4
Santa Fe Ave & E Artesia Blvd	40	-0.09	269	0	1	2	9	28	14	12	9	2	1	1	0	1	1	18	4	0	0	3
Santa Fe Ave & E Greenleaf Blvd	39	-0.01	446	1	1	3	10	24	17	6	6	6	1	0	1	1	0	19	3	0	0	2
N Santa Fe Ave & E Rosecrans Ave	39	-0.08	89	0	0	1	8	30	9	8	18	2	1	0	1	0	1	18	3	1	0	4
S Long Beach Blvd & E Alondra Blvd	38	-0.12	88	0	0	2	6	30	10	9	15	1	2	0	1	0	1	21	3	0	0	1
N Acacia Ave & W Compton Blvd	38	0.15	296	0	1	5	9	23	7	4	16	1	1	0	2	5	5	11	1	0	1	1
S Alameda St & E Artesia Blvd	36	-0.16	101	0	0	2	9	25	12	6	9	5	1	0	0	1	1	20	0	0	0	2
Santa Fe Ave & E Compton Blvd	36	-0.07	86	0	0	2	6	28	10	10	11	3	1	0	0	0	1	18	3	1	0	0
S Alameda St & E Greenleaf Blvd	34	0.48	248	1	0	0	10	23	13	2	11	7	0	0	0	0	0	21	3	0	0	3
N Bradfield Ave & E Rosecrans Ave	34	-0.01	119	0	0	3	11	20	5	7	12	2	4	0	0	2	1	16	1	0	0	1

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Intersection	Crashes	Local CCR Differential ¹	EPDO ²	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	PDO	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
S Wilmington Ave & W Victoria St	33	-0.10	401	1	1	1	6	24	8	6	11	2	2	1	1	1	0	15	1	0	0	1
S Alameda St & Auto Dr N	32	0.14	62	0	0	1	4	27	15	4	7	4	1	0	1	0	1	12	0	0	0	1
S Long Beach Blvd & E Myrrh St	31	-0.14	394	0	2	0	7	22	10	11	6	3	0	0	1	0	0	7	2	0	0	2
S Alameda St & E Alondra Blvd	30	0.09	269	0	1	3	9	17	13	4	7	3	1	1	1	0	0	17	1	0	0	1
S Tamarind Ave & E Alondra Blvd	28	0.03	63	0	0	1	5	22	9	8	4	4	1	0	2	1	1	10	4	0	0	1
S Wilmington Ave & W Caldwell St	27	-0.16	245	1	0	4	3	19	9	9	3	2	2	0	0	1	0	8	2	0	0	1
Santa Fe Ave & E Alondra Blvd	27	-0.20	42	0	0	0	3	24	8	5	11	2	1	0	0	0	0	15	3	0	0	0
N Aranbe Ave & W Compton Blvd	27	0.03	97	0	0	3	8	16	4	8	5	5	1	0	0	5	2	9	1	0	0	3
N Aranbe Ave & W Rosecrans Ave	27	-0.09	63	0	0	0	7	20	11	8	6	2	0	0	0	0	0	9	4	0	1	5
N Oleander Ave & W Compton Blvd	26	-0.01	254	1	0	3	7	15	13	6	3	1	0	0	1	2	1	8	2	1	1	1
N Alameda St & el Segundo Blvd	26	0.19	92	0	0	1	11	14	16	0	4	2	0	1	1	2	0	9	3	0	0	0
S Wilmington Ave & W Walnut St	25	-0.16	60	0	0	1	5	19	12	4	7	0	1	0	0	0	0	14	2	0	0	1
N Santa Fe Ave & E Pine St	25	0.11	219	0	1	1	4	19	8	5	4	3	1	0	0	3	1	9	3	0	1	1
S Acacia Ave & W Alondra Blvd	24	0.00	83	0	0	4	4	16	9	5	5	3	0	0	0	2	1	10	1	0	0	1
N Central Ave & el Segundo Blvd	24	0.32	59	0	0	1	5	18	8	5	5	5	1	0	0	0	0	8	2	0	0	1
N Long Beach Blvd & E Greenleaf Blvd	23	-0.20	59	0	0	0	7	16	9	6	2	5	1	0	0	1	0	6	2	0	0	0
N Acacia Ave & W Rosecrans Ave	23	-0.16	237	0	1	1	8	13	8	3	10	2	0	0	0	1	0	12	2	0	0	2
N Wilmington Ave & W Stockwell St	23	0.30	411	1	1	1	10	10	7	0	9	5	1	0	0	3	1	11	3	0	0	0
S Center Ave & W Alondra Blvd	22	-0.05	384	0	2	2	3	15	6	8	1	4	0	0	0	3	0	7	1	0	0	2
Santa Fe Ave & E Myrrh St	22	-0.14	563	0	3	1	8	10	12	4	4	0	2	0	0	1	1	13	2	0	1	0
N Dwight Ave & W Compton Blvd	22	-0.13	67	0	0	2	5	15	7	2	5	4	0	0	1	2	0	8	4	0	0	0

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S Alameda St & E Manville St	21	1.62	214	0	1	2	2	16	8	4	5	1	0	1	1	0	0	9	2	0	0	1
S Poinsettia Ave & E Alondra Blvd	21	-0.07	46	0	0	0	5	16	9	4	2	6	0	0	0	0	0	6	2	0	0	0
S Bradfield Ave & E Alondra Blvd	21	-0.16	562	2	1	1	8	9	8	5	1	1	0	0	0	3	3	7	2	0	2	0
N Bradfield Ave & E Compton Blvd	21	-0.07	81	0	0	3	6	12	9	3	5	2	0	0	0	0	3	12	2	0	0	0
S Wilmington Ave & W Laurel St	20	-0.21	50	0	0	1	4	15	5	6	1	4	2	1	0	2	0	4	0	1	0	0
N Long Beach Blvd & E Pine St	20	-0.28	65	0	0	2	5	13	5	6	7	2	0	0	0	1	1	9	0	0	0	0
S Parmelee Ave & W Rosecrans Ave	19	-0.25	242	0	1	3	6	9	5	1	6	3	1	0	0	2	1	10	1	0	0	0
N Oleander Ave & W Rosecrans Ave	19	-0.21	387	1	1	1	6	10	1	8	5	1	3	0	0	3	0	7	3	0	0	0
S Oleander Ave & W Alondra Blvd	18	-0.11	187	1	0	0	1	16	5	4	2	5	2	0	0	0	0	8	0	1	0	2
N Long Beach Blvd & E Palmer St	17	-0.31	57	0	0	2	4	11	7	5	2	2	0	0	0	2	0	7	3	0	1	1
N Mayo Ave & E Rosecrans Ave	17	-0.27	186	0	1	0	1	15	3	2	11	0	1	0	0	0	0	11	1	0	0	1
S Central Ave & W Caldwell St	16	-0.31	46	0	0	1	4	11	4	3	8	0	0	0	1	0	0	10	1	1	0	1
S Alameda St & E Myrrh St	16	0.54	46	0	0	1	4	11	7	1	4	1	1	0	1	0	1	7	2	0	0	0
N Dwight Ave & W Rosecrans Ave	16	-0.31	36	0	0	0	4	12	2	3	5	3	1	0	0	1	1	7	0	0	0	1
N Long Beach Blvd & E Tucker St	15	-0.35	60	0	0	1	7	7	5	2	4	0	1	0	0	4	0	4	2	0	0	0
N Long Beach Blvd & E Arlington St	15	-0.35	25	0	0	0	2	13	1	6	8	0	0	0	0	0	0	8	1	1	0	0
S Wilmington Ave & W Artesia Blvd	14	-0.35	24	0	0	0	2	12	2	7	5	0	0	0	0	0	0	6	1	0	0	1
N Tajauta Ave & W Compton Blvd	14	-0.30	39	0	0	1	3	10	3	3	4	3	1	0	0	1	0	8	3	1	1	0
N Pannes Ave & E Rosecrans Ave	14	-0.34	207	0	1	2	2	9	2	3	3	3	0	0	1	4	0	5	1	0	1	2
N Central Ave & Littleton St	14	13.23	44	0	0	1	4	9	2	1	9	2	0	0	0	0	1	8	1	0	0	1
S Willowbrook Ave & W Alondra Blvd	13	-0.29	37	0	0	2	1	10	5	2	5	1	0	0	0	1	0	10	0	0	0	1

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Intersection	Crashes	Local CCR Differential ¹	EPDO ²	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	PDO	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
S Harris Ave & E Alondra Blvd	13	-0.03	37	0	0	2	1	10	2	5	2	4	0	0	0	0	0	3	2	0	0	0
N Wilmington Ave & W 139th St	13	-0.31	177	0	1	0	0	12	4	4	2	0	1	0	0	2	0	6	2	0	0	0
S Central Ave & Greenleaf Blvd	12	-0.37	22	0	0	1	0	11	2	4	4	0	0	0	1	0	0	3	1	0	0	0
S Willowbrook Ave & E Myrrh St	12	0.34	27	0	0	0	3	9	4	0	3	1	4	0	0	0	0	2	0	0	0	0
N Wadsworth Ave & W Compton Blvd	12	-0.34	17	0	0	0	1	11	3	3	4	0	1	0	0	0	1	3	2	0	0	2
N Alameda St & E Rosecrans Ave	12	-0.37	22	0	0	0	2	10	1	5	4	1	0	0	0	1	0	6	1	0	0	1
Atlantic Ave & E Rosecrans Ave	12	-0.40	17	0	0	0	1	11	6	4	1	1	0	0	0	0	1	6	1	0	0	0
Central Ave & E Albertoni St	12	0.27	186	0	1	0	2	9	3	5	2	1	0	0	1	0	0	3	1	0	1	0
S Willowbrook Ave & W Greenleaf Blvd	11	-0.26	35	0	0	2	1	8	1	2	5	0	3	0	0	0	0	7	0	0	0	0
S White Ave & E Alondra Blvd	11	-0.37	41	0	0	2	2	7	4	1	3	3	0	0	0	0	2	6	1	1	0	1
S Aprilia Ave & W Compton Blvd	11	-0.36	26	0	0	0	3	8	1	2	7	0	0	0	0	1	0	4	1	0	0	1
N Matthisen Ave & W Rosecrans Ave	11	-0.37	16	0	0	0	1	10	4	0	3	2	1	0	0	1	0	6	2	1	0	0
Plaza Dr & E Greenleaf Blvd	10	-0.33	35	0	0	1	3	6	4	1	1	3	1	0	0	0	0	2	1	1	0	0
S Aprilia Ave & W Alondra Blvd	10	-0.33	25	0	0	0	3	7	3	1	6	0	0	0	0	0	1	5	1	0	0	2
N Wilmington Ave & W 131st St	10	-0.38	30	0	0	1	2	7	2	2	3	1	0	0	0	2	1	3	1	0	0	0
N Slater Ave & el Segundo Blvd	10	-0.38	25	0	0	0	3	7	4	3	3	0	0	0	0	1	1	4	0	0	0	1
S Santa Fe Ave & Ramp	9	-0.41	14	0	0	0	1	8	4	1	3	1	0	0	0	0	0	1	0	0	0	1
S Alameda St & E Compton Blvd	9	-0.45	34	0	0	1	3	5	3	1	3	1	0	0	0	0	0	6	0	0	0	2
N Santa Fe Ave & E Tucker St	9	-0.37	193	0	1	0	4	4	0	1	2	2	2	1	0	0	0	2	0	0	0	1
Grandee Ave & el Segundo Blvd	9	-0.39	29	0	0	1	2	6	3	1	5	0	0	0	0	0	0	4	0	0	0	0

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Intersection	Crashes	Local CCR Differential ¹	EPDO ²	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	PDO	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
N Parmelee Ave & el Segundo Blvd	9	-0.39	193	1	0	0	4	4	3	2	2	0	0	0	0	0	3	1	1	1	0	0
S Wilmington Ave & W Carob St	8	-0.43	8	0	0	0	0	8	1	2	2	0	1	0	1	0	0	2	1	0	0	0
S Central Ave & W 156th St	8	-0.42	192	0	1	1	2	4	4	0	3	0	1	0	0	0	0	5	1	0	0	1
N Mayo Ave & E Compton Blvd	8	-0.41	8	0	0	0	0	8	1	1	1	3	1	0	1	0	0	2	0	0	0	0
N Wilmington Ave & W Poplar St	8	-0.44	33	0	0	1	3	4	6	0	0	1	0	0	0	1	1	1	1	0	0	0
N Central Ave & W Piru St	7	-0.45	22	0	0	1	1	5	1	1	3	1	0	0	0	0	0	3	2	0	0	0
N Bullis Rd & E Pine St	7	-0.31	12	0	0	0	1	6	0	3	2	1	0	0	1	1	0	3	0	0	0	0
N Wilmington Ave & W 130th St	7	-0.45	334	0	2	0	0	5	1	1	1	0	3	0	0	2	0	3	0	0	1	0
S Long Beach Blvd & S Temple Ave	6	-0.47	16	0	0	0	2	4	1	0	3	1	1	0	0	0	0	2	0	0	0	0
N Willowbrook Ave & E Compton Blvd	6	-0.47	16	0	0	1	0	5	3	1	1	0	0	0	0	0	1	4	0	0	0	0
N Central Ave & E 139th St	6	0.93	204	1	0	3	1	1	0	2	0	0	2	0	0	1	2	2	0	0	0	0
S Alameda St & E 134th St	6	-0.39	16	0	0	0	2	4	5	1	0	0	0	0	0	0	0	1	0	0	0	0
Central Ave & E Walnut St	6	0.12	11	0	0	0	1	5	1	2	3	0	0	0	0	0	0	4	1	0	0	1
W Victoria St & Unnamed St	4	-0.49	19	0	0	1	1	2	0	2	0	0	1	0	1	0	0	2	0	0	0	0
S Alameda St & E Artesia Blvd	4	-0.51	19	0	0	0	3	1	0	1	1	0	0	0	1	0	0	2	0	0	0	0
S Alameda St & E Alondra Blvd	4	-0.51	9	0	0	0	1	3	1	2	0	1	0	0	0	0	0	1	1	0	0	1
N Wilmington Ave & W 131st St	4	2.27	14	0	0	0	2	2	2	0	2	0	0	0	0	0	0	2	0	0	0	0
S Alameda St & On-ramp	3	-0.55	3	0	0	0	0	3	0	1	2	0	0	0	0	0	0	2	0	0	0	0
S Caswell Ave & W Alondra Blvd	3	-0.54	8	0	0	0	1	2	1	2	0	0	0	0	0	0	0	1	0	0	0	0
S Willowbrook Ave & W Myrrh St	3	-0.54	8	0	0	0	1	2	0	0	2	1	0	0	0	0	0	1	1	0	0	0
N Central Ave & E 149th St	3	-0.54	13	0	0	1	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0

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Intersection	Crashes	Local CCR Differential ¹	EPDO ²	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	PDO	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
N Alameda St & Palmer St	3	-0.55	18	0	0	0	3	0	1	0	2	0	0	0	0	0	0	2	0	0	0	0
S Aprilia Ave & E Rosecrans Ave	3	1.18	3	0	0	0	0	3	0	1	1	0	1	0	0	0	0	0	0	0	0	0
N Alameda St & E 133rd St	3	-0.53	8	0	0	0	1	2	0	1	1	1	0	0	0	0	0	2	1	0	0	0
Unsignalized Intersections																						
N Alameda St & E Elm St	42	1.76	623	2	1	3	12	24	24	3	5	3	2	0	0	2	1	20	2	0	1	1
Redondo Beach Blvd & E Compton Blvd	34	2.59	288	0	1	2	14	17	16	7	3	7	1	0	0	0	0	4	3	0	0	2
S Acacia Ave & W Artesia Blvd	24	0.33	218	0	1	1	4	18	5	4	8	2	4	0	0	0	0	13	4	0	1	1
S Bullis Rd & E Alondra Blvd	23	0.11	237	1	0	2	6	14	15	5	0	3	0	0	0	2	0	4	1	0	0	0
N Santa Fe Ave & E Elm St	22	0.19	404	0	2	3	5	12	13	0	4	2	0	1	0	3	1	4	2	0	0	1
S Atlantic Ave & Atlantic Dr/El Rancho Mobile Home Park	21	21.53	542	0	3	0	6	12	6	4	4	5	1	0	0	0	2	4	3	0	3	3
N Long Beach Blvd & E Golden St	20	0.00	368	1	1	0	4	14	3	7	4	4	0	0	0	4	0	5	2	1	0	0
N Long Beach Blvd & E Elm St	19	0.05	217	0	1	2	3	13	8	2	6	2	0	0	0	1	2	4	1	0	0	1
N Kemp Ave & W Rosecrans Ave	19	0.03	233	0	1	2	6	10	2	3	7	4	0	1	1	2	1	9	0	0	1	0
S Frailey Ave & E Alondra Blvd	18	0.42	38	0	0	0	4	14	5	6	4	1	2	0	0	1	1	3	1	0	2	3
N Bullis Rd & E Kay St	18	0.66	48	0	0	2	2	14	3	8	5	2	0	0	0	1	2	6	1	1	0	2
S Long Beach Blvd & E Cypress St	17	-0.02	42	0	0	1	3	13	2	5	3	2	2	0	3	0	0	3	3	1	1	1
N Matthisen Ave & W Compton Blvd	17	0.09	41	0	0	2	1	14	7	2	5	2	0	0	0	1	1	5	0	0	1	0
N Alameda St & E Palmer St	17	0.57	236	0	1	2	7	7	6	2	6	2	0	0	0	0	1	10	1	0	0	0
W Victoria St & W Victoria St	16	0.32	36	0	0	1	2	13	9	3	1	1	1	0	1	0	1	3	1	0	0	1
S Wilmington Ave & W Manville St	16	-0.02	214	0	1	2	3	10	6	4	2	3	0	0	0	0	0	4	2	0	0	1

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S Long Beach Blvd & E Caldwell St	16	0.00	194	0	1	1	1	13	3	4	5	1	2	0	1	2	0	2	0	0	0	0
S Lime Ave & E Alondra Blvd	16	0.04	31	0	0	0	3	13	6	3	1	2	3	0	1	0	1	2	2	0	1	0
N Long Beach Blvd & E Ezmirlian St	16	-0.05	358	0	2	1	1	12	3	5	4	2	1	0	0	1	1	0	2	0	1	0
N Santa Fe Ave & E Oaks St	16	0.15	26	0	0	0	2	14	7	6	2	0	0	0	0	0	0	4	0	0	0	0
N Alameda St & E Pine St	16	0.80	41	0	0	0	5	11	7	4	2	1	1	0	1	0	1	8	2	0	1	1
N Wilmington Ave & W 137th St	15	0.03	25	0	0	1	0	14	2	6	7	0	0	0	0	0	0	5	0	0	0	0
N Nestor Ave & W Compton Blvd	14	0.00	54	0	0	1	6	7	4	1	4	3	2	0	0	0	1	2	2	0	1	2
N Willow Ave & E Rosecrans Ave	14	0.23	222	1	0	3	3	7	4	2	4	1	0	0	3	0	3	5	3	0	0	0
S Central Ave & W Reeve St	13	0.01	38	0	0	0	5	8	6	4	2	0	0	0	1	0	0	1	0	0	0	0
S Acacia Ave & W Myrrh St	13	0.36	197	0	1	1	2	9	3	4	1	3	0	0	1	1	0	5	1	0	0	0
N Wilmington Ave & W Palmer St	13	0.00	48	0	0	1	5	7	5	1	2	2	1	0	1	1	0	3	0	0	0	1
S Tajauta Ave & W Spruce St	13	12.77	23	0	0	0	2	11	1	2	5	3	1	0	0	0	0	7	2	0	1	1
N Willowbrook Ave & E Elm St	13	0.38	33	0	0	1	2	10	3	5	0	1	1	0	0	2	0	4	1	0	0	0
N Short Ave & E Poppy Ave	13	2.86	33	0	0	0	4	9	4	5	1	1	0	0	1	0	0	6	1	1	0	0
S Bullis Rd & E Cypress St	12	0.15	37	0	0	1	3	8	4	4	4	0	0	0	0	0	0	2	2	0	0	0
S Long Beach Blvd & E Laurel St	12	-0.09	27	0	0	0	3	9	2	4	3	3	0	0	0	1	1	2	1	0	0	0
N Central Ave & E 144th St	12	-0.02	215	1	0	3	2	6	7	0	3	1	0	0	0	2	3	3	0	0	0	0
N Paulsen Ave & W Cherry St	12	2.59	27	0	0	1	1	10	10	2	0	0	0	0	0	0	0	5	0	0	0	1
S Castlegate Ave & E Alondra Blvd	11	-0.07	180	0	1	0	1	9	2	4	4	1	0	0	0	0	0	3	1	0	1	1
Alley & W Alondra Blvd	11	0.32	26	0	0	0	3	8	5	3	1	2	0	0	0	0	0	1	0	0	0	1
S Essey Ave & E Alondra Blvd	11	-0.07	26	0	0	0	3	8	4	3	3	1	0	0	0	0	1	2	0	0	1	0

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S Burris Ave & E Compton Blvd	11	-0.04	185	1	0	0	2	8	2	2	5	2	0	0	0	1	1	4	3	0	0	0
N Aranbe Ave & W School St	11	2.32	26	0	0	1	1	9	6	3	0	0	0	1	0	0	0	2	2	0	0	0
N Mayo Ave & E Palmer St	11	0.55	16	0	0	0	1	10	0	5	2	1	0	1	2	0	0	3	2	0	2	0
N Acacia Ave & W Elm St	11	0.14	21	0	0	0	2	9	4	2	3	1	0	0	0	1	1	2	0	0	0	0
N Wilmington Ave & W Cressey St	11	-0.06	26	0	0	0	3	8	4	4	2	0	1	0	0	0	0	3	1	0	0	0
N Bullis Rd & E Ezmirlan St	11	0.25	35	0	0	2	1	8	4	4	1	1	0	0	0	1	0	1	2	0	0	0
N Wilmington Ave & W 133rd St	11	-0.05	46	0	0	2	3	6	2	3	2	1	0	0	1	2	1	0	2	0	1	0
unnamed St & el Segundo Blvd	11	2.32	26	0	0	1	1	9	2	3	5	0	0	0	0	1	1	1	1	0	0	0
N Oleander Ave & W Magnolia St	10	2.04	10	0	0	0	0	10	3	2	3	1	1	0	0	0	0	2	0	0	2	0
N Willow Ave & E Palmer St	10	0.46	194	0	1	1	2	6	1	3	1	0	2	0	0	2	0	2	2	0	0	1
N Oleander Ave & W Elm St	10	0.36	15	0	0	0	1	9	0	5	1	1	2	0	1	0	0	1	0	0	0	0
N Chester Ave & E Elm St	10	0.36	45	0	0	2	3	5	9	0	1	0	0	0	0	0	0	3	0	0	0	0
S Williams Ave & E Rosecrans Ave	10	9.48	10	0	0	0	0	10	2	0	8	0	0	0	0	0	0	5	2	0	1	0
N Wilmington Ave & W Plum St	10	-0.08	20	0	0	0	2	8	3	3	0	4	0	0	0	0	0	2	1	0	0	1
N Santa Fe Ave & E Peck St	10	-0.03	20	0	0	1	0	9	4	4	1	1	0	0	0	0	0	2	0	0	1	1
N Wilmington Ave & W 136th St	10	-0.08	20	0	0	0	2	8	2	2	3	2	1	0	0	0	0	5	0	0	0	0
Grandee Ave & W 132nd St	10	2.04	40	0	0	2	2	6	2	3	1	3	0	0	1	0	0	3	2	0	0	0
S Oleander Ave & W Greenleaf Blvd	9	0.19	29	0	0	0	4	5	2	0	7	0	0	0	0	0	0	6	2	0	0	0
S Mayo Ave & E Greenleaf Blvd	9	1.15	14	0	0	0	1	8	4	2	3	0	0	0	0	0	0	3	1	0	1	0
S Sportsman Dr & Atlantic Ave	9	0.00	352	0	2	0	3	4	0	2	3	3	0	0	0	1	0	4	1	0	0	0
S Northwood Ave & W Alondra Blvd	9	-0.04	19	0	0	0	2	7	2	4	1	0	1	1	0	0	0	0	0	0	0	0

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S Long Beach Blvd & E Marcelle St	9	-0.11	183	0	1	0	2	6	2	2	3	2	0	0	0	0	0	2	0	0	0	0
S Crane Ave & E Alondra Blvd	9	-0.08	14	0	0	0	1	8	1	4	4	0	0	0	0	0	0	2	0	0	0	0
S Harris Ave & E Linsley St	9	0.71	9	0	0	0	0	9	2	5	2	0	0	0	0	0	0	1	2	0	0	0
S Tamarind Ave & E Myrrh St	9	0.05	39	0	0	1	4	4	5	1	1	2	0	0	0	1	1	3	0	0	0	0
S Rose Ave & E Compton Blvd	9	-0.09	29	0	0	1	2	6	3	1	2	2	1	0	0	1	1	1	1	0	0	0
S Poinsettia Ave & E Compton Blvd	9	-0.09	19	0	0	0	2	7	3	2	3	1	0	0	0	0	0	3	1	0	0	0
S Thorson Ave & E Compton Blvd	9	-0.07	29	0	0	1	2	6	2	1	2	3	1	0	0	1	0	4	2	0	0	1
N Locust Ave & E Compton Blvd	9	-0.07	9	0	0	0	0	9	2	2	4	1	0	0	0	0	0	3	1	0	0	0
N Chester Ave & E Rosecrans Ave	9	0.00	33	0	0	2	1	6	0	4	3	1	1	0	0	0	0	5	1	0	0	0
N Culver Ave & W Rosecrans Ave	9	-0.12	14	0	0	0	1	8	1	2	5	0	1	0	0	0	0	3	0	0	0	0
N Long Beach Blvd & E Kay St	9	-0.15	29	0	0	0	4	5	3	3	2	0	0	0	1	0	0	2	1	0	1	0
N Paulsen Ave & W 139th St	9	8.38	14	0	0	0	1	8	2	6	0	1	0	0	0	0	1	2	0	0	1	0
N Wilmington Ave & W 138th St	9	-0.10	24	0	0	0	3	6	4	2	2	1	0	0	0	0	1	2	0	1	0	0
N Wilmington Ave & W 132nd St	9	-0.10	34	0	0	1	3	5	1	3	3	0	2	0	0	0	0	2	0	0	0	1
S Acacia Ave & W Manville St	8	0.06	13	0	0	0	1	7	1	3	3	0	1	0	0	0	0	4	0	0	0	0
Santa Fe Ave & off-ramp	8	-0.12	181	1	0	1	0	6	1	2	3	1	0	0	0	1	0	2	0	0	0	1
S Long Beach Blvd & E Bennett St	8	-0.13	340	1	1	0	1	5	0	3	1	1	1	0	0	2	0	2	1	0	0	0
S Alameda St & E Johnson St	8	0.55	182	1	0	0	2	5	3	0	2	1	1	0	0	0	0	3	0	0	0	1
S Willowbrook Ave & E Caldwell St	8	0.13	13	0	0	0	1	7	5	1	0	1	0	0	1	0	0	0	0	0	1	1
Plaza Entrance & E Alondra Blvd	8	-0.13	23	0	0	1	1	6	2	0	4	0	1	0	0	1	0	3	1	0	0	1
S Tamarind Ave & E Indigo St	8	0.20	18	0	0	0	2	6	3	1	1	2	1	0	0	0	0	2	0	0	1	0

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N Wadsworth Ave & W Compton Blvd	8	-0.16	340	1	1	0	1	5	1	4	1	0	0	0	2	0	0	2	0	0	0	0
S Pannes Ave & E Compton Blvd	8	-0.10	13	0	0	0	1	7	3	1	2	1	1	0	0	0	0	1	1	0	0	1
Atlantic Ave & E San Vicente St	8	0.88	23	0	0	0	3	5	1	1	5	1	0	0	0	0	0	2	1	0	1	0
N Poinsettia Ave & E Palmer St	8	0.28	172	0	1	0	0	7	1	5	2	0	0	0	0	0	1	2	0	0	0	0
N Bowen Ave & E Palmer St	8	-0.02	8	0	0	0	0	8	4	3	0	1	0	0	0	0	0	3	0	0	0	0
N Wilmington Ave & W Brazil St	8	0.02	18	0	0	0	2	6	4	2	0	0	2	0	0	0	0	2	0	0	0	0
N Acacia Ave & W Cedar St	8	0.20	28	0	0	1	2	5	5	2	1	0	0	0	0	0	1	2	0	0	1	0
N Nestor Ave & W Rosecrans Ave	8	-0.17	196	0	1	2	1	4	3	2	1	1	1	0	0	0	0	2	0	0	1	1
N Aranbe Ave & W Cressey St	8	0.20	18	0	0	0	2	6	4	0	2	2	0	0	0	1	0	1	0	0	0	1
N Wilmington Ave & W 134th St	8	-0.12	38	0	0	1	4	3	4	1	3	0	0	0	0	0	0	2	1	0	1	1
N Long Beach Blvd & E Stockton Ave	8	-0.17	13	0	0	0	1	7	1	3	2	1	1	0	0	0	0	2	3	0	0	2
N Alameda St & E Weber Ave	8	0.19	33	0	0	1	3	4	3	3	1	0	1	0	0	0	0	3	2	0	0	1
S Burris Ave & E Greenleaf Blvd	7	-0.08	32	0	0	1	3	3	1	1	2	2	0	0	0	2	1	3	0	0	0	0
S Clymar Ave & W Alondra Blvd	7	-0.11	17	0	0	0	2	5	3	2	1	0	0	1	0	0	0	0	0	0	0	1
S Wilmington Ave & W Tichenor St	7	-0.15	7	0	0	0	0	7	2	2	3	0	0	0	0	0	0	2	0	0	0	0
Atlantic Ave & El Rancho Mobile Home Park	7	-0.07	12	0	0	0	1	6	2	2	2	1	0	0	0	0	0	3	3	0	1	0
Off-ramp & E Alondra Blvd	7	-0.05	7	0	0	0	0	7	1	1	3	0	2	0	0	0	0	4	0	0	0	0
S Alameda St & E Raymond St	7	-0.14	12	0	0	0	1	6	1	1	3	1	1	0	0	0	0	2	0	0	1	0
S Long Beach Blvd & E Elizabeth St	7	-0.15	37	0	0	2	2	3	2	1	1	1	0	0	0	2	0	1	0	0	0	0
S Grandee Ave & W Alondra Blvd	7	-0.11	17	0	0	0	2	5	1	4	1	0	1	0	0	0	0	0	1	0	0	0

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S Kemp Ave & W Alondra Blvd	7	-0.11	22	0	0	0	3	4	2	3	0	2	0	0	0	0	0	0	1	0	0	0
S Center Ave & W Cypress St	7	0.15	180	0	1	1	0	5	1	1	1	2	1	0	1	0	0	2	1	0	1	0
S Wilmington Ave & W 156th St	7	-0.15	200	1	0	2	2	2	3	0	1	2	0	0	1	0	0	1	1	0	1	0
S Pannes Ave & E Myrrh St	7	0.12	7	0	0	0	0	7	1	4	0	2	0	0	0	0	0	0	0	0	0	0
N Willow Ave & E Compton Blvd	7	-0.14	334	2	0	0	0	5	0	1	3	1	0	0	0	2	0	1	1	0	0	0
S Barron Ave & W Palm St	7	1.22	7	0	0	0	0	7	0	4	2	0	1	0	0	0	0	2	0	0	1	1
S Willowbrook Ave & E Palm St	7	0.63	27	0	0	1	2	4	1	3	1	0	0	0	1	1	0	3	0	0	0	0
N Bowen Ave & E Compton Blvd	7	-0.13	12	0	0	0	1	6	4	1	1	0	0	0	0	1	0	1	0	0	1	1
S Amantha Ave & W Compton Blvd	7	-0.15	27	0	0	1	2	4	5	2	0	0	0	0	0	0	0	2	1	0	0	0
N Maie Ave & W Compton Blvd	7	-0.15	32	0	0	1	3	3	2	1	3	0	0	0	0	1	0	2	0	0	0	0
S Barron Ave & W Compton Blvd	7	-0.14	181	1	0	0	2	4	2	3	1	1	0	0	0	0	0	2	1	0	0	1
N Central Ave & E 150th St	7	-0.14	12	0	0	0	1	6	2	2	2	0	1	0	0	0	0	2	0	0	0	0
S Matthisen Ave & W Compton Blvd	7	-0.14	32	0	0	1	3	3	3	1	2	1	0	0	0	0	1	1	1	0	0	0
N Acacia Ave & W Palmer St	7	0.15	17	0	0	1	0	6	2	2	0	2	0	0	0	1	0	1	2	0	1	0
N Wilmington Ave & W Arbutus St	7	-0.14	17	0	0	0	2	5	1	3	1	0	0	0	0	0	0	3	1	0	0	1
N Aranbe Ave & W Arbutus St	7	1.22	27	0	0	1	2	4	3	2	0	0	0	0	0	1	0	2	1	0	0	0
N Spring Ave & E Rosecrans Ave	7	-0.16	176	0	1	0	1	5	1	3	2	0	0	0	0	0	0	1	1	0	0	0
McKinley Ave & E Rosecrans Ave	7	-0.17	22	0	0	1	1	5	3	2	0	0	2	0	0	0	0	2	0	0	0	0
Plaza Entrance & E Rosecrans Ave	7	-0.17	12	0	0	0	1	6	5	0	1	1	0	0	0	0	0	1	2	0	1	0
N Paulsen Ave & W Plum St	7	1.22	27	0	0	1	2	4	5	0	0	1	0	0	1	0	0	2	1	1	0	0
N Mona Blvd & E Mealy St	7	-0.06	171	1	0	0	0	6	1	2	3	0	0	0	0	1	0	1	0	0	1	0

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N Willowbrook Ave & W Douglas St	7	-0.05	171	1	0	0	0	6	1	2	2	2	0	0	0	0	0	3	0	0	0	0
N Bradfield Ave & E Kay St	7	1.22	12	0	0	0	1	6	2	3	2	0	0	0	0	0	0	2	0	0	1	0
N Long Beach Blvd & E Peck St	7	-0.18	180	0	1	1	0	5	0	3	3	0	0	0	0	1	1	1	1	0	0	0
N Willowbrook Ave & E Winona Ave	7	-0.05	12	0	0	0	1	6	2	4	1	0	0	0	0	0	0	1	0	0	0	0
N Wilmington Ave & W 134th Pl	7	-0.15	17	0	0	0	2	5	1	2	3	0	0	0	0	0	1	2	1	0	0	0
S Wilmington Ave & Greenleaf Dr	6	-0.18	6	0	0	0	0	6	2	0	1	1	2	0	0	0	0	2	0	0	0	1
S Center Ave & W Greenleaf Blvd	6	-0.01	184	0	1	1	1	3	4	0	2	0	0	0	0	0	0	1	1	0	0	1
S Tamarind Ave & E Bennett St	6	0.04	21	0	0	1	1	4	2	3	1	0	0	0	0	0	0	1	1	0	0	1
S Temple Ave & E Greenleaf Blvd	6	0.10	6	0	0	0	0	6	2	0	4	0	0	0	0	0	0	2	0	0	0	0
S Willowbrook Ave & E Bennett St	6	0.61	16	0	0	0	2	4	1	3	1	1	0	0	0	0	0	1	2	0	0	0
S Temple Ave & E Caldwell St	6	0.04	6	0	0	0	0	6	2	1	0	1	1	0	1	0	0	1	0	0	0	0
S Willowbrook Ave & E Tichenor St	6	0.61	21	0	0	1	1	4	0	1	0	2	0	0	1	0	0	1	0	0	0	0
S Central Ave & Plaza Entrance	6	-0.16	175	1	0	0	1	4	4	0	0	1	0	0	0	1	0	0	0	0	0	0
S Muriel Ave & E Elizabeth St	6	0.95	6	0	0	0	0	6	5	0	1	0	0	0	0	0	0	2	1	0	0	0
S Acacia Ave & W Cocoa St	6	0.04	16	0	0	0	2	4	5	0	1	0	0	0	0	0	0	0	0	0	0	0
S Washington Ave & E Alondra Blvd	6	-0.10	6	0	0	0	0	6	0	1	4	0	1	0	0	0	0	3	3	0	0	0
S Holly Ave & E Myrrh St	6	0.04	26	0	0	1	2	3	4	1	1	0	0	0	0	0	0	3	0	0	0	0
S Central Ave & W 154th St	6	-0.17	175	0	1	0	1	4	3	1	2	0	0	0	0	0	0	2	0	0	0	0
S Central Ave & W 153rd St	6	-0.16	170	1	0	0	0	5	0	2	3	1	0	0	0	0	0	2	0	0	0	0
Santa Fe Ave & E Laurel St	6	-0.16	175	0	1	0	1	4	1	2	2	1	0	0	0	0	0	2	0	0	0	0
S Central Ave & W 152nd St	6	-0.16	25	0	0	2	0	4	2	1	1	0	0	0	0	0	1	1	0	0	0	0

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Intersection	Crashes	Local CCR Differential ¹	EPDO ²	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	PDO	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
S Sloan Ave & E Compton Blvd	6	-0.16	190	1	0	0	4	1	2	0	1	1	0	0	0	2	1	1	0	0	0	0
S Essey Ave & E Compton Blvd	6	-0.15	21	0	0	0	3	3	1	3	1	0	0	0	0	1	0	2	0	0	0	0
N Kemp Ave & W Compton Blvd	6	-0.09	26	0	0	1	2	3	2	1	3	0	0	0	0	0	0	3	0	0	0	0
N Culver Ave & W Compton Blvd	6	-0.16	6	0	0	0	0	6	1	0	2	2	0	0	0	1	0	3	1	0	1	0
N Central Ave & E 148th St	6	-0.17	16	0	0	0	2	4	2	2	1	0	1	0	0	0	0	1	1	0	0	0
N Bullis Rd & E Elm St	6	-0.03	6	0	0	0	0	6	2	2	0	1	0	0	0	0	0	2	0	0	1	1
N Bradfield Ave & E San Vicente St	6	0.24	21	0	0	1	1	4	1	3	0	0	0	0	0	0	0	1	1	0	0	0
N Bradfield Ave & E Pixley St	6	0.24	6	0	0	0	0	6	2	3	1	0	0	0	0	0	0	3	0	1	1	0
N Bullis Rd & Marguerita Dr	6	-0.03	31	0	0	0	5	1	5	0	1	0	0	0	0	0	0	1	0	0	0	0
N McDivitt Ave & E Rosecrans Ave	6	-0.18	170	0	1	0	0	5	1	1	2	2	0	0	0	0	1	2	1	0	0	0
N Sloan Ave & E Rosecrans Ave	6	-0.18	26	0	0	1	2	3	2	1	1	0	0	0	0	2	0	1	0	0	2	0
N Central Ave & E 142nd St	6	-0.18	180	0	1	0	2	3	3	0	1	1	1	0	0	0	0	1	1	0	0	1
N Crane Ave & E Rosecrans Ave	6	-0.18	21	0	0	1	1	4	0	1	5	0	0	0	0	0	0	5	0	0	0	0
N Poinsettia Ave & E Rosecrans Ave	6	-0.18	6	0	0	0	0	6	0	2	4	0	0	0	0	0	1	2	0	0	0	1
N Matthisen Ave & W Cherry St	6	0.95	6	0	0	0	0	6	2	2	2	0	0	0	0	0	0	3	0	0	0	0
N Paulsen Ave & W Cressey St	6	0.95	21	0	0	0	3	3	4	0	1	1	0	0	0	0	0	5	1	0	2	0
N Bullis Rd & E Queensdale St	6	-0.04	21	0	0	1	1	4	0	5	1	0	0	0	0	0	1	2	0	0	0	0
N Bullis Rd & E Orchard St	6	-0.05	170	0	1	0	0	5	0	2	2	2	0	0	0	0	0	1	1	0	0	0
N Anzac Ave & W 131st St	6	1.39	11	0	0	0	1	5	2	1	3	0	0	0	0	0	0	2	0	0	1	0
N Central Ave & W 131st St	6	-0.11	21	0	0	0	3	3	0	3	0	2	0	0	0	0	0	0	2	0	0	1
N Central Ave & W 132nd St	6	-0.18	31	0	0	1	3	2	4	0	1	1	0	0	0	0	1	1	0	0	0	0

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N Dalhart Ave & el Segundo Blvd	6	-0.16	16	0	0	0	2	4	4	1	1	0	0	0	0	0	0	1	3	0	0	0
S Acacia Ave & W Apra St	4	0.04	9	0	0	0	1	3	0	1	0	2	1	0	0	0	0	1	0	0	0	0
S Northwood Ave & W Greenleaf Blvd	4	-0.14	4	0	0	0	0	4	1	0	1	1	1	0	0	0	0	3	0	0	0	0
S Grandee Ave & W Caldwell St	4	-0.19	4	0	0	0	0	4	0	2	2	0	0	0	0	0	0	1	0	0	1	0
S Alameda St & E Bennett St	4	0.02	9	0	0	0	1	3	2	0	1	0	1	0	0	0	0	2	0	0	0	0
S Oleander Ave & W Bennett St	4	0.40	9	0	0	0	1	3	1	2	1	0	0	0	0	1	0	0	0	1	0	0
S Sportsman Dr & Atlantic Ave	4	-0.19	182	0	1	1	1	1	1	0	0	3	0	0	0	0	0	2	1	0	2	1
S Northwood Ave & W Caldwell St	4	-0.19	4	0	0	0	0	4	1	2	1	0	0	0	0	0	0	2	0	0	0	0
S Hillford Ave & W Caldwell St	4	-0.19	168	0	1	0	0	3	0	1	1	0	1	0	0	1	0	1	0	0	1	0
S Willowbrook Ave & E Johnson St	4	0.20	14	0	0	1	0	3	1	0	0	1	1	0	0	0	0	0	0	0	1	0
S Aprilia Ave & W Claude St	4	0.40	4	0	0	0	0	4	0	3	1	0	0	0	0	0	0	2	0	0	0	1
S Temple Ave & E Schinner St	4	0.66	14	0	0	1	0	3	0	2	1	0	0	0	0	0	1	0	0	0	0	1
S Willowbrook Ave & W Caldwell St	4	-0.15	4	0	0	0	0	4	2	2	0	0	0	0	0	0	0	0	1	0	0	0
S Mayo Ave & E Alondra Blvd	4	-0.21	4	0	0	0	0	4	0	0	2	1	0	0	1	0	1	1	0	0	0	0
S Chester Ave & E Alondra Blvd	4	-0.21	173	0	1	0	1	2	0	1	1	1	1	0	0	0	0	0	0	0	1	0
S Butler Ave & E Alondra Blvd	4	-0.22	4	0	0	0	0	4	1	0	3	0	0	0	0	0	0	2	0	0	0	0
S Atlantic Dr & E Caldwell St	4	0.03	4	0	0	0	0	4	0	3	0	0	1	0	0	0	0	1	0	0	0	0
S Gunlock Ave & W Raymond St	4	0.40	4	0	0	0	0	4	0	3	1	0	0	0	0	0	0	1	0	0	0	0
S Willowbrook Ave & W Claude St	4	0.04	14	0	0	0	2	2	2	1	1	0	0	0	0	0	0	0	1	0	0	0
S Poinsettia Ave & E Marcelle St	4	0.40	4	0	0	0	0	4	0	1	0	3	0	0	0	0	0	0	0	0	0	1
Entrance Res. & W Alondra Blvd	4	-0.20	14	0	0	0	2	2	1	1	2	0	0	0	0	0	0	1	2	0	0	0

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S Pannes Ave & E Alondra Blvd	4	-0.22	9	0	0	0	1	3	1	0	1	1	0	0	0	1	1	0	0	0	0	0
S Muriel Ave & E Alondra Blvd	4	-0.22	24	0	0	1	2	1	2	0	1	1	0	0	0	1	0	1	0	0	0	0
E Elizabeth St & E Alondra Blvd	4	-0.22	4	0	0	0	0	4	1	0	3	0	0	0	0	0	0	2	0	0	0	0
Off-ramp & E Alondra Blvd	4	-0.18	14	0	0	1	0	3	0	2	1	0	0	0	1	1	0	2	0	0	0	0
S Pearl Ave & E Alondra Blvd	4	-0.16	173	1	0	0	1	2	1	0	1	1	1	0	0	0	2	1	0	0	0	0
S Thorson Ave & E Myrrh St	4	-0.10	4	0	0	0	0	4	1	0	1	1	0	0	1	0	0	1	0	0	0	0
S Willowbrook Ave & W Indigo St	4	0.12	19	0	0	1	1	2	0	2	0	2	0	0	0	0	1	1	1	0	0	0
S Bullis Rd & E Myrrh St	4	-0.20	9	0	0	0	1	3	1	0	0	2	1	0	0	0	0	1	0	1	0	0
S Oleander Ave & W Myrrh St	4	2.90	4	0	0	0	0	4	0	2	0	0	0	0	2	0	0	0	0	0	0	0
S Aprilia Ave & W 152nd St	4	0.66	9	0	0	0	1	3	2	0	1	1	0	0	0	0	0	2	0	0	0	1
S Rose Ave & E Laurel St	4	0.66	4	0	0	0	0	4	0	1	0	0	0	0	0	0	0	0	1	0	0	0
S Alameda St & E Laurel St	4	0.02	9	0	0	0	1	3	2	2	0	0	0	0	0	0	1	0	0	0	1	0
S Holly Ave & E Laurel St	4	0.40	4	0	0	0	0	4	0	2	1	0	0	0	0	0	0	0	1	0	0	2
S Barron Ave & W Almond St	4	0.66	9	0	0	0	1	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0
S Willowbrook Ave & Plaza	4	0.12	4	0	0	0	0	4	0	1	1	0	2	0	0	0	0	0	0	0	0	0
S Tajauta Ave & W 151st St	4	0.40	9	0	0	0	1	3	1	3	0	0	0	0	0	0	0	1	0	0	0	0
S Oleander Ave & W Palm St	4	0.40	9	0	0	0	1	3	1	1	1	0	0	0	0	1	0	0	0	0	0	0
S Chester Ave & E Compton Blvd	4	-0.21	4	0	0	0	0	4	1	2	0	0	1	0	0	0	0	0	0	0	0	0
S Pearl Ave & E Compton Blvd	4	-0.21	177	1	0	1	0	2	2	0	0	1	0	0	0	1	1	1	0	0	0	0
S Ward Ave & E Compton Blvd	4	-0.21	9	0	0	0	1	3	0	1	0	1	1	1	0	0	0	2	0	0	0	0
S Holly Ave & E Compton Blvd	4	-0.21	9	0	0	0	1	3	1	2	1	0	0	0	0	0	0	1	1	0	0	1

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N Paulsen Ave & W Compton Blvd	4	-0.21	9	0	0	0	1	3	1	2	1	0	0	0	0	0	0	0	0	0	0	1
N Dwight Ave & W School St	4	0.40	4	0	0	0	0	4	1	1	1	0	0	0	0	0	0	2	0	0	0	0
N Acacia Ave & W School St	4	-0.11	9	0	0	0	1	3	1	0	2	1	0	0	0	0	0	3	0	1	0	0
N Culver Ave & W School St	4	0.40	4	0	0	0	0	4	0	2	0	1	0	0	0	0	0	2	0	0	0	0
N Willowbrook Ave & E Palmer St	4	0.06	173	1	0	0	1	2	0	0	0	1	2	0	0	1	0	2	0	0	0	0
N Holly Ave & E San Vicente St	4	0.03	4	0	0	0	0	4	0	1	1	2	0	0	0	0	0	2	1	0	0	0
N Matthisen Ave & W Arbutus St	4	0.40	4	0	0	0	0	4	0	3	0	0	0	0	0	0	0	0	0	0	0	0
N Sloan Ave & E Elm St	4	-0.11	9	0	0	0	1	3	1	1	2	0	0	0	0	0	0	0	0	0	0	0
N Tajauta Ave & W Poplar St	4	-0.11	4	0	0	0	0	4	2	1	0	1	0	0	0	0	0	1	0	0	1	0
N Spring Ave & E Elm St	4	-0.11	14	0	0	1	0	3	0	2	0	0	1	0	0	1	0	0	0	0	1	0
N Tamarind Ave & E Elm St	4	-0.11	4	0	0	0	0	4	1	1	0	0	0	0	1	0	1	1	0	0	0	0
W Pacific Ave & W Cedar St	4	0.40	4	0	0	0	0	4	0	0	3	1	0	0	0	0	0	0	0	0	0	0
N Aranbe Ave & W Cedar St	4	0.40	4	0	0	0	0	4	0	2	1	0	0	0	0	0	0	0	0	0	0	0
N Burris Ave & E Rosecrans Ave	4	-0.22	4	0	0	0	0	4	0	2	2	0	0	0	0	0	0	2	1	0	0	0
N Matthisen Ave & W Spruce St	4	0.40	4	0	0	0	0	4	2	1	1	0	0	0	0	0	0	0	1	0	0	0
N Aranbe Ave & W Spruce St	4	0.40	4	0	0	0	0	4	0	1	2	0	0	0	1	0	0	1	1	0	0	0
S Keene Ave & E Rosecrans Ave	4	-0.22	9	0	0	0	1	3	2	0	1	0	0	0	0	0	0	1	0	0	0	0
N Locust Ave & E Rosecrans Ave	4	-0.22	14	0	0	0	2	2	0	2	1	1	0	0	0	1	0	0	1	0	0	0
S Cookacre Ave & E Rosecrans Ave	4	-0.21	14	0	0	0	2	2	1	0	3	0	0	0	0	0	0	3	1	0	0	0
N Culver Ave & W Douglas St	4	0.40	9	0	0	0	1	3	2	1	0	1	0	0	0	0	0	0	0	0	0	0
N Alameda St & E Mealy St	4	-0.21	173	1	0	0	1	2	2	0	0	1	0	0	0	1	0	0	0	0	0	0

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N Oleander Ave & W Peach St	4	0.40	4	0	0	0	0	4	1	1	2	0	0	0	0	0	0	0	0	0	0	0
N McDivitt Ave & E Tucker St	4	0.40	9	0	0	0	1	3	2	0	0	2	0	0	0	0	0	0	0	0	0	0
N Oleander Ave & W Pear St	4	0.40	4	0	0	0	0	4	0	3	0	1	0	0	0	0	0	1	0	0	1	0
S Cookacre Ave & E McMillan St	4	0.00	19	0	0	1	1	2	4	0	0	0	0	0	0	0	0	1	0	0	1	0
S Gibson Ave & E McMillan St	4	0.14	4	0	0	0	0	4	1	1	2	0	0	0	0	0	0	3	0	0	0	1
N Tamarind Ave & E Oris St	4	0.66	4	0	0	0	0	4	0	2	0	1	0	0	1	0	0	0	0	0	0	0
N Long Beach Blvd & E Oaks St	4	-0.22	4	0	0	0	0	4	1	3	0	0	0	0	0	0	0	2	0	0	0	0
N Central Ave & W 134th St	4	2.90	9	0	0	0	1	3	1	2	0	0	1	0	0	0	0	1	1	0	1	1
N Short Ave & E Arlington St	4	0.40	14	0	0	1	0	3	2	2	0	0	0	0	0	0	1	1	0	0	1	1
Grandee Ave & W 134th St	4	0.40	4	0	0	0	0	4	2	1	0	1	0	0	0	0	0	0	0	1	0	0
N Bradfield Ave & E Orchard St	4	0.40	19	0	0	1	1	2	3	1	0	0	0	0	0	0	0	1	0	1	0	0
Peach St & E Pine St	4	0.66	4	0	0	0	0	4	1	2	1	0	0	0	0	0	0	1	1	0	0	0
Alhambra Ave & E Pine St	4	0.40	168	0	1	0	0	3	1	0	2	0	0	0	1	0	0	0	0	0	0	1
N Compton Ave & W 132nd St	4	0.07	4	0	0	0	0	4	1	2	0	1	0	0	0	0	0	2	0	0	0	1
N Short Ave & E Stockton Ave	4	0.40	4	0	0	0	0	4	2	0	1	1	0	0	0	0	0	0	1	0	0	0
Grandee Ave & W 131st St	4	0.40	9	0	0	0	1	3	1	2	1	0	0	0	0	0	0	1	0	0	0	0
S Cuzco Ave & E Greenleaf Blvd	3	-0.12	3	0	0	0	0	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0
Entrance & W Carob St	3	0.30	3	0	0	0	0	3	0	2	1	0	0	0	0	0	0	0	0	0	0	1
S California Ave & E Greenleaf Blvd	3	-0.23	167	0	1	0	0	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0
Entrance Community College & E Greenleaf Blvd	3	-0.23	18	0	0	1	1	1	1	0	0	2	0	0	0	0	1	0	0	0	0	0
S Acacia Ave & W Carob St	3	0.30	167	0	1	0	0	2	0	0	0	0	2	0	1	0	0	2	0	0	0	0

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S Wadsworth Ave & W Billings St	3	0.30	3	0	0	0	0	3	0	0	2	1	0	0	0	0	0	0	0	0	0	0
S Willowbrook Ave & W Greenleaf Blvd	3	-0.23	8	0	0	0	1	2	1	0	2	0	0	0	0	0	0	1	0	0	0	0
S Whitemarsh Ave & W Greenleaf Blvd	3	-0.21	3	0	0	0	0	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0
S Wilmington Ave & W Bennett St	3	-0.24	18	0	0	1	1	1	1	0	1	0	1	0	0	1	0	1	0	0	0	0
S Hillford Ave & W 166th St	3	0.30	3	0	0	0	0	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0
S Pearl Ave & E Greenleaf Blvd	3	-0.23	8	0	0	0	1	2	1	0	2	0	0	0	0	0	0	2	0	0	0	0
S Dwight Ave & W Caldwell St	3	-0.23	167	0	1	0	0	2	0	0	1	0	0	0	1	1	0	0	0	1	0	0
S Gunlock Ave & W Caldwell St	3	-0.23	3	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	0
McKinley Ave & W Caldwell St	3	-0.23	8	0	0	0	1	2	0	2	1	0	0	0	0	0	0	0	0	0	0	0
S Long Beach Blvd & E Glencoe Ave	3	-0.24	3	0	0	0	0	3	0	1	0	2	0	0	0	0	0	0	0	0	0	0
N Atlantic Dr & E Greenleaf Blvd	3	-0.02	3	0	0	0	0	3	0	1	0	0	2	0	0	0	0	2	0	0	0	0
S Exmoor Ave & S Exmoor Ave	3	-0.23	3	0	0	0	0	3	0	2	1	0	0	0	0	0	0	1	0	0	0	0
S Whitemarsh Ave & W Caldwell St	3	-0.23	8	0	0	0	1	2	1	1	1	0	0	0	0	0	0	1	0	0	1	0
Unnamed St & W Caldwell St	3	-0.23	8	0	0	0	1	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0
S Temple Ave & E Bennett St	3	0.12	13	0	0	1	0	2	2	1	0	0	0	0	0	0	0	1	0	0	0	0
S Poinsettia Ave & E Bennett St	3	0.30	3	0	0	0	0	3	0	3	0	0	0	0	0	0	0	1	0	0	0	1
S Caswell Ave & W Claude St	3	0.30	3	0	0	0	0	3	0	1	2	0	0	0	0	0	0	1	0	0	0	0
Unnamed St & W Tichenor St	3	-0.24	8	0	0	0	1	2	2	1	0	0	0	0	0	1	0	0	0	1	0	0
S Willowbrook Ave & W Tichenor St	3	-0.10	13	0	0	0	2	1	1	0	1	1	0	0	0	0	0	1	0	0	0	0
S Mayo Ave & E Caldwell St	3	-0.18	8	0	0	0	1	2	0	1	0	1	0	0	0	1	0	0	0	0	0	0

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Intersection	Crashes	Local CCR Differential ¹	EPDO ²	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	PDO	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
S Petrolia Ave & E Alondra Blvd	3	-0.24	3	0	0	0	0	3	0	1	1	0	1	0	0	0	0	0	0	0	0	0
S Alameda St & E Reeve St	3	-0.24	8	0	0	0	1	2	0	1	0	0	2	0	0	0	0	1	0	0	0	1
S Amantha Ave & W Reeve St	3	0.12	3	0	0	0	0	3	1	0	0	2	0	0	0	0	0	1	1	0	0	0
S Acacia Ave & W Claude St	3	0.12	8	0	0	0	1	2	2	0	0	1	0	0	0	0	0	1	0	0	0	0
S White Ave & E Caldwell St	3	-0.18	3	0	0	0	0	3	0	2	0	0	0	0	1	0	0	1	1	0	0	1
S Temple Ave & E Tichenor St	3	0.30	8	0	0	0	1	2	1	1	0	0	0	0	1	0	0	0	0	0	0	0
S Taper Ave & W Cypress St	3	0.30	13	0	0	1	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0
Corlett Ave & W Cypress St	3	0.30	3	0	0	0	0	3	1	1	0	1	0	0	0	0	0	0	0	0	0	0
S Acacia Ave & W Reeve St	3	0.12	13	0	0	1	0	2	0	1	2	0	0	0	0	0	0	1	0	0	0	0
S Willowbrook Ave & E Raymond St	3	0.00	3	0	0	0	0	3	2	1	0	0	0	0	0	0	0	0	1	0	0	0
S Sloan Ave & E Alondra Blvd	3	-0.24	3	0	0	0	0	3	0	2	1	0	0	0	0	0	0	1	0	0	0	0
S Oleander Ave & W Raymond St	3	0.30	3	0	0	0	0	3	1	0	1	0	0	1	0	0	0	0	1	0	0	0
S Harlan Ave & W Alondra Blvd	3	-0.23	8	0	0	0	1	2	0	2	0	0	1	0	0	0	0	0	0	0	0	0
S Dwight Ave & W Alondra Blvd	3	-0.23	3	0	0	0	0	3	0	2	1	0	0	0	0	0	0	1	1	0	0	0
Entrance & W Alondra Blvd	3	1.81	8	0	0	0	1	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0
S Burris Ave & E Alondra Blvd	3	-0.24	3	0	0	0	0	3	1	0	1	1	0	0	0	1	0	1	0	0	0	0
S Stoneacre Ave & E Alondra Blvd	3	-0.24	8	0	0	0	1	2	0	0	1	1	0	0	0	0	0	1	1	0	1	0
S Mayo Ave & E Cypress St	3	0.12	3	0	0	0	0	3	0	2	1	0	0	0	0	0	0	2	0	0	1	0
S Crane Ave & E Cypress St	3	0.12	3	0	0	0	0	3	1	2	0	0	0	0	0	0	0	1	0	0	0	0
S Ward Ave & Unnamed St	3	0.12	3	0	0	0	0	3	0	3	0	0	0	0	0	0	0	1	1	0	0	0
S Bradfield Ave & Unnamed St	3	0.12	3	0	0	0	0	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0

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S Pannes Ave & E Cypress St	3	0.12	3	0	0	0	0	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0
S Bowen Ave & E Cypress St	3	0.12	3	0	0	0	0	3	0	1	2	0	0	0	0	0	0	0	0	0	1	0
S Central Ave & W 155th St	3	-0.24	3	0	0	0	0	3	1	2	0	0	0	0	0	0	0	1	0	0	0	0
S Tajauta Ave & W 154th St	3	-0.19	3	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	0	0
S Willowbrook Ave & W Laurel St	3	0.12	3	0	0	0	0	3	0	0	0	1	1	0	0	0	0	0	0	0	0	0
S Center Ave & W Laurel St	3	-0.18	3	0	0	0	0	3	0	1	0	1	1	0	0	0	0	0	0	0	0	0
S Pannes Ave & E Laurel St	3	0.30	3	0	0	0	0	3	0	1	0	2	0	0	0	0	0	0	0	0	1	1
N Crane Ave & E Compton Blvd	3	-0.24	3	0	0	0	0	3	1	2	0	0	0	0	0	0	0	1	0	0	0	0
Goleta St & W Compton Blvd	3	-0.24	8	0	0	0	1	2	0	0	2	1	0	0	0	0	0	2	0	0	0	0
N Kemp Ave & W Magnolia St	3	0.12	8	0	0	0	1	2	1	2	0	0	0	0	0	0	0	1	0	0	0	0
N Wilmington Ave & W Magnolia St	3	-0.17	3	0	0	0	0	3	0	1	1	0	1	0	0	0	0	1	0	0	0	0
N Oleander Ave & Alley	3	0.30	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0
N Matthisen Ave & W School St	3	0.12	18	0	0	1	1	1	2	1	0	0	0	0	0	0	0	1	1	0	0	0
N Bradfield Ave & E San Marcus St	3	-0.13	8	0	0	0	1	2	2	1	0	0	0	0	0	1	0	1	0	0	0	0
N Matthisen Ave & W Palmer St	3	0.12	8	0	0	0	1	2	1	2	0	0	0	0	0	0	0	1	0	0	0	0
N Oleander Ave & W Palmer St	3	0.12	3	0	0	0	0	3	0	3	0	0	0	0	0	0	0	1	1	0	0	0
N Acacia Ave & W Arbutus St	3	-0.18	8	0	0	0	1	2	1	1	0	0	0	0	0	1	0	1	0	0	0	0
N Hillford Ave & W Poplar St	3	-0.18	3	0	0	0	0	3	0	2	1	0	0	0	0	0	0	0	1	0	0	0
N Oleander Ave & W Arbutus St	3	0.30	3	0	0	0	0	3	0	2	0	0	0	0	0	0	0	1	0	0	0	0
N Locust Ave & E San Vicente St	3	-0.18	3	0	0	0	0	3	2	1	0	0	0	0	0	0	0	0	0	0	0	1
N Oleander Ave & W Poplar St	3	0.12	3	0	0	0	0	3	0	1	0	2	0	0	0	0	0	0	0	0	0	1

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Intersection	Crashes	Local CCR Differential ¹	EPDO ²	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	PDO	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
N Acacia Ave & W Poplar St	3	-0.19	8	0	0	0	1	2	1	1	0	1	0	0	0	0	0	2	0	0	0	1
N Alameda St & E Poplar St	3	-0.24	8	0	0	0	1	2	1	1	1	0	0	0	0	0	1	1	0	0	0	0
N Bradfield Ave & E Bales St	3	-0.11	13	0	0	1	0	2	0	1	1	0	0	0	0	1	0	0	0	0	0	0
N Cliveden Ave & W Spruce St	3	0.30	8	0	0	0	1	2	0	1	1	1	0	0	0	0	0	1	1	0	0	0
N Bullis Rd & E Pattie Ct	3	-0.21	3	0	0	0	0	3	0	1	2	0	0	0	0	0	0	1	0	0	0	0
N Mayo Ave & E Elm St	3	-0.19	13	0	0	1	0	2	1	0	0	1	1	0	0	0	0	0	0	0	0	0
N Culver Ave & W Cedar St	3	0.30	3	0	0	0	0	3	0	1	1	0	0	0	1	0	0	1	0	0	0	0
N Alameda St & E Maple St	3	-0.24	330	1	1	0	0	1	0	2	0	0	0	0	0	2	0	1	0	0	1	0
N Alameda St & E Spruce St	3	-0.24	3	0	0	0	0	3	0	2	1	0	0	0	0	0	0	0	1	0	0	0
N Wilmington Ave & W Spruce St	3	-0.24	3	0	0	0	0	3	0	1	1	1	0	0	0	0	0	0	0	0	0	0
S Frailey Ave & E Rosecrans Ave	3	-0.22	23	0	0	1	2	0	1	0	1	1	0	0	0	0	1	1	0	1	0	0
Res. Entrance & W Rosecrans Ave	3	-0.24	3	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	1	1	0	0
N Bradfield Ave & E Saunders St	3	-0.11	13	0	0	1	0	2	2	0	1	0	0	0	0	0	1	2	1	0	0	0
S Thorson Ave & E Rosecrans Ave	3	-0.24	13	0	0	0	2	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0
N Rose Ave & E Rosecrans Ave	3	-0.24	18	0	0	1	1	1	1	1	1	0	0	0	0	1	0	1	0	0	0	0
N McDivitt Ave & E Peck St	3	0.12	3	0	0	0	0	3	1	1	0	1	0	0	0	0	0	0	0	1	0	0
N Willow Ave & E Peck St	3	0.12	3	0	0	0	0	3	0	3	0	0	0	0	0	0	0	1	0	0	0	1
N Van Ness Ave & E Kay St	3	0.12	3	0	0	0	0	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0
N Matthisen Ave & W Plum St	3	0.12	8	0	0	0	1	2	2	0	1	0	0	0	0	0	0	1	0	0	1	0
N Aranbe Ave & W Plum St	3	-0.19	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	1	0	0	0	1
Unnamed St & E McMillan St	3	-0.04	13	0	0	0	2	1	2	0	0	1	0	0	0	1	0	0	0	0	0	0

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Intersection	Crashes	Local CCR Differential ¹	EPDO ²	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	PDO	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
N Aranbe Ave & W Peach St	3	-0.19	3	0	0	0	0	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0
N Bradfield Ave & E Ezmilian St	3	0.12	3	0	0	0	0	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0
N Aranbe Ave & W Pear St	3	-0.19	8	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	1	0
N Central Ave & W 137th St	3	-0.24	13	0	0	1	0	2	0	1	1	1	0	0	0	0	0	1	0	0	0	0
N Paulsen Ave & E Hatchway St	3	1.81	8	0	0	0	1	2	1	2	0	0	0	0	0	0	0	1	0	0	0	0
N Oleander Ave & E Oris St	3	0.12	3	0	0	0	0	3	0	3	0	0	0	0	0	0	0	1	0	0	0	0
Corlett Ave & Littleton St	3	-0.23	18	0	0	0	3	0	0	1	2	0	0	0	0	0	1	3	1	0	0	0
N Alameda St & E Oaks St	3	-0.19	13	0	0	0	2	1	1	0	0	0	2	0	0	0	0	1	1	0	0	0
Unnamed St & E Weber Ave	3	0.30	8	0	0	0	1	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0
N Bradfield Ave & E McMillan St	3	0.12	8	0	0	0	1	2	2	0	1	0	0	0	0	0	0	2	1	0	0	0
Alley & E Oaks St	3	0.30	8	0	0	0	1	2	1	1	1	0	0	0	0	0	0	1	0	0	0	0
N Parmelee Ave & W 135th St	3	-0.03	8	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Grandee Ave & W 134th Pl	3	0.12	8	0	0	0	1	2	0	2	1	0	0	0	0	0	0	2	0	0	0	0
N Paulsen Ave & W Shauer St	3	0.30	3	0	0	0	0	3	2	0	1	0	0	0	0	0	0	0	0	0	1	0
N Bradfield Ave & E Killen Pl	3	0.12	13	0	0	0	2	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0
N Short Ave & E Pine St	3	0.12	3	0	0	0	0	3	0	2	1	0	0	0	0	0	0	1	0	0	0	0
N Alameda St & E Euclid Ave	3	-0.19	8	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0
N Parmelee Ave & W 131st St	3	0.03	3	0	0	0	0	3	0	0	1	1	0	0	1	0	0	1	0	0	0	0
N Alameda St & E 125th St	3	-0.24	8	0	0	0	1	2	0	1	1	1	0	0	0	0	0	0	0	0	0	0

1. Local Critical Crash Rate Differential
2. Equivalent Property Damage Only Crashes



Table 6 – Analysis Rankings: Segments (Collisions Greater than 3 Locations Per Type)

Facility	Limits	Crashes	Local CCR Differential ¹	EPDO ²	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	PDO	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
Principal Arterial																							
Santa Fe Ave	E Alondra Blvd-E Caldwell St	8	0.49	23	0	0	0	3	5	1	2	4	0	1	0	0	0	0	3	0	0	0	0
N Long Beach Blvd	E Compton Blvd-E Palmer St	7	0.53	32	0	0	1	3	3	1	2	3	0	1	0	0	1	0	1	0	0	0	0
W Alondra Blvd	S Oleander Ave-S Center Ave	6	0.37	16	0	0	0	2	4	2	1	1	1	0	0	1	1	0	1	1	0	0	0
N Santa Fe Ave	E Tucker St-E Oaks St	5	0.87	15	0	0	1	0	4	0	1	2	2	0	0	0	0	0	1	0	0	0	0
W Alondra Blvd	S Center Ave-S Coral Ave	4	0.26	4	0	0	0	0	4	1	0	2	1	0	0	0	0	0	1	1	0	0	0
N Alameda St	E Rosecrans Ave-E Oaks St	4	0.46	4	0	0	0	0	4	1	1	1	0	1	0	0	0	0	1	1	0	0	0
W Rosecrans Ave	Central Ave-S Parmelee Ave	4	0.18	19	0	0	1	1	2	1	0	1	1	0	1	0	0	0	0	2	0	0	0
W Rosecrans Ave	N Aranbe Ave-N Matthisen Ave	4	0.32	24	0	0	1	2	1	0	3	1	0	0	0	0	0	0	0	1	1	0	0
N Central Ave	E El Segundo Blvd-E 131st St	4	0.08	19	0	0	1	1	2	0	0	4	0	0	0	0	0	0	2	0	1	0	0
W Alondra Blvd	S Keene Ave-S Aprilia Ave	3	0.16	8	0	0	0	1	2	0	1	0	2	0	0	0	0	0	0	0	0	3	1
S Long Beach Blvd	E Myrrh St-E Cypress St	3	0.05	8	0	0	0	1	2	0	0	2	1	0	0	0	0	0	2	0	0	0	1
S Long Beach Blvd	E Laurel St-E Myrrh St	3	0.05	8	0	0	0	1	2	1	0	0	2	0	0	0	0	0	1	0	0	0	1
W Compton Blvd	N Nestor Ave-N Central Ave	3	0.06	8	0	0	0	1	2	0	0	2	1	0	0	0	0	0	1	0	0	0	0

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Facility	Limits	Crashes	Local CCR Differential ¹	EPDO ²	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	PDO	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
W Compton Blvd	N Wilmington Ave-N Kemp Ave	3	0.15	3	0	0	0	0	3	1	0	0	1	1	0	0	0	0	1	1	0	0	0
N Santa Fe Ave	E Palmer St-E Elm St	3	0.14	13	0	0	0	2	1	2	0	1	0	0	0	0	0	0	1	0	0	0	0
W Rosecrans Ave	N Wilmington Ave-N Kemp Ave	3	0.07	3	0	0	0	0	3	0	2	1	0	0	0	0	0	0	1	0	0	0	0
W Rosecrans Ave	N Oleander Ave-N Aranbe Ave	3	0.11	3	0	0	0	0	3	0	1	2	0	0	0	0	0	0	1	0	0	0	1
Minor Arterial																							
E Artesia Blvd	S Acacia Ave-S Alameda St	7	0.02	12	0	0	0	1	6	1	0	4	0	1	0	1	0	0	3	0	0	0	0
S Wilmington Ave	W 156th St-W Alondra Blvd	6	0.33	16	0	0	0	2	4	0	1	3	1	1	0	0	0	0	4	0	0	1	1
S Wilmington Ave	W Carob St-W Walnut St	5	0.15	10	0	0	0	1	4	0	1	4	0	0	0	0	0	0	3	0	0	0	1
W Greenleaf Blvd	S Center Ave-S Wilmington Ave	5	0.79	5	0	0	0	0	5	1	1	2	0	1	0	0	0	0	0	0	0	1	0
W Caldwell St	S Northwood Ave-S Hillford Ave	4	0.30	9	0	0	0	1	3	1	2	1	0	0	0	0	0	0	1	1	0	0	0
N Willowbrook Ave	E Palmer St-E Elm St	4	2.43	4	0	0	0	0	4	2	1	0	0	1	0	0	0	0	1	1	0	0	0
N Willowbrook Ave	W Douglas St-W Winona Ave	4	0.51	19	0	0	1	1	2	1	1	1	1	0	0	0	0	0	1	0	0	0	0
W Greenleaf Blvd	S Oleander Ave-S Center Ave	3	0.20	3	0	0	0	0	3	0	1	1	0	1	0	0	0	0	3	1	0	0	0
W Caldwell St	S Center Ave-S Wilmington Ave	3	0.05	3	0	0	0	0	3	1	2	0	0	0	0	0	0	0	1	1	0	0	0
N Willowbrook Ave	E Rosecrans Ave-E Winona Ave	3	0.01	18	0	0	1	1	1	0	1	1	0	0	0	1	0	1	1	0	0	0	0

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Local Roadway Safety Plan



Facility	Limits	Crashes	Local CCR Differential ¹	EPDO ²	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	PDO	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
Major Collector																							
S Acacia Ave	W Compton Blvd-W Myrrh St	6	1.52	11	0	0	0	1	5	0	3	1	0	0	0	1	2	0	0	0	0	0	0
S Butler Ave	S Harris Ave-E Alondra Blvd	3	0.76	3	0	0	0	0	3	0	1	0	1	0	0	1	0	0	2	0	0	0	0
Local																							
El Segundo Blvd	Santa Fe Ave- Peach St	7	54.75	17	0	0	0	2	5	1	2	1	2	0	0	1	2	0	1	1	0	2	0
W Carob St	S Acacia Ave-Wilmington Ave	6	3.61	180	0	1	0	2	3	1	1	1	3	0	0	0	0	0	1	0	0	0	0
E Tucker St	N Van Ness Ave-N Long Beach Blvd	6	7.88	6	0	0	0	0	6	0	3	2	1	0	0	0	0	0	1	0	0	1	0
N Parmelee Ave	W 131st St-el Segundo Blvd	6	3.57	16	0	0	0	2	4	1	2	3	0	0	0	0	0	0	5	0	0	1	0
W Artesia Blvd	S Acacia Ave-S Acacia Ave	5	0.96	5	0	0	0	0	5	1	2	0	2	0	0	0	0	0	3	0	0	0	0
W Walnut St	S Acacia Ave-S Wilmington Ave	5	-0.19	193	0	1	2	1	1	3	0	0	0	0	0	0	1	1	0	0	0	0	1
W Mahalo Pl	Central Ave-Kona Dr	4	4.79	9	0	0	0	1	3	1	1	0	1	1	0	0	0	0	0	1	0	0	0
S Atlantic Dr	E Caldwell St-E Greenleaf Blvd	4	5.25	4	0	0	0	0	4	0	4	0	0	0	0	0	0	0	1	0	0	0	0
E Weber Ave	Santa Fe Ave-Unnamed St	4	27.40	9	0	0	0	1	3	1	2	1	0	0	0	0	0	0	0	0	0	0	0
S Mayo Ave	E Compton Blvd-E Laurel St	3	7.65	3	0	0	0	0	3	0	2	1	0	0	0	0	0	0	1	0	0	1	0
N Rose Ave	E Elm St-E Rosecrans Ave	3	4.93	3	0	0	0	0	3	2	1	0	0	0	0	0	0	0	0	0	0	0	1
McKinley Ave	E 139th St-E Rosecrans Ave	3	3.91	3	0	0	0	0	3	1	1	0	1	0	0	0	0	0	1	0	0	0	0

CITY OF COMPTON

Local Roadway Safety Plan



Facility	Limits	Crashes	Local CCR Differential ¹	EPDO ²	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	PDO	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
W 131st St	Grandee Ave-N Compton Ave	3	4.90	3	0	0	0	0	3	0	3	0	0	0	0	0	0	0	1	0	0	1	1
W 131st St	N Wilmington Ave-Grandee Ave	3	3.53	3	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
E Euclid Ave	Santa Fe Ave-Unnamed St	3	18.45	3	0	0	0	0	3	0	1	1	1	0	0	0	0	0	0	0	0	0	0



8. Best Practices Evaluation and Emphasis Areas

8.1 Best Practices Evaluation

Table 7 identifies existing plans and policies that were recently completed, or are planned, or on-going within the City of Compton. The intent of this review is to provide an idea of the types of strategies in place or encouraged by the City that may impact the safety analysis process. It will also identify opportunity areas where the City could adopt non-infrastructure countermeasures. This table also ties each topic and enhancement to the emphasis areas that are laid out in **Section 8.2**.

Table 7 – Summary of Program, Policies, and Practices

Topic	Initiatives/ Current Status	Opportunities for Implementation or Enhancement
COMMITTEES / ROLES		
Does the City have an Active Transportation Coordinator?	No	Formalize duties in City Engineer positions
Does the City have a Safety or Active Transportation Advisory Committee?	No	Identify traffic safety issues and meet on regular basis
Does the City have an Active Transportation Safety Education Program?	No	Implement an Active Transportation Safety Education program
POLICY / PLANS		
Does the City have a Complete Streets Plan?	No	Implement a Complete Streets Plan to formalize complete streets policies. 'Complete Streets' are streets that are designed and operated to enable safe usage and support mobility for all users. Develop guidelines for implementation going forward.
Does the City assess Traffic Impact Fees?	Yes	Continue to assess Development Impact Fees and use proceeds for traffic safety improvements
Does the City have a Safe Routes to School program?	Yes	Implement a Safe Routes to School program to reflect changing trends
Does the City implement Traffic Calming Policies?	Yes	Formalize Traffic Calming Policies and implement where appropriate



Does the City regularly conduct Speed Surveys?	Yes	Continue to conduct speed surveys every 7 years as required by the CA MUTCD
Does the City utilized Warrants for Stop Signs and Signals?	Yes	Continue to utilize warrants for stop signs and signals
Is the City planning for Density and Walkable Areas?	Downtown Specific Plan	Consider updating general plan and zoning to allow for high density and additional mixed-use developments
Does the City have Transportation Demand Management (TDM) or Vehicle Miles Travelled (VMT) Reduction policies?	No	Implement TDM and VMT policies
Does the City perform Traffic Crash Monitoring?	No	Regularly monitor crash data to identify any trends or hotspots
Does the City have an Active Transportation Master Plan?	No	Consider creating an Active Transportation Master Plan
Does the City have MUTCD-compliant Pedestrian Signal Timing?	Yes	Continue to implement MUTCD compliant pedestrian signal timing where appropriate
Does the City implement Crosswalks at high pedestrian locations?	Yes	Continue to implement crosswalks at high pedestrian volume locations as trends change
What type of traffic enforcement does the City conduct?	Sheriff Department	Continue to enforce traffic laws in collision and aggressive driving hotspots
What is the City's Bicycle Policy?	Bicycle master Plan	Continue to implement bicycle master plan and update plan as needed
What types of transit does the City have?	Renaissance Transit System and Dial A Ride Service	Coordinate with transit agencies to identify any transit-related improvements to traffic safety
What types of wayfinding does the City have?	Currently have grants to install wayfinding signage	Identify areas where wayfinding signage could contribute to increased roadway safety
DATA COLLECTION / INVENTORY		
Does the City have an Inventory of Pedestrian Signs and Signals?	No	Create GIS database of pedestrian signals and signs



Does the City have an Inventory/Mapping of Active Transportation Routes?	No	Implement regular updated inventory; assemble in GIS if appropriate
Does the City utilize Crossroads Database for collisions?	No	Utilize Crossroads database and regularly update
Does the City have Active Transportation Volume Counting?	No	Implement Active Transportation Volume counting at key locations to gauge active transportation usage
COORDINATION / FEEDBACK		
What ways can citizens give feedback about roadway safety?	City App, City's Website, and social media platforms	Continue to solicit citizen feedback on traffic safety and transportation planning efforts
What types of Coordination with other City organization does your department perform?	Gateway Cities	Continue coordinating with development department and other City departments
What types of School Engagement does the City perform?	None	Identify areas of coordination with local schools
What types of Law Enforcement/Emergency Service Engagement does the City perform?	Gun Buy Back, Catalytic Converter Program	Continue to identify areas of coordination with police and fire department



8.2 Emphasis Areas

Emphasis areas represent crash factors that are common in the City and provide the opportunity to reduce the largest number of traffic injuries with strategic investment. Emphasis areas were developed by revisiting the vision and goals of this planning process and comparing them with the trends and patterns identified in the crash analysis.

8.2.1 Emphasis Area #1: Intersection Improvements

Description: Collisions involved at intersections, interchanges, and other roadway access.

About 93% of total of collisions took place at or near intersections. 37.8% of the fatal and severe injury collisions in Compton involved intersections, compared to 23.6% statewide.

Goals for Emphasis Area #1:

- Reduce the number of crashes at intersections, interchanges, and other roadway access.
- Identify hot spots and prioritize locations for intersection improvements.
- Apply for funding and implement countermeasures to address collisions at intersections for improvement.

Strategies for Emphasis Area #1:

- Engineering improvements are not limited but could include backplates with reflective borders, left-and right turn lanes at two-way controlled intersections, and protected left-turn movements.

These strategies can be implemented by the City with assistance from emergency services and community organization. Funding sources for these strategies may include HSIP,OTS, and SB1 grant programs.

8.2.2 Emphasis Area #2: Aggressive Driving

Description: Aggressive driving, as defined by the Caltrans SHSP, includes several behaviors including speeding, tailgating, and ignoring traffic signals and signs. Aggressive driving behaviors (unsafe speed or following too closely) accounted for 33 percent of collisions. 2 percent of these collisions resulted in a severe injury, 97 percent of these collisions resulted in some other form of injury.

Goal for Emphasis Area #2:

- Reduce the number of crashes due to aggressive driving in the city
- Identify hot spots and priority corridors for aggressive driving
- Apply for funding and implement countermeasures to address aggressive driving

Strategies for Emphasis Area #2:

- Educational campaign to target aggressive drivers
- Increased law enforcement presence near aggressive driving hotspots
- Increased coordination with law enforcement and other community organizations

These strategies will be implemented by the City, while partnering with Caltrans, Southern California Association of Governments (SCAG), California Highway Patrol (CHP), and other community partners. Funding sources for these strategies may include HSIP, Active Transportation Program (ATP), OTS, SB 1, and SS4A grant programs.



8.2.3 Emphasis Area #3: Young Drivers

Description: 7% of all collisions within the study period occurred with drivers between 16 and 20 years old. 0.02 % of these collisions resulted in fatalities and in severe injuries. 97% resulted in some other form of injury.

Goal for Emphasis Area #3:

- Reduce the number of collisions to drivers 25 years of age or younger.
- Promote safe behavior that further reduce fatalities and injuries among young drivers.
- Apply for funding and implement countermeasures to improve the education and skills of young drivers.

Strategies for Emphasis Area #3:

- Identify hot spots and identify types of crashes involving young drivers.
- Develop and implement programs that provide education and awareness through high school and driver's education programs.

These strategies can be implemented by the City with assistance from emergency services and community organizations. Funding sources for these strategies may include HSIP, OTS, and SB1 grant programs.

8.2.4 Emphasis Area #4: Pedestrians

Description: Pedestrians and bicyclists are classified by Caltrans as vulnerable users, meaning they possess the highest potential for severe harm during a crash. These groups need appropriate infrastructure to travel to key destinations such as schools, workplaces, and core commercial areas. The City's Circulation element lays out plans and standards for non-motorized transportation. Of the 394 crashes involving vulnerable road users, 28 resulted in a fatal injury and 33 resulted in a severe injury. The City should aim to implement countermeasures to further protect these users from injury.

Goal for Emphasis Area #4:

- Reduce the number of collisions involving vulnerable road users.
- Identify hot spots and priority corridors for vulnerable road user collisions.
- Apply for funding and implement countermeasures to address pedestrian and bicyclist collisions

Strategies for Emphasis Area #4:

- Implement pedestrian and bicycle countermeasures/improvements at key locations
- Install active transportation counters to identify high volume locations and implement infrastructure improvements at these locations
- Establish education and training programs to improve vulnerable road user safety citywide.

These strategies will be implemented by the City, while partnering with Caltrans, Southern California Association of Governments (SCAG), California Highway Patrol (CHP), and other



community partners. Funding sources for these strategies may include HSIP, Active Transportation Program (ATP), OTS, SB 1, and SS4A grant programs.



9. Potential Improvements and Countermeasure Toolbox

This section provides information on general identified issues, crash reduction factors, improvements, and countermeasures identified for the City of Compton, as well as for specific project locations identified as part of this analysis. Countermeasures for each of the Safety Project Case Studies are based on data analysis, stakeholder input, and site visits.

9.1 Infrastructure Improvements

9.1.1 Countermeasure Selection Process

Part D of the HSM provides information on CMFs for roadway segments, intersections, interchanges, special facilities, and road networks. CMFs are used to estimate the safety effects of highway improvements, specifically to compare and select highway safety improvements. A CMF less than 1.0 indicates that a treatment has the potential to reduce crashes. A CMF greater than 1.0 indicates that a treatment has the potential to increase crashes. A Crash Reduction Factor (CRF) is directly connected to the CMF and is “mathematically defined as $(1 - \text{CMF})$ (the higher the CRF, the greater the expected reduction in crashes)⁴.” CMFs can help decision makers weigh potential alternative projects, but are only one measure of a project's value and should be considered part of a larger decision making process. Furthermore, it is important to note that not all CMFs are as reliable as others. The FHWA maintains a federal depository of CMFs and includes a star rating system to help users determine which CMFs are bolstered by the best and most thorough research. Key factors to consider when applying CMFs include:

1. Selection of an appropriate CMF;
2. Estimation of crashes without treatment;
3. Application of CMFs by type and severity; and,
4. Estimation of the combined effect for multiple treatments.

Examples of Safety Countermeasures can be found through several sources. This Report utilizes the countermeasures found in the California LRSM and the CMF Clearinghouse (CMF CH) website. Countermeasures for each of the Safety Project Case Studies are based on the data analysis and site visits. Additional countermeasures were identified for the high-level issues on a city-wide level and are discussed in **Section 9.2**.

⁴ Local Roadway Safety Manual (Version 1.5) 2020. Page 27.



9.1.2 Safety Project Case Studies

From the city-wide analysis, eleven (10) project case study locations were selected for further evaluation and countermeasure development. For each of these locations, Safety Project Case Studies were developed to provide a balanced understanding of common safety patterns at a variety of location types that can be used to associate countermeasures with specific roadway configurations and conditions. These locations were identified through the analysis process based on their crash histories, stakeholder engagement, the observed crash patterns, and their different characteristics to provide the most insight into potential systemic safety countermeasures that the City can employ to achieve the most cost-effective safety benefits.

A Safety Project Case Study was developed for each of the following locations:

1. Roadway Segment: Acacia Ave – Compton Bl to Myrrh St
2. Signalized Intersection: Central Ave & Compton Blvd
3. Roadway Segment: Caldwell St – Northwood Ave to Hillford Ave
4. Roadway Segment: Carob St – Acacia Ave to Wilmington Ave
5. Unsignalized Intersection: S Atlantic Ave & Atlantic Dr/El Rancho Mobile Home Park
6. Signalized Intersection: Long Beach Blvd & Compton Blvd
7. Signalized Intersection: Long Beach Blvd & Rosecrans Ave
8. Signalized Intersection: Alameda St & Elm St
9. Roadway Segment: Willowbrook Ave: Rosecrans Ave to Winona Ave
10. Roadway Segment: El Segundo Blvd: Santa Fe Ave to Peach St

The following pages summarize conditions at each location, and potentially beneficial countermeasures. Countermeasures were subjected to a benefit/cost assessment and scored according to their potential return on investment. These case studies can be used to select the most appropriate countermeasure, and to potentially phase improvements over the longer-term. These case study sheets can also be used to position the City for future grant funding opportunities.

The potential benefit of each countermeasure was calculated using each countermeasure's Crash Reduction Factor (CRF) and the latest Caltrans injury level cost data. Fatal and severe injury collisions are estimated at \$2.19 million, Other Visible Injury collisions at \$142,300, Complaint of Pain collision at \$80,900, and Property Damage Only collisions at \$13,300. The 5-year benefit is extrapolated out to a 20-year safety benefit.

The 20-year safety benefit was then compared to the 20-year cost estimates, which is used to calculate a benefit-cost ratio. The benefit-cost ratio can be used to compare different countermeasures for their effectiveness and competitiveness for grant funding.



Case Study Sheet: Location #1

Project Name: Compton LRSP
Agency Name: City of Compton

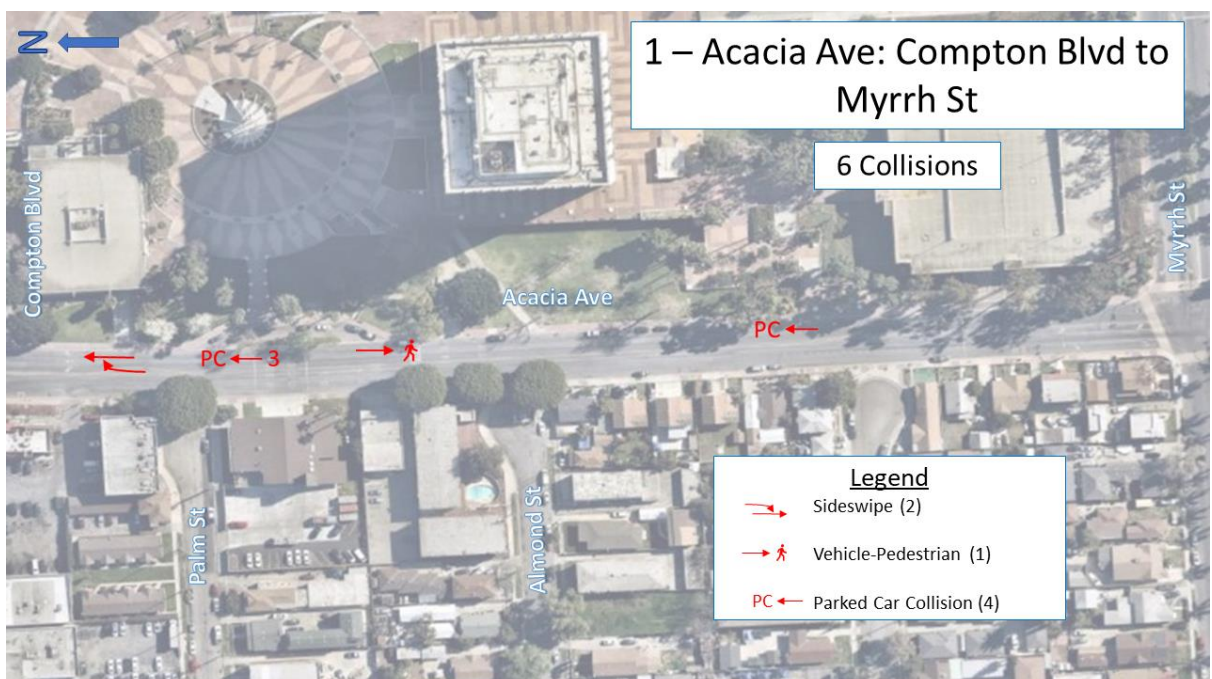
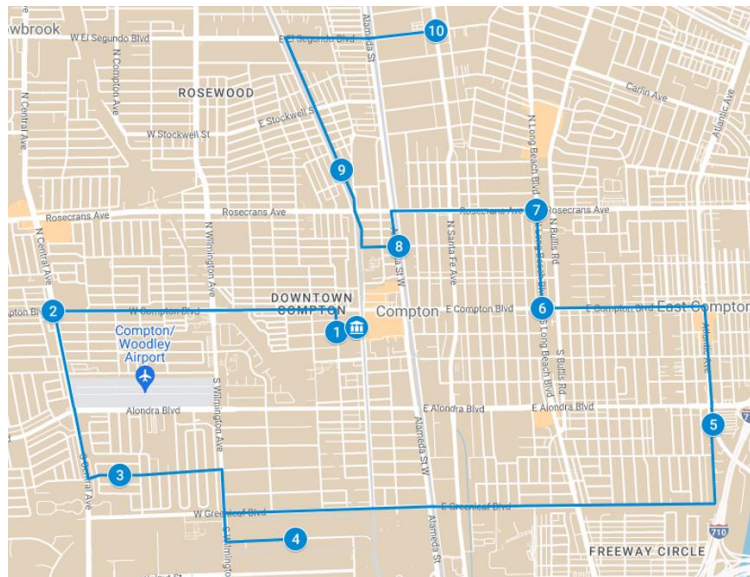
Prepared by: Kimley-Horn
Date: January 2023

**ROADWAY
SEGMENT**

Project Location, Description & Maps

Segment: Acacia Ave: Compton Blvd to Myrrh St

Example of Similar Segments: Compton Blvd: Wilmington Ave to Aranbe Ave



Project Location, Description & Maps

Collision Data	
Total Collisions	6
Fatal and Severe Injury Collisions	0
Top 3 Collision Types (%)	Sideswipe (50%) Rear-End (17%) Vehicle-pedestrian (17%)
Dark Collisions	0
Impaired Collisions	0

Collision Data	
Average Daily Traffic (ADT)	6,000
Lighting	Well-lit
Median	Solid double yellow line
Highest Posted Speed Limit	No posted speed limit – prima facie 25 mph speed limit

Collisions Involved With		
Vehicular	Pedestrian	Bicycle
4	2	0

Field Visit Notes

- High no. of parked car collisions
- Courthouse and city hall area attracts people looking to park or drop off/pick up others
- Generally low vehicles volumes
- 1-hour parking in the turnout at the northern end is heavily used, as well as street curb space
- Turnout has very narrow space for non-parked vehicles
- Marked & signed mid-block crosswalk, painted white, with no other warning devices in place
- New Compton High School to the south

Countermeasure Evaluation

Potential Countermeasures	Crash Reduction Factor (LRSM/CMF ID)	20 Year Safety Benefit	Total 20-Year Costs	Safety Related B/C Ratio
R28: Install edge-lines and centerlines	25%	\$36,850	\$17,500	2.11
R35PB: Install/upgrade pedestrian crossing (with enhanced safety features)	35%	\$4,655	\$15,000	0.31



Case Study Sheet: Location #2

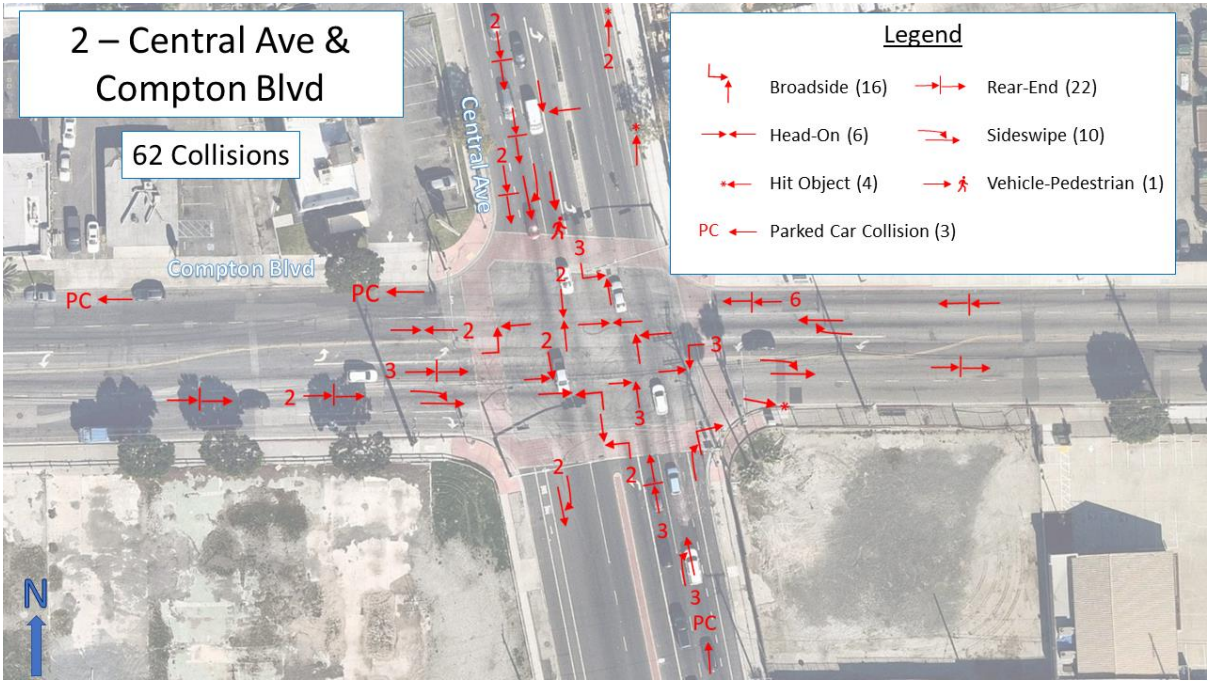
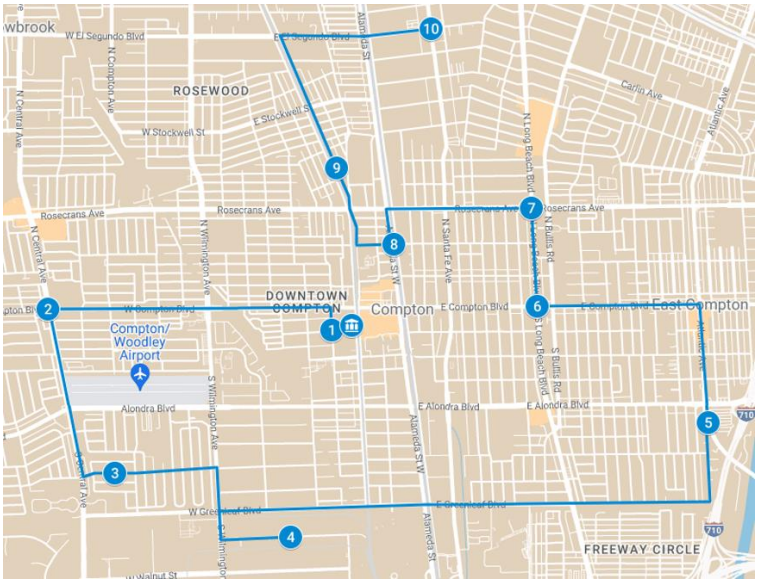
Project Name: Compton LRSP
Agency Name: City of Compton

Prepared by: Kimley-Horn
Date: January 2023

**SIGNALIZED
INTERSECTION**

Project Location, Description & Maps

Intersection: Central Ave and Compton Blvd
Example of Similar Intersections: Central Ave and Rosecrans Ave; Santa Fe Ave and Rosecrans Ave



Project Location, Description & Maps

Collision Data	
Total Collisions	62
Fatal and Severe Injury Collisions	0
Top 3 Collision Types (%)	Rear-end (35%) Broadside (26%) Sideswipe (19%)
Dark Collisions	18
Impaired Collisions	2

Collision Data	
Number of Approaches	4
Total Entering Vehicles	24,940
Crosswalk Condition	Good
Control Type	Signal
Lighting	Well-lit
Highest Posted Speed Limit	40

Collisions Involved With		
Vehicular	Pedestrian	Bicycle
61	1	0

Field Visit Notes

- High no. of rear-end, broadside, and sideswipe collisions
- Good lighting
- Housing development under construction in northeast corner
- Median project in development on Compton Blvd
- Bike lanes on Central Ave
- Protected-permissive left turn phasing in all directions
- Parking permitted on northwestern curb of Compton Blvd near intersection
- High speeds

Countermeasure Evaluation

Potential Countermeasures	Crash Reduction Factor (LRSM/CMF ID)	20 Year Safety Benefit	Total 20-Year Costs	Safety Related B/C Ratio
S07: Provide protected left turn phase (left turn lane already exists)	30%	\$570,000	\$8,000	71.25
S03: Improve signal timing (coordination, phases, red, yellow, or operation)	15%	\$285,000	\$7,000	40.71

Countermeasure Evaluation (continued)

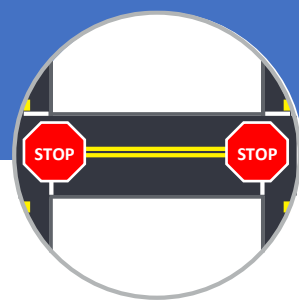
Potential Countermeasures	Crash Reduction Factor (LRSM/CMF ID)	20 Year Safety Benefit	Total 20-Year Costs	Safety Related B/C Ration
S02: Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	15%	\$285,000	\$12,000	23.75
R26: Install dynamic/variable speed warning signs	30%	\$570,000	\$32,000	17.81
S21PB: Modify signal phasing to implement a Leading Pedestrian Interval (LPI)	60%	\$48,540	\$8,000	6.07
R35PB: Install/upgrade pedestrian crossing (with enhanced safety features)	35%	\$28,315	\$80,000	0.35



Case Study Sheet: Location #3

Project Name: Compton LRSP
Agency Name: City of Compton

Prepared by: Kimley-Horn
Date: January 2023

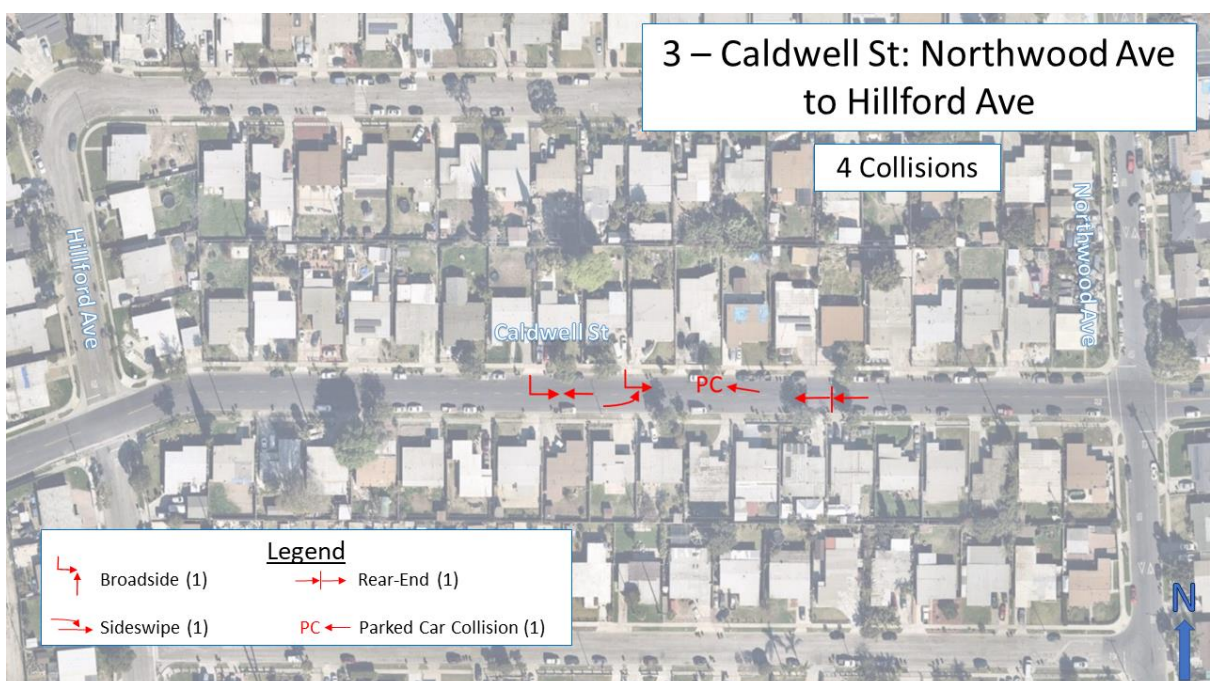
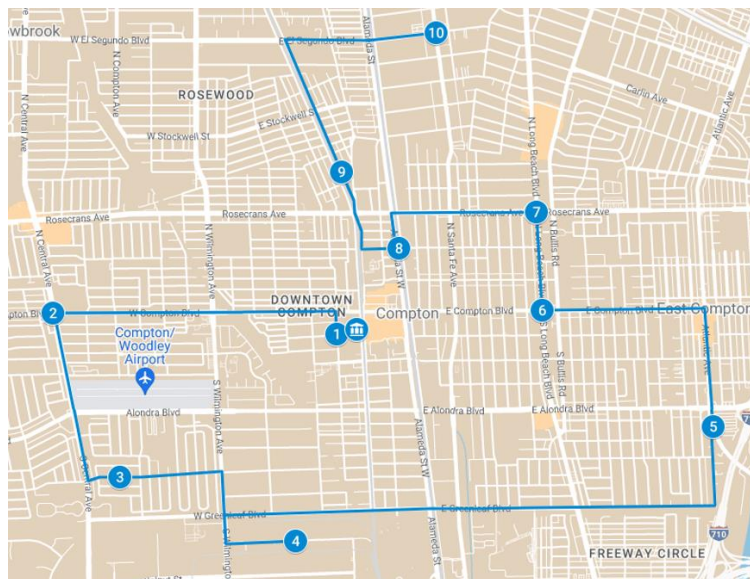


**ROADWAY
SEGMENT**

Project Location, Description & Maps

Segment: Caldwell St: Northwood Ave to Hillford Ave

Example of Similar Segments: Tajauta Ave: Spruce St to Poplar St



Project Location, Description & Maps

Collision Data	
Total Collisions	4
Fatal and Severe Injury Collisions	0
Top 3 Collision Types (%)	Sideswipe (50%) Broadside (25%) Rear-End (25%)
Dark Collisions	2
Impaired Collisions	0

Collision Data		
Average Daily Traffic (ADT)	11,875	
Lighting	Well-lit	
Median	Dashed single yellow line	
Highest Posted Speed Limit	No posted speed limit – prima facie 25 mph speed limit	
Collisions Involved With		
Vehicular	Pedestrian	Bicycle
4	0	0

Field Visit Notes

- 25 mph limit, unsigned
- Speeding observed here
- Stop-controlled intersections
- No speed humps on Caldwell St due to status as collector
- Speed humps on nearby non-collector streets

Countermeasure Evaluation

Potential Countermeasures	Crash Reduction Factor (LRSM/CMF ID)	20 Year Safety Benefit	Total 20-Year Costs	Safety Related B/C Ratio
R26: Install dynamic/variable speed warning signs	30%	\$36,240	\$32,000	1.13
R28: Install edge-lines and centerlines	25%	\$30,200	\$28,000	1.08
NS05mr: Convert intersection to mini-roundabout	30%	\$36,240	\$100,000	0.36
R01: Add segment lighting	35%	\$42,280	\$360,000	0.12



Case Study Sheet: Location #4

Project Name: Compton LRSP
Agency Name: City of Compton

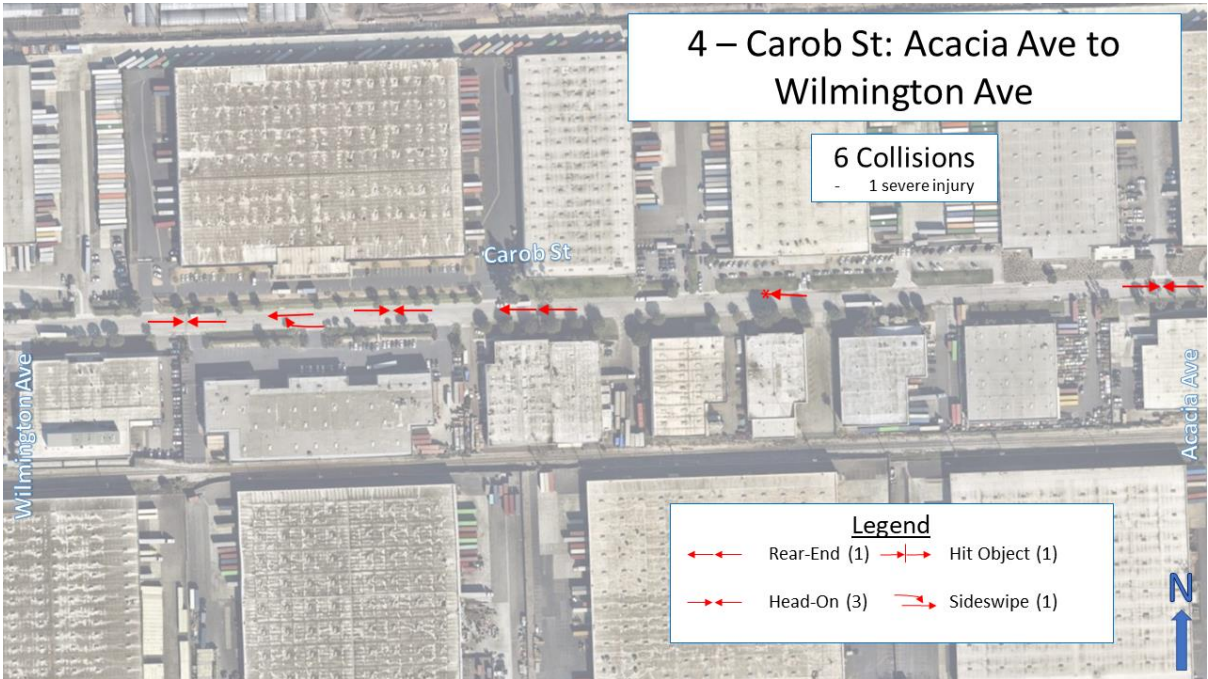
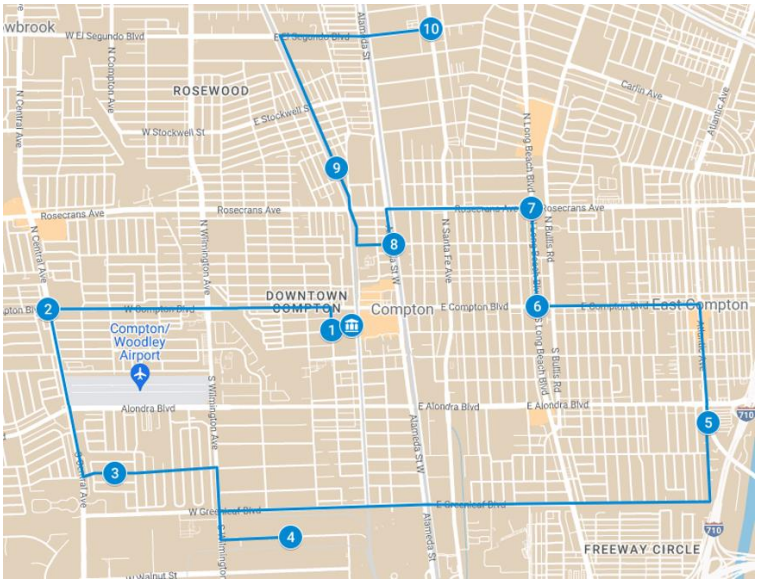
Prepared by: Kimley-Horn
Date: January 2023

**ROADWAY
SEGMENT**

Project Location, Description & Maps

Segment: Carob St: Acacia Ave to Wilmington Ave

Example of Similar Segments: Manville St: Acacia Ave to Wilmington Ave; Kona Dr: Central Ave to Mahalo Pl



Project Location, Description & Maps

Collision Data	
Total Collisions	6
Fatal and Severe Injury Collisions	1
Top 3 Collision Types (%)	Head-on (50%) Sideswipe (17%) Rear-end (17%) Hit object (17%)
Dark Collisions	1
Impaired Collisions	2

Collision Data	
Average Daily Traffic (ADT)	1,000
Lighting	Well-lit
Median	None
Highest Posted Speed Limit	30

Collisions Involved With		
Vehicular	Pedestrian	Bicycle
6	0	0

Field Visit Notes

- Industrial, truck traffic
- One lane in each direction
- No striping (including no yellow striping to separate directions of travel)
- No parking any time on entire street (signed only, no red curb), not well followed or enforced
- Wide street

Countermeasure Evaluation

Potential Countermeasures	Crash Reduction Factor (LRSM/CMF ID)	20 Year Safety Benefit	Total 20-Year Costs	Safety Related B/C Ratio
R26: Install dynamic/variable speed warning signs	30%	\$717,510	\$32,000	22.42
R28: Install edge-lines and centerlines	25%	\$597,925	\$91,000	6.57

Project Location, Description & Maps

Collision Data	
Total Collisions	21
Fatal and Severe Injury Collisions	3
Top 3 Collision Types (%)	Broadside (29%) Head-on (19%) Sideswipe (19%)
Dark Collisions	9
Impaired Collisions	0

Collision Data	
Number of Approaches	4
Total Entering Vehicles	13,715
Crosswalk Condition	None
Control Type	Stop signs on minor approaches
Lighting	Poorly-lit
Highest Posted Speed Limit	35

Collisions Involved With		
Vehicular	Pedestrian	Bicycle
19	0	2

Field Visit Notes

- No parking (red curb) on most of Atlantic Ave between Alondra Blvd and Atlantic Dr, not well enforced
- Speeding
- Stop sign on northbound Atlantic Dr, otherwise uncontrolled
- Many left turns, right turns, and U-turns in all directions
- No raised median near Atlantic Dr and Mobile Home Park intersections; left turns permitted

Countermeasure Evaluation

Potential Countermeasures	Crash Reduction Factor (LRSM/CMF ID)	20 Year Safety Benefit	Total 20-Year Costs	Safety Related B/C Ratio
NS01: Add intersection lighting	40%	\$2,886,000	\$28,000	103.07
NS14: Install raised median on approaches	25%	\$1,803,750	\$22,000	81.99



Case Study Sheet: Location #6

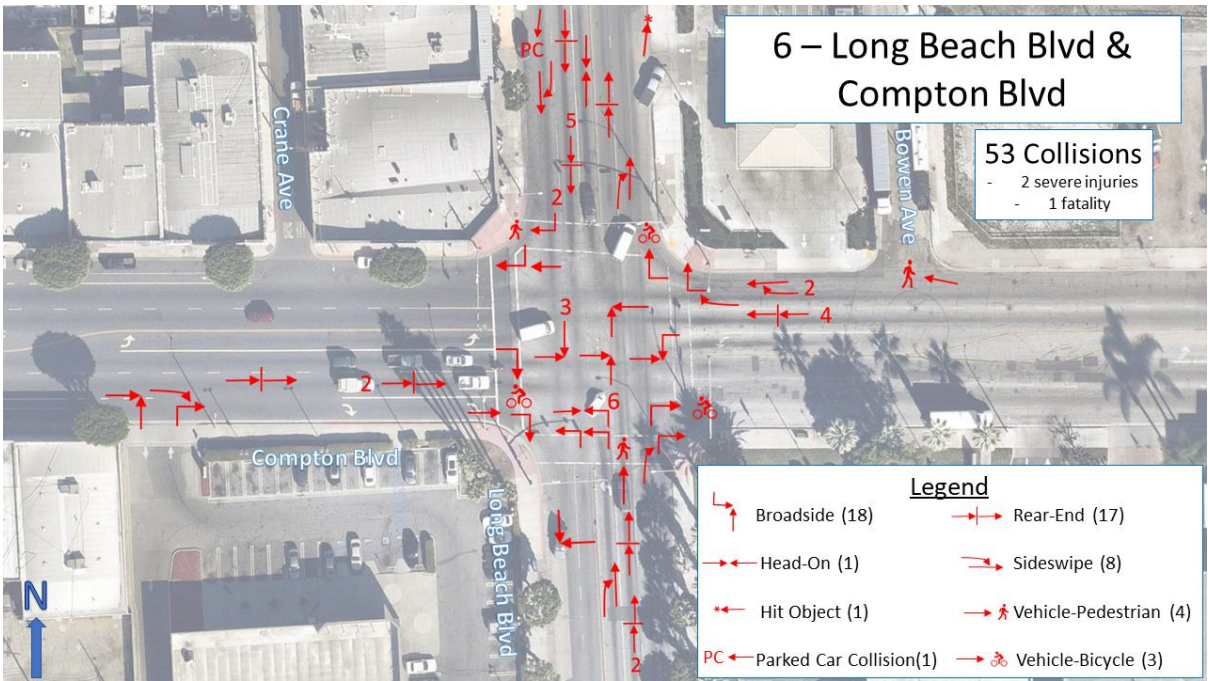
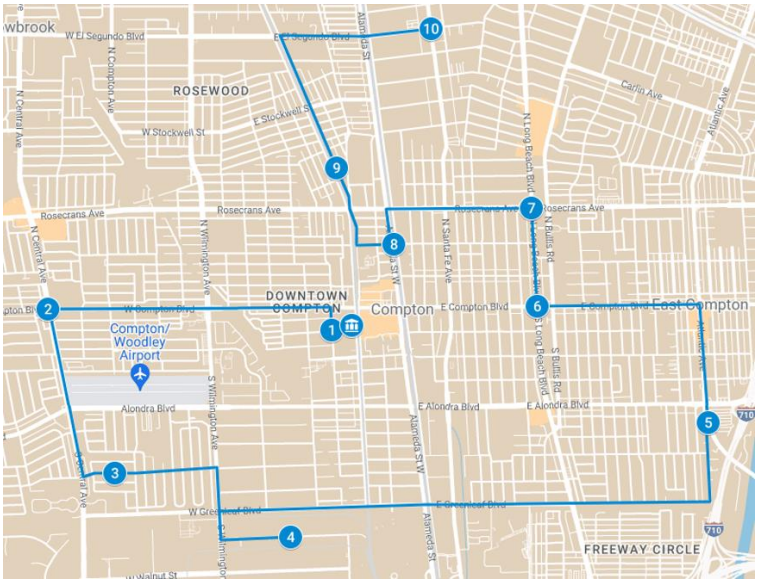
Project Name: Compton LRSP
Agency Name: City of Compton

Prepared by: Kimley-Horn
Date: January 2023

**SIGNALIZED
INTERSECTION**

Project Location, Description & Maps

Intersection: Long Beach Blvd and Compton Blvd
Example of Similar Intersections: Long Beach Blvd and Alondra Blvd; Santa Fe Ave and Compton Blvd



Project Location, Description & Maps

Collision Data	
Total Collisions	53
Fatal and Severe Injury Collisions	3
Top 3 Collision Types (%)	Broadside (40%) Rear-end (32%) Sideswipe (17%)
Dark Collisions	14
Impaired Collisions	4

Collision Data	
Number of Approaches	4
Total Entering Vehicles	51,548
Crosswalk Condition	Fair
Control Type	Signal
Lighting	Well-lit
Highest Posted Speed Limit	40

Collisions Involved With		
Vehicular	Pedestrian	Bicycle
47	3	3

Field Visit Notes

- Park nearby
- High no. of broadside and rear-end collisions
- Protected-only left turn phasing in all directions
- Busy intersection
- 35 mph limit on Long Beach Blvd, 30 mph limit on Compton Blvd
- Observed one vehicle traveling at 50 mph on Long Beach Blvd
- Street takeovers

Countermeasure Evaluation

Potential Countermeasures	Crash Reduction Factor (LRSM/CMF ID)	20 Year Safety Benefit	Total 20-Year Costs	Safety Related B/C Ratio
S02: Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	15%	\$937,410	\$12,000	78.12
R35PB: Install/upgrade pedestrian crossing (with enhanced safety features)	35%	\$163,065	\$60,000	2.72



Case Study Sheet: Location #7

Project Name: Compton LRSP
Agency Name: City of Compton

Prepared by: Kimley-Horn
Date: January 2023

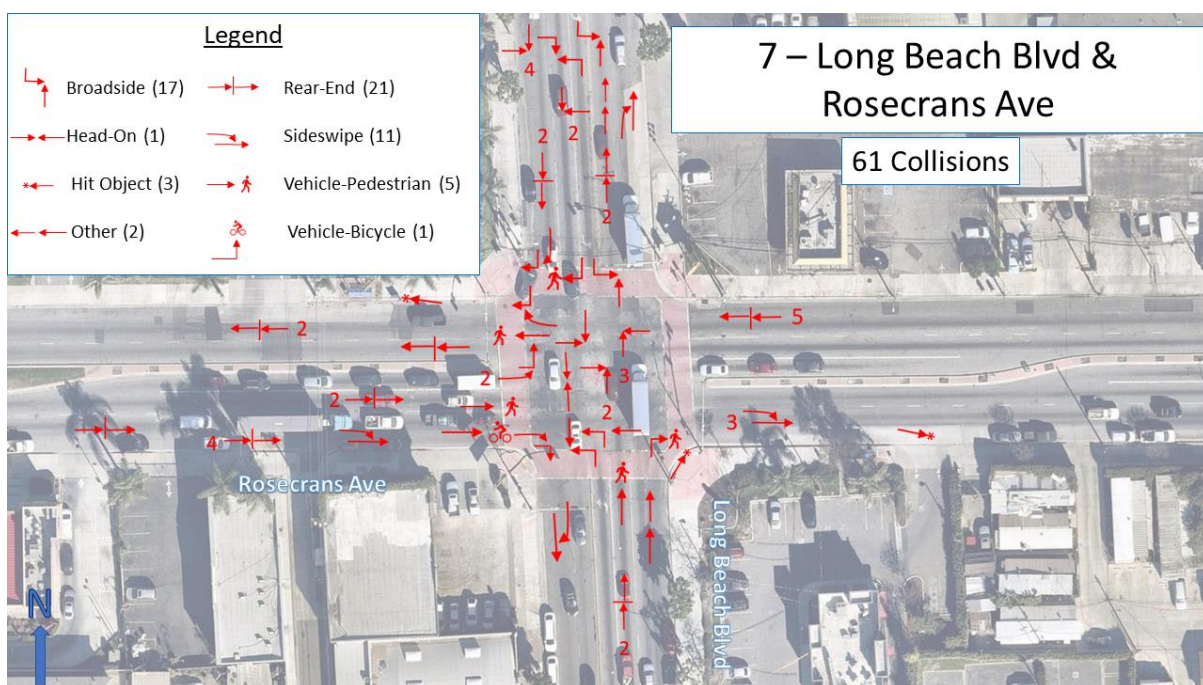
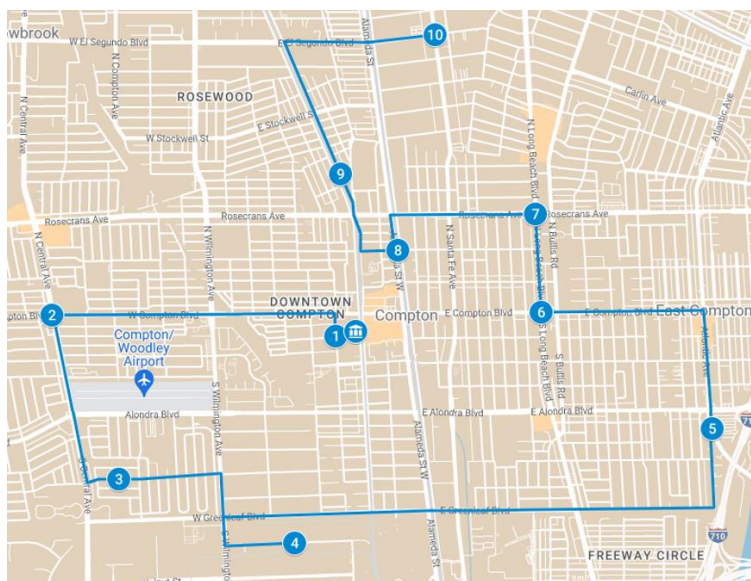


**SIGNALIZED
INTERSECTION**

Project Location, Description & Maps

Intersection: Long Beach Blvd and Rosecrans Ave

Example of Similar Intersections: Santa Fe Ave and Rosecrans Ave; Long Beach Blvd and Alondra Blvd



Project Location, Description & Maps

Collision Data	
Total Collisions	61
Fatal and Severe Injury Collisions	0
Top 3 Collision Types (%)	Rear-end (34%) Broadside (30%) Sideswipe (18%)
Dark Collisions	17
Impaired Collisions	2

Collision Data	
Number of Approaches	4
Total Entering Vehicles	61,718
Crosswalk Condition	Fair
Control Type	Signal
Lighting	Well-lit
Highest Posted Speed Limit	40

Collisions Involved With		
Vehicular	Pedestrian	Bicycle
54	6	1

Field Visit Notes

- High no. of broadside and rear-end collisions
- Protected-only left turn phasing in all directions
- Busy intersection
- Street takeovers
- Rosecrans Ave county rehab project in development
- High traffic entering driveway on Rosecrans Ave in the northwestern corner; conflicts with bus stop

Countermeasure Evaluation

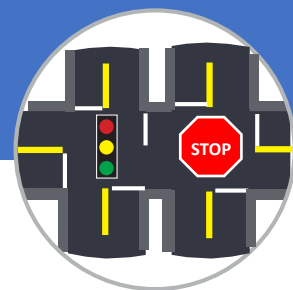
Potential Countermeasures	Crash Reduction Factor (LRSM/CMF ID)	20 Year Safety Benefit	Total 20-Year Costs	Safety Related B/C Ratio
S02: Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	15%	\$321,705	\$12,000	26.81
R35PB: Install/upgrade pedestrian crossing (with enhanced safety features)	35%	\$167,720	\$60,000	2.80



Case Study Sheet: Location #8

Project Name: Compton LRSP
Agency Name: City of Compton

Prepared by: Kimley-Horn
Date: January 2023

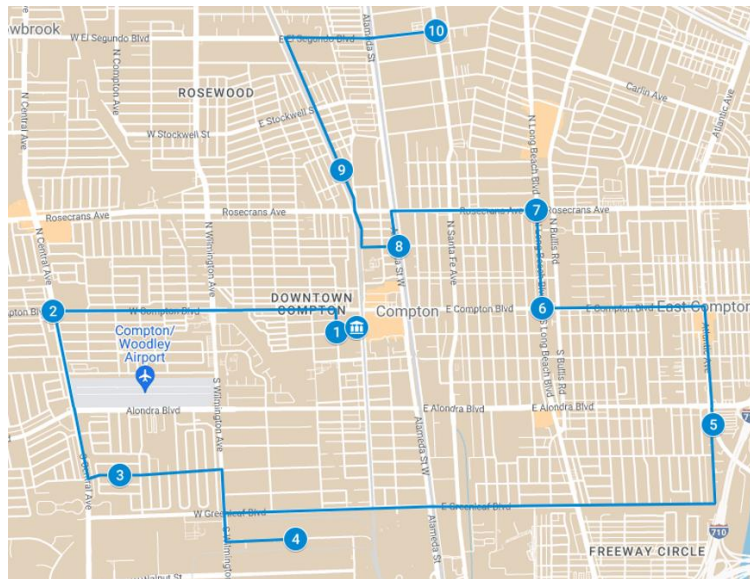


**SIGNALIZED &
UNSIGNALIZED
INTERSECTION**

Project Location, Description & Maps

Intersection: Alameda St and Elm St

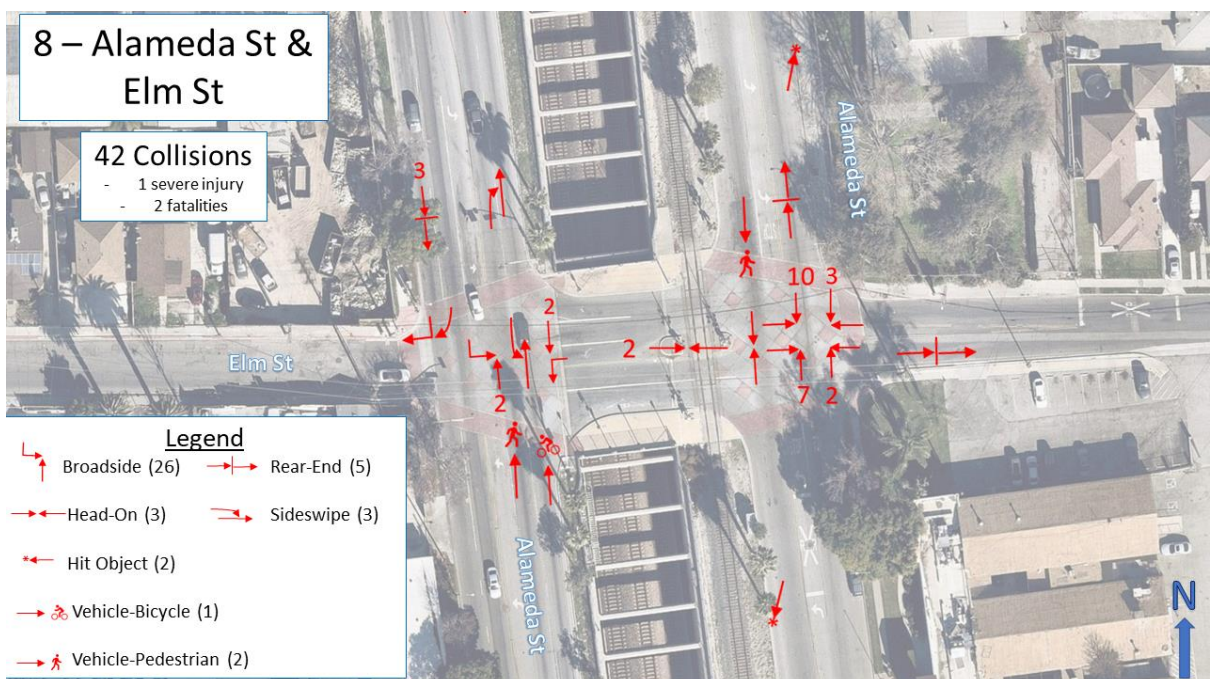
Example of Similar Intersections: Alameda St and Weber Ave; Alameda St and El Segundo Blvd



8 – Alameda St & Elm St

42 Collisions

- 1 severe injury
- 2 fatalities



Project Location, Description & Maps

Collision Data	
Total Collisions	42
Fatal and Severe Injury Collisions	3
Top 3 Collision Types (%)	Broadside (57%) Rear-end (12%) Head-on (7%) Sideswipe (7%)
Dark Collisions	14
Impaired Collisions	0

Collision Data	
Number of Approaches	6
Total Entering Vehicles	30,718
Crosswalk Condition	Good
Control Type	Signalized at Alameda West, stop-controlled at Alameda East
Lighting	Well-lit
Highest Posted Speed Limit	40

Collisions Involved With		
Vehicular	Pedestrian	Bicycle
39	2	1

Field Visit Notes

- High no. of broadside collisions, especially at east intersection
- West intersection is signalized, east intersection is not
- East intersection has stop signs in all directions except eastbound; may cause confusion but is important because of the proximity of the west intersection
- Street rehab & signage project is in development; both intersections will be redone
- Industrial/truck-heavy area to the north
- Alameda corridor

Countermeasure Evaluation

Potential Countermeasures	Crash Reduction Factor (LRSM/CMF ID)	20 Year Safety Benefit	Total 20-Year Costs	Safety Related B/C Ratio
NS06: Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs	15%	\$586,035	\$8,000	73.25
NS08: Install Flashing Beacons at Stop-Controlled Intersections	15%	\$586,035	\$10,000	58.60



Case Study Sheet: Location #9

Project Name: Compton LRSP
Agency Name: City of Compton

Prepared by: Kimley-Horn
Date: January 2023

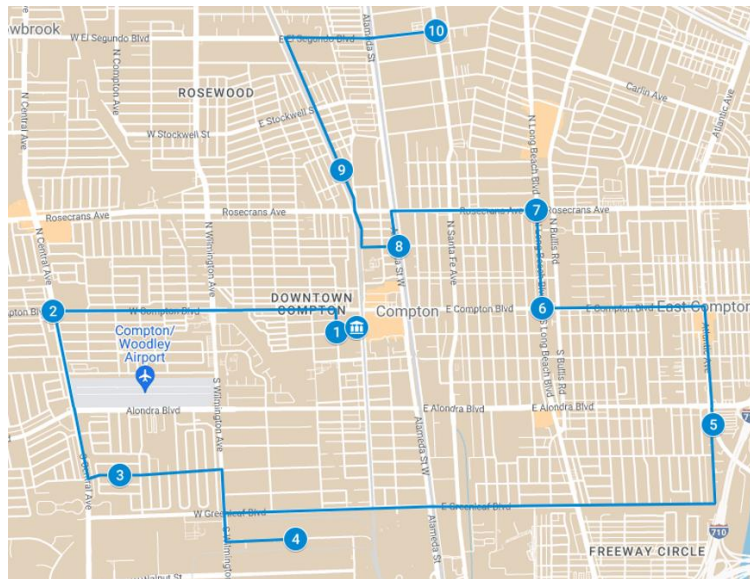


**ROADWAY
SEGMENT**

Project Location, Description & Maps

Segment: Willowbrook Ave: Rosecrans Ave to Winona Ave

Example of Similar Segments: Willowbrook Ave: 130th St to Lucien St; Willowbrook Ave: Bennett St to Greenleaf Blvd



Project Location, Description & Maps

Collision Data	
Total Collisions	3
Fatal and Severe Injury Collisions	0
Top 3 Collision Types (%)	Sideswipe (33%) Vehicle-bicycle (33%) Other (33%)
Dark Collisions	0
Impaired Collisions	0

Collision Data	
Average Daily Traffic (ADT)	11,875
Lighting	Fair
Median	Dashed single yellow line
Highest Posted Speed Limit	25

Collisions Involved With		
Vehicular	Pedestrian	Bicycle
2	0	1

Field Visit Notes

- Narrow street with one lane in each direction and parking only on side of street adjacent to residences
- One-way street in the past
- 25 mph limit; speeding observed, up to 45 mph
- Parallel Willowbrook Ave may confuse drivers in regard to navigation

Countermeasure Evaluation

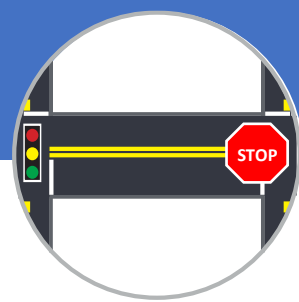
Potential Countermeasures	Crash Reduction Factor (LRSM/CMF ID)	20 Year Safety Benefit	Total 20-Year Costs	Safety Related B/C Ratio
R22: Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)	15%	\$35,475	\$3,000	11.83
R28: Install edge-lines and centerlines	25%	\$59,125	\$59,500	0.99



Case Study Sheet: Location #10

Project Name: Compton LRSP
Agency Name: City of Compton

Prepared by: Kimley-Horn
Date: January 2023

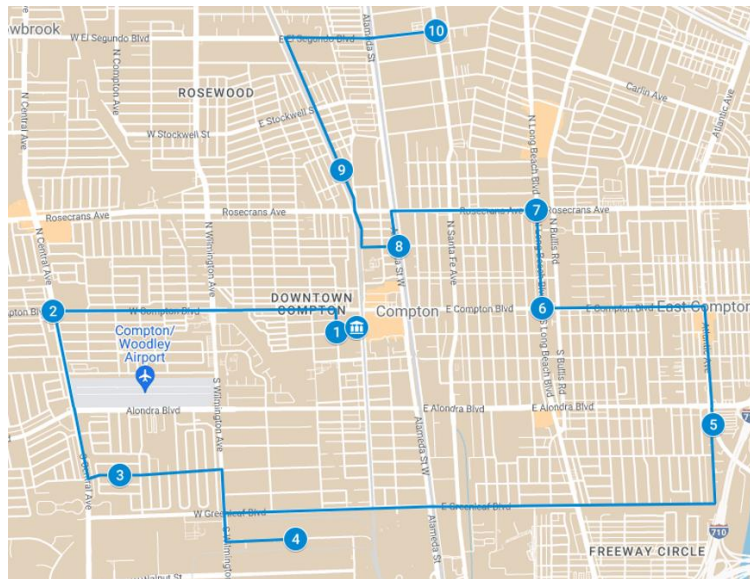


**ROADWAY
SEGMENT**

Project Location, Description & Maps

Segment: El Segundo Blvd: Santa Fe Ave to Peach St

Example of Similar Segments: Acacia Ave: Alondra Blvd to Raymond St; Caldwell St: Wilmington Ave to Exmoor Ave



Project Location, Description & Maps

Collision Data	
Total Collisions	7
Fatal and Severe Injury Collisions	0
Top 3 Collision Types (%)	Head-on (29%) Rear-end, sideswipe, hit object, vehicle-pedestrian, parked car (14%)
Dark Collisions	3
Impaired Collisions	1

Collision Data		
Average Daily Traffic (ADT)	1,000	
Lighting	Well-lit	
Median	Solid double yellow line, dashed single yellow line	
Highest Posted Speed Limit	25	
Collisions Involved With		
Vehicular	Pedestrian	Bicycle
5	2	0

Field Visit Notes

- Permissive-only left turn phasing in all directions
- Faded striping on El Segundo Blvd
- Borders city of Lynwood (Santa Fe Ave is the border, with Compton to the west and Lynwood to the east)
- Bott's dots used in place of striping on Santa Fe Ave

Countermeasure Evaluation

Potential Countermeasures	Crash Reduction Factor (LRSM/CMF ID)	20 Year Safety Benefit	Total 20-Year Costs	Safety Related B/C Ratio
R33PB: Install Separated Bike Lanes	45%	\$72,810	\$5,000	14.56
R32PB: Install bike lanes	35%	\$56,630	\$5,000	11.33
R28: Install edge-lines and centerlines	25%	\$57,075	\$7,000	8.15



9.2 City-wide Countermeasure Toolbox

This evaluation considered citywide trends to identify countermeasures that would likely provide the most benefit with widespread implementation. **Table 8** outlines the citywide safety project opportunities, which is also referred to as the “Countermeasure Toolbox”. Within the toolbox, the description of the countermeasure along with its Local Roadway Safety Manual (LRSM) ID number is listed. The next column, Crash Reduction Factor (CRF), are “multiplicative factors used to estimate the expected reduction in number of crashes after implementing a given countermeasure at a specific site (the higher the CRF, the greater the expected reduction in crashes).” For each of these countermeasures, a planning level benefit/cost analysis was completed.

Applying the benefit/cost at the citywide level was estimated assuming some randomness in crash distribution. The location characteristics, such as whether there is a traffic signal, and the type of crashes, were used at the citywide level to calculate an average cost of crashes that the countermeasure might reduce. The benefit per location was then factored out to a 20-year lifecycle savings, with an Opinion of Project Probable Cost (OPCC) for the initial installation costs and a per-year maintenance cost estimate. The cost shown in **Table 8** should be considered initial planning costs using 2022 dollars and not assumed final.



Table 8 - Citywide Safety Countermeasure Toolbox

ID	Potential Countermeasures	Where to apply?	Crash Reduction Factor	Per Unit Cost	Unit
S02	Improve signal hardware: back-plates with retroreflective borders, mounting, size, and number	Signalized intersections with significant broadside and rear-end collisions due to signal visibility	15%	\$12,000	per intersection
S03	Improve signal timing (coordination, phases, red, yellow, or operation)	Locations that have a pattern of crash at multiple signalized intersections	15%	\$7,000	per intersection
S07	Provide protected left turn phase (left turn lane already exists)	Signalized intersections that have current permissive left-turn or no left-turn protection that have a significant amount of angle crashes	30%	\$8,000	per intersection
S21PB	Modify signal phasing to implement a Leading Pedestrian Interval (LPI) with new controller	Signalized Intersections – especially those with high pedestrian activity	60%	\$8,000	per intersection
NS01	Add Intersection Lighting (N.S.I)	Non-signalized intersections that have a significant number of night-time crashes	40%	28,000	per intersection
NS05mr	Convert intersection to mini-roundabout	Intersections with lower vehicle speeds, with posted speed limits of 30 mph or less	30%	\$100,000	per location
NS06	Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs at unsignalized intersections	Unsignalized intersections with crash history showing running stop signs	15%	\$2,000	per sign
NS08	Install Flashing Beacons at Stop-Controlled Intersections	Unsignalized intersections with crash history showing running stop signs	15%	\$5,000	per beacon
NS14	Install raised median on approaches (N.S.I)	Unsignalized intersections where related or nearby turning movements affect the safety and operation of an intersection	25%	\$220	per LF for a 10' median
R01	Add Segment Lighting	Roadway collisions with patterns of nighttime crashes	35%	\$900,000	per mile
R22	Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)	Roadway segments with trends of head on, nighttime, non-intersection, run-off road, and sideswipe.	15%	\$1,500	per sign

CITY OF COMPTON

Local Roadway Safety Plan



ID	Potential Countermeasures	Where to apply?	Crash Reduction Factor	Per Unit Cost	Unit
R26	Install dynamic/variable speed warning sign	Roadway segments with a significant number of collisions due to unsafe speeds.	30%	\$16,000	per sign
R28	Install edge-lines and centerlines	Roadway segments with collisions that resulted in run-off-road right/left, head-on, or opposite-direction-sideswipe.	25%	\$70,000	per mile
R32PB	Install bike lanes	Locations with a high number of bicycle collisions	35%	\$50,000	per mile
R33PB	Install separated bike lanes	Locations with a high number of bicycle collisions and/or high bicycle traffic volumes, where	45%	\$50,000	per mile
R35PB	Install/upgrade pedestrian crossing (with enhanced safety features)	Locations with a high number of bicycle collisions and/or high bicycle traffic volumes, where	35%	\$15,000	per crossing



10. Funding Sources & Next Steps

10.1 Funding

Competitive funding resources are available to assist in the development and implementation of safety projects in Compton. The City should continue to seek available funding and grant opportunities from local, state, and federal resources to accelerate their ability to implement safety improvements throughout Compton. This section provides a high-level introduction to some of the main funding programs and grants for which the City can apply.

10.1.1 Highway Safety Improvement Program

The Highway Safety Improvement Program (HSIP) is a Federal program that apportions funding as a lump sum for each state, which is then divided among apportioned programs. These flexible funds can be used for projects to preserve or improve safety conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for non-motorized transportation, and other project types. Safety improvement projects eligible for this funding include:

- New or upgraded traffic signals
- Upgraded guard rails
- Pedestrian warning flashing beacons
- Marked crosswalks
- Other projects listed in the Caltrans Local Road Safety Manual

California's local HSIP focuses on infrastructure projects with national recognized crash reduction factors. Normally HSIP call-for-projects is made at an interval of one to two years. The applicant must be a city, a county, or a tribal government federally recognized within the State of California.

Additional information regarding this program at the Federal level can be found online at: <https://safety.fhwa.dot.gov/hsip/>. California specific HSIP information – including dates for upcoming call for projects - can be found at: <http://www.dot.ca.gov/hq/LocalPrograms/hsip.html>.

10.1.2 Caltrans Active Transportation Program

Caltrans Active Transportation Program (ATP) is a statewide funding program, created in 2013, consolidating several federal and state programs. The ATP funds projects that encourage increased mode share for walking and bicycling, improve mobility and safety for non-motorized users, enhance public health, and decrease greenhouse gas emissions. Projects eligible for this funding include:

- Bicycle and pedestrian infrastructure projects
- Bicycle and pedestrian planning projects (e.g., safe routes to school)
- Non-infrastructure programs (education and enforcement)



This program funding is provided annually. The ATP call for projects typically comes out in the spring. Information on this program and cycles can be found online at: <http://www.dot.ca.gov/hq/LocalPrograms/atp/>.

10.1.3 California SB 1

The California SB 1 is a landmark transportation investment to rebuild California by fixing neighborhood streets, freeways, and bridges in communities across California and targeting funds toward transit and congested trade and commute corridor improvements.

California's state-maintained transportation infrastructure will receive roughly half of SB 1 revenue: \$26 billion. The other half will go to local roads, transit agencies and an expansion of the state's growing network of pedestrian and cycle routes. Each year, this new funding will be used to tackle deferred maintenance needs both on the state highway system and the local road system, including:

- Local Street and Road Maintenance and Rehabilitation: \$1.5 billion
 - This funding is dedicated to improve local road maintenance, rehabilitation, and/or safety through projects such as restriping and repaving.
- Bike and Pedestrian Projects: \$100 million
 - This will go to cities, counties, and regional transportation agencies to build or convert more bike paths, crosswalks, and sidewalks. It is a significant increase in funding for these projects through the ATP.
- Local Planning Grants: \$25 million

10.1.4 California Office of Traffic Safety Grants

This program has funding for projects related to traffic safety, including transportation safety education and encouragement activities. Grants applications must be supported by local crash data (such as the data analyzed in this report) and must relate to the following priority program areas:

- Alcohol Impaired Driving
- Distracted Driving
- Drug-Impaired Emergency Medical Services
- Motorcycle Safety
- Occupant Protection
- Pedestrian and Bicycle Safety
- Police Traffic Services
- Public Relations, Advertising, and Marketing Program
- Roadway Safety and Traffic Records



10.1.5 SCAG Sustainable Communities Program

This program is an innovative vehicle for promoting local jurisdictional efforts to test local planning tools. The Sustainable Communities Program (SCP) provides direct technical assistance to SCAG member jurisdictions to complete planning and policy efforts to implement the regional Sustainable Communities Strategies (SCS). Grants are available in the following three categories:

- Integrated Land Use
 - Sustainable Land Use Planning
 - Transit Oriented Development (TOD)
 - Land Use & Transportation Integration
- Active Transportation
 - Bicycle Planning
 - Pedestrian Planning
 - Safe Routes to School Plans
- Green Region
 - Natural Resource Plans
 - Climate Action Plans (CAPs)
 - Green House Gas (GHG) Reduction programs

10.1.6 Safe Streets and Roads for All (SS4A) Grant Program

This program has allocated \$1B annually for the next 4 years for local cities, counties, MPOs, and other roadway owners (excepting state DOTs) for safety improvement grants for safety planning, education, enforcement, and roadway improvements. This program is not benefit / cost based. Evaluation criteria are oriented to the project's alignment with the Safe Systems approach. There is a 20% local match requirement (can be in-kind contribution via staff billable hours). Planning grants are open to any eligible agency and Implementation grants are open to agencies with a completed safety plan such as a Local Roadway Safety Plan. Planning grants are expected to range from \$100K to \$1M and Implementation grants are expected to range from \$1M to \$20M. Grant applications are due in September 2022.

10.1.7 Infrastructure Investment and Jobs Act

In November 2021, the President signed into law the \$1.2 trillion Infrastructure Investment and Jobs Act. In addition to the SS4A grant program described above, this law provides billions of dollars in additional funding for improvements and investment in the transportation sector nationwide. The law provides \$30 billion in funding over 5 years for competitive RAISE grants for transportation projects, as well as additional funding for repair and environmental mitigation projects. As these grant programs continue to be developed, City can position itself by identifying potential projects and programs to pursue.



10.2 Implementation Plan

Once the Local Roadway Safety Plan has been completed, the City can plan to regularly review and monitor collision data for trends and changes. The City can also plan to prioritize and implement certain improvements that were identified in this plan.

10.2.1 Monitoring

The City can plan to regularly monitor the success of the LRSP and its related implementations by performing the following steps. This before and after analysis can be performed every second year. The City can also meet with the Sheriff department quarterly to discuss roadway safety issues and compare to the latest collision analysis.

- Pull yearly collision data from Crossroads database to determine year-over-year trend
- Utilize Crossroads or GIS software to review the number of collisions occurring at specific locations. Locations where improvements have been made should receive priority for monitoring.
- Based upon changes in collision activity, determine efficacy of improvements and adjust strategies going forward

10.2.2 Analysis Update

The City can plan to update the analysis every two years as part of a monitoring program, as described in **Section 0**. Every 4 years the City will perform a major update to the analysis and the Local Roadway Safety Plan by performing the following steps. This update will maintain eligibility for the HSIP grant funding for the City. This analysis should continue to focus on both systemic and location-specific safety needs.

1. Obtain updated Statewide Integrated Traffic Records System (SWITRS) collision data from the Crossroads database
2. Use Excel software to update the collision trend analysis completed in Section 7, continue to compare new collision to historic trends
3. Update the roadway shapefile with any new or upgraded roadways
4. Update the intersection shapefile with any new or upgraded intersections
5. Re-run the GIS collision tool to determine the number of collisions at intersections and roadways within the updated study period. The City can plan to run the collision tool for all collisions, as well as the collision types identified in Section 3.2.2 Network Screening Analysis.
6. Update the collision analysis performed in this report, including the collision analysis tables shown in Section 7.7 Collision Network Screening Analysis Report
7. Review the Collision Toolbox to determine if any additional countermeasures should be considered for implementation in the City



10.2.3 Implementation Strategies

The opportunities identified in this report provide systemic and location-specific countermeasures that can be implemented within the City. Implementation will be dictated by funding and available resources, this guidance is preliminary and subject to change. Over the near-term and mid-term, the City can concentrate its efforts on the following emphasis areas.

- Intersection Improvements
- Pedestrians
- Young Drivers
- Aggressive Driving

Analysis conducted at the citywide level indicated that these factors were some of the most frequent influences contributing to collisions within the City. The countermeasure opportunities previously discussed in this report for both systemic and project-specific improvements can be used as a basis for developing projects at locations where addressing these focus areas would be of the most benefit. Projects that address these focused areas citywide can be developed with a high benefit-to-cost ratio (by applying City-wide collision rates), allowing competitive projects to be developed even at sites with little to no direct collision history, but with conditions that might contribute to future collisions. For location-specific improvements, the City can utilize benefit-cost ratio calculations to help prioritize projects as funding and resources become available. The countermeasure toolbox in **Table 8** also identified a potential prioritization timeline for each improvement, based on cost, effectiveness and feasibility.

This project prioritization process will help the City be ready for the funding opportunities identified in **Section 10.1**. Project prioritization will also help to guide the projects as they are taking into the design and construction project. Coordination with City departments will be key in the completion of these implementations.

The City can also plan to implement the non-engineering improvements identified throughout this report, including actions related to Enforcement, Education, and Emergency Services. These actions will require coordination with internal and external stakeholders, such as City departments, law enforcement, local government organizations, and local community organizations. Early buy-in and engagement from these stakeholders will be key to the success of these actions.

To aid in these actions, the City can assemble a 'Task Force' of representatives from different City departments, such as Public Works, Development Services, and Public Safety. This task force will be instrumental in the monitoring, analysis update, project development and project implementation outlined in this plan.

10.3 Next Steps

The City has completed this LRSP to guide the process of future transportation safety improvements for years to come. In addition to the actions identified in the Implementation Plan, the City can perform the following to guide the success of this LRSP and the safety efforts overall.



- Work with state and partner agencies on implementation of large-scale programs and policies
- Incorporate safety analysis findings in future updates of safety programs
- Monitor statewide safety priorities, guidance, and funding opportunities

June 20, 2023

TO: HONORABLE MAYOR AND COUNCIL MEMBERS

FROM: CITY CONTROLLER

**SUBJECT: A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON
AUTHORIZING THE CITY MANAGER TO ENTER INTO A MULTI-YEAR
AGREEMENT AND ISSUE A PURCHASE ORDER TO CIVIX FOR LEASE
ACCOUNTING STANDARD IMPLEMENTATION SERVICES (\$57,842.23)**

SUMMARY

Adoption of the attached resolution will authorize the City Manager to accept the proposal, execute an agreement, and establish a purchase order to Civix for Lease Accounting Implementation Software Services for an amount of Fifty-Seven-Thousand Eight-Hundred-Forty-Two Dollars and Twenty-Three Cents (\$57,842.23).

BACKGROUND

The City is required to implement GASB 87 which is a recent Governmental Accounting Standards Board (GASB) accounting pronouncement which changes the way that local governments must account for and report all leases (regardless of whether the City is either a Lessee or Lessor). The new GASB 87 accounting standard requires that the right to use an asset through a lease agreement be recognized as an asset of the City itself. It prescribes a complex valuation method for the asset value. It also requires the reporting of lease-option dates and reporting the likelihood that the City will exercise the lease-options as well. This accounting pronouncement is due for implementation by the City by the Fiscal Year 2021-2022 Audit report completion date.

In order to fully implement this accounting standard and to continue to properly maintain sufficient organization, accounting, and reporting for its leases moving forward, the City must go through a process to review all active leases where the City is Lessor or Lessee. Additionally, complex present-value calculations must be performed in a timely manner in order to properly implement the accounting standard by the necessary due date. At this time, the City does not have sufficient qualified staff to perform the technical tasks necessary to properly implement this new accounting standard by the needed time.

Further, the City received audit finding # 2014-048, #2014-116B, and #2018-028 in it's Single Audit Report of FY2018, which has rolled forward to its FY2020 Single Audit Report, which reads as follows:

2014-048 – Internal Control over Accounts Receivable (SD)

Recommendation: *The City should track business licenses, rents and leases, and other miscellaneous reoccurring revenue to ensure timely collection. The City should also utilize its accounting system's accounts receivable module. It will allow the City to review, reconcile, and monitor its accounts receivable balances throughout the fiscal year for financial reporting and budgeting purposes.*

2014-116B – Information (SD)

Related Finding(s): SCO Finding 15, 16

Recommendation: *We recommend that the City assign a higher priority to, and direct more resources towards completing, its audited financial statements by the deadline of no later than six months after fiscal year-end.*

2018-028 – Accrued Liabilities (MW)

Recommendation: *The City should implement and maintain procedures to identify and record accrued liabilities. This may require additional software or training on the use of current software.*

These findings are shown in the Fiscal Year 2019-2020 Single Audit which is available on the City's website. These audit findings exhibit the City's need to proactively apply professional and qualified expertise so that accounting records can be properly maintained.

Failure to timely and accurately implement this accounting pronouncement in time for the delivery of the FY2021-2022 Financial Statement Audit report will directly translate to an additional auditor qualified opinion (meaning that certain figures presented are deemed by the auditor as unreliable or inconsistent with the way that other cities are reporting them) that will be placed on the City's audited financial statements. An auditor qualified opinion will reduce City opportunities for outside financing as well as have other detrimental effects.

Additionally, the State of California State Auditor's Department issued an Audit report to the City in October of 2022. This report had findings and recommendations for various areas of improvement needed for the City. One of the recommendations included in this report was (on page 6 of the report) the following,

“By December 2024, Compton should resolve all of the audit findings it has received that predate its fiscal year 2020-21 audited financial statements and any findings from subsequent audit reports, including findings related to improving financial controls.”

In order to proactively remedy the State of California's Auditor's recommendation above, it is imperative that the City obtain the necessary resources to implement GASB 87 timely and accurately, otherwise more audit findings and a qualified opinion will be received.

STATEMENT OF THE ISSUE

In order to remain in compliance with the State of California Auditor's October 2022 recommendations for the deliverable of a catching up on all audits and removing all audit findings, City staff has issued a request for proposal on January 11, 2023. The request for proposal (RFP) was published in the Compton Bulletin, City website, and on the California Society of Municipal Finance Officer (CSMFO)'s RFP website, which is a website frequently reviewed by vendors who provide financial services to municipalities and local governments within California.

The RFP yielded four responses. The candidates were Civix, Visual Lease LLC, IGM Technology, and Lease Query. A total of four City staff interviewed the candidates and rated them. The candidate with the highest rating was Civix, which was given based on the candidate's cost proposal, time needed to provide the deliverables, and firm qualifications. A listing of candidates, their ranking, and cost are listed below:

1. Civix (\$57,842.23 over five years)
2. IGM (\$60,967.87 over five years)
3. Lease Query (\$32,350 over five years)
4. Visual Lease (\$32,500 over five years)

After City staff checked their references, staff decided to recommend Civix as the front-runner of the RFP process for these services. Factors such as price, completeness of the proposals and interviews provided, as well as City staff comfort with the reliability of continuous vendor staffing and vendor expertise contributed to the rankings above. City Staff deemed that Lease Query and Visual Lease were bidders that were not sufficiently responsive to the RFP for insufficient responses to requested services and requests for personnel information. Visual Lease's quote did not include the needed services to review the details of each lease contract; assess all leases greater than twelve months (and shorter than twelve months, if an option to extend is provided); review other agreements not currently classified as a lease that may require reporting as a lease under GASB 87. Lease Query did not comply with the requirement to identify the principal supervisor and management staff, including engagement partners, managers, other supervisors and specialists, who would be assigned to the engagement in their proposal. Civix also had the lowest cost per their proposal over the life of a five-year contract.

Additionally, staff evaluated the fees on an apples-to-apples basis over a five-year period as follows:

Staff Report – Resolution Authorizing Agreement and Authorizing P.O. to Civix

June 20, 2023

Page 4

Firm Name	Service	Cost-Type	Year 1 Amount (US\$)	Year 2 (5% escalation)	Year 3 (5% escalation)	Year 4 (5% escalation)	Year 5 (5% escalation)	TOTAL COST
Civix	Software License, ect.	Annually	\$ 7,500.00	7,875.00	8,268.75	8,682.19	9,116.30	\$ 41,442.23
	Implementation	One-Time Cost	16,400.00	-	-	-	-	16,400.00
	Total Maximum Price		\$23,900.00	7,875.00	8,268.75	8,682.19	9,116.30	\$ 57,842.23
IGM Technology	Software License, ect.	Annually	\$ 8,500.00	8,925.00	9,371.25	9,839.81	10,331.80	\$ 46,967.87
	Implementation	One-Time Cost	14,000.00	-	-	-	-	14,000.00
	Total Maximum Price		\$22,500.00	8,925.00	9,371.25	9,839.81	10,331.80	\$ 60,967.87

FISCAL IMPACT

The cost for these services is not to exceed Fifty-Seven-Thousand Eight-Hundred Forty-Two Dollars and Twenty-Three Cents (\$57,842.23), over a five year period, per the proposal from Civix.

A purchase order for Twenty-Three Thousand Nine-Hundred Dollars (\$23,900.00), which is for the first year of services, is also being requested to be authorized to be issued out of the following account. Funds have already been budgeted in the Controller Department's FY2022-2023 Budget. The remaining funds will be budgeted in future years' budgets:

<u>Account Code</u>	<u>Account Name</u>	<u>Amount</u>
1001-650-000-4222	General Fund Software	\$23,900.00

Once the software and services are implemented, then the accounting and reporting on City Leases, including those where the City is either the Lessor or the Lessee, will be up-to-date with governmental accounting standards and can avoid future audit findings and a future qualified opinion on the City's audited financial statements.

RECOMMENDATION

Staff recommends that the City Council adopt the attached Resolution.

APPROVED FOR FORWARDING:

SHARON RAHBAN NAVIZADEH
CITY CONTROLLER FORWARDED TO CITY MANAGER

Attachment: Proposed Resolution

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON
AUTHORIZING THE CITY MANAGER TO ENTER INTO A MULTI-YEAR
AGREEMENT AND ISSUE A PURCHASE ORDER TO CIVIX FOR LEASE
ACCOUNTING STANDARD IMPLEMENTATION SERVICES (\$57,842.23)**

WHEREAS, The State of California State Auditor's Department issued an Audit report to the City in October of 2022. This report had findings and recommendations for various areas of improvement needed for the City. One of the recommendations included in this report was (on page 6 of the report) the following,

"By December 2024, Compton should resolve all of the audit findings it has received that predate its fiscal year 2020-21 audited financial statements and any findings from subsequent audit reports, including findings related to improving financial controls."

WHEREAS, The City is required to implement GASB 87 which is a recent Governmental Accounting Standards Board (GASB) accounting pronouncement which changes the way that local governments must account for and report all leases for whether the City is either a Lessee or Lessor. This accounting pronouncement is due for implementation by the City by the Fiscal Year 2021-2022 Audit report completion date and implementation is required for all future periods.

WHEREAS, In order to fully implement this accounting standard and to continue to properly maintain sufficient organization, accounting, and reporting for its leases moving forward, the City must go through a process to review all active leases where the City is Lessor or Lessee. Additionally, complex calculations must be performed in a timely manner in order to properly implement the accounting standard by the necessary due date. City staff does not have sufficient qualified staff to perform the implementation at this time.

WHEREAS, The City received audit finding # 2014-048, #2014-116B, and #2018-028 in its Single Audit Report of FY2018, which has rolled forward to its FY2020 Single Audit Report. These audit findings exhibit the City's need to proactively apply professional and qualified expertise so that accounting records can be properly maintained in accordance with generally accepted accounting standards, which incorporate GASB accounting pronouncements.

WHEREAS, In order to remain in compliance with the State of California Auditor's October 2022 recommendations for the deliverable of a catching up on all audits and removing all audit findings, City staff has issued a request for proposal on January 11, 2023. The RFP yielded four responses. After City staff checked their references, staff decided to recommend Civix as the front-runner of the RFP process for these services. Factors such as price, completeness of the proposals and interviews provided, as well as City staff comfort with the reliability of continuous vendor staffing and vendor expertise contributed to the rankings above. City Staff deemed that Lease Query and Visual Lease were bidders that were not sufficiently responsive to the RFP for insufficient responses to requested services and requests for personnel information. Civix also had the lowest cost per their proposal.

WHEREAS, The cost for these services is not to exceed Fifty-Seven Thousand Eight-Hundred Forty-Two Dollars and Twenty-Three Cents (\$57,842.23), per the proposal from Civix.

WHEREAS, A purchase order for Twenty-Three Thousand Nine-Hundred Dollars (\$23,900.00) is also being requested to be authorized to be issued out of the following account. Funds have already been budgeted in the Controller Department's FY2022-2023 Budget:

<u>Account Code</u>	<u>Account Name</u>	<u>Amount</u>
1001-650-000-4222	General Fund Software	\$23,900.00

WHEREAS, It is recommended that the City Council adopt the attached Resolution to approve the agreement and to authorize the City Manager to open a purchase order to Civix for Lease Accounting Standard Implementation services.

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 enter into a professional services agreement with Civix in the amount not to exceed Fifty-Seven Thousand Eight-Hundred Forty-Two Dollars and Twenty-Three Cents (\$57,842.23) Lease Accounting Standard Implementation services.

SECTION 2. That the amount of Twenty-Three-Thousand Nine-Hundred Dollars (\$23,900.00) will be available in the Fiscal Year 2022-2023 Budget allocated from account number 1001-650-000-4222 General Fund, Software account and that the remainder of the amount of the contract will be available in future years' budgets.

SECTION 3. That a purchase order shall be issued to Civix from Account Number 1001-650-000-4222 in the amount of Twenty-Three Thousand Nine-Hundred Dollars (\$23,900.00).

SECTION 4. That a copy of this Resolution shall be filed in the offices of the City Clerk, City Attorney, City Manager, and City Controller.

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

ADOPTED this _____ day of _____, 2023.

MAYOR OF THE CITY OF COMPTON

ATTEST:

CLERK OF THE CITY OF COMPTON

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

I, Vernell McDaniel, City Clerk of the City of Compton, hereby certify that the foregoing Resolution was adopted by the City Council of the City of Compton, signed by the Mayor and attested by the City Clerk at a regular meeting thereof held on this _____ day of _____, 2023.

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

BID OPENING CHECK LIST:

DATE OF THE RFP OPENING: January 11, 2023

SUBMISSION DUE DATE: January 25, 2023

PROJECT: 2023 City Controller: Lease, Accounting, and Management Software Reporting

PROJECT MANAGER/CONTACT PERSON: Sharon Rahban

[illegible]

23 Feb 10a

23

IGM Technology
Feb 21 2pm - 3pm ✓
Visual lease

[Faint, illegible markings]

RFPs and Bids

2023 - City Controller: Lease Accounting And Management Software Reporting

Start Date: 01/11/2023

Close Date: 01/25/2023 4:00 PM

The City of Compton is requesting proposals for lease accounting and management software to successfully implement Governmental Accounting Standards Board (GASB) Statement No.87, Leases. This RFP provides the vendor the opportunity to define your capabilities and propose detailed solutions for the City. The selected firm will work collaboratively with the City's in-house team along with possible outside Subject Matter Experts. At this time, the City is seeking a cloud-based lease accounting system which will allow it to be fully compliant with Legacy GASB (including GASB 13 and GASB 62) and GASB 87.

[2023 - Controller - Lease Accounting And Management Software Reporting](#)

[Return to full list >>](#)



CONTRACT FOR SOFTWARE LICENSES, SERVICES, AND SUPPORT

This contract for software licenses, services, and support ("**Agreement**") is made and entered into by and between City of Compton located at 205 Willowbrook Ave, Compton CA 90220 ("**Licensee**") and GCR Inc. dba Civix, located at 3300 West Esplanade Avenue, Suite 400, Metairie, Louisiana 70002 ("**Civix**") effective as of the Effective Date.

WHEREAS, Licensee desires Civix to provide a license to the Licensed Programs and associated hosting, support and other professional Services in connection with the use of the Licensed Programs;

In consideration of the mutual promises and agreements of the Parties herein, the Parties agree as follows:

ARTICLE 1 - DEFINITIONS

- 1.1 "**Agreement**" is defined in the Preamble.
- 1.2 "**Anniversary Date**" means the date that is 1 year after the Effective Date, and each anniversary thereafter.
- 1.3 "**Authorized Users**" means Licensee's employees, agents, subcontractors, contractors, outsourcing vendors, consultants and others who have a need to use and copy the Licensed Material.
- 1.4 "**Contract Year**" means (a) for the first Contract Year, the period from the Effective Date until but not including the first Anniversary Date, and (b) for each following Contract Year, the period from the end of the prior Contract Year until but not including the next Anniversary Date.
- 1.5 "**Effective Date**" means the first day of the calendar month following the date of the last Party's signature on this Agreement. For the avoidance of doubt, if the last Party's signature on this Agreement occurs on the first day of a calendar month, the Effective Date will still be the first day of the next calendar month.
- 1.6 "**Fees**" means the fees identified in Attachment A (Software and Fees), and any other fees that may become due under this agreement.
- 1.7 "**Hosting**" is defined in Section 3.1 (Hosting Services).
- 1.8 "**Civix**" is defined in the Preamble.
- 1.9 "**Initial Term**" is defined in Attachment A (Software and Fees).
- 1.10 "**Initiation Date**" means the first day of the first calendar month following the Effective Date.
- 1.11 "**License**" means a nonexclusive, worldwide, and nontransferable license.



1.12 **“Licensed Material”** means the Licensed Programs, their derivatives, and their documentation provided or made available to Licensee pursuant to this Agreement.

1.13 **“Licensed Programs”** means the software program(s) identified in Attachment A (Software and Fees) as licensed to Licensee.

1.14 **“Licensee”** is defined in the Preamble.

1.15 **“Party”** means either Licensee or Civix.

1.16 **“Parties”** means Licensee and Civix collectively.

1.17 **“Renewal Term”** is defined in Section 10.1 (License Term).

1.18 **“Services”** is defined in Section 6.1 (Scope of Work).

1.19 **“Term”** is defined in Section 10.1 (License Term).

1.20 **“TM”** means Time and Materials.

1.21 **“SaaS”** means Software as a Subscription.

ARTICLE 2 – LICENSE

2.1 **Grant.** Subject to the terms and conditions of this Agreement, Civix hereby grants to Licensee a License to use the Licensed Material solely for Licensee’s internal business purposes.

2.2 **Authorized Users.** The License is extended to Licensee’s Authorized Users. Licensee will be responsible for the Authorized Users, and any acts or omissions of any Authorized User which if done by Licensee would constitute a breach of this Agreement by Licensee, will be deemed a breach of this Agreement by Licensee.

2.3 **Ownership.** Licensee acknowledges, agrees, and understands that Civix is the sole and exclusive owner of the Licensed Material, its right, title, and interest, and any improvements thereto.

2.4 **Prohibited Uses.** Licensee shall not do, shall not permit any third party to do, and shall use commercially reasonable efforts to prohibit any Authorized Users or other third parties from doing any of the following: (a) using any Licensed Material in a manner that violates this Agreement or any applicable laws and regulations, or to send unsolicited bulk email or “spam”, (b) reverse engineering, translating, decompiling or disassembling the object code of the Licensed Material, or (c) copying, modifying, creating derivative works of, sublicensing, selling, leasing, loaning, renting, distributing, conveying, pledging as security, or otherwise encumbering the Licensed Material.

2.5 **No Implied Licenses.** No different, other or further right or license, other than what is granted in this Agreement, is intended or granted by this Agreement, whether by express or implied means or by



estoppel, and this Agreement does not assign any right, title or interest in any of the Licensed Materials. All rights and interests not expressly granted under this Agreement are reserved to Civix.

2.6 **Additional Modules.** By written notice to Civix, Licensee may add additional software programs or modules identified on Attachment A (Software and Fees) to the Licensed Programs; if Licensee provides such notice, the Parties will execute an amendment updating Attachment A (Software and Fees).

ARTICLE 3 – HOSTING

3.1 **Hosting Services.** Throughout the Term, Civix shall provide hosting services as set forth in Attachment B (Hosting) (“**Hosting**”).

ARTICLE 4 - WARRANTY

4.1 **Warranty.** Civix shall faithfully perform the Services using the degree of care, skill, training, diligence and judgment ordinarily exercised under similar circumstances by competent members of the profession which Civix practices or industry or business in which Civix works. Civix warrants that the Licensed Programs will perform substantially in accordance with and in the manner described by related documentation, training manuals, and by Licensed Program functional design specifications.

4.2 **Correction.** Civix agrees to promptly re-perform, repair or replace, at Licensee’s option and at Civix’s cost and expense, any Licensed Program or Service which fails to conform to such warranties. Correction of any error in the manner described above shall constitute complete fulfillment of all obligations and liabilities of Civix for nonconforming Licensed Program or Services, whether the claims of the Licensee are based in contract, warranty, tort (including, but not limited to, negligence and strict liability), or otherwise. This exclusive remedy is Licensee’s sole remedy for any failure of Civix to comply with its warranty obligations. The warranty period shall end 30 days from the delivery of the Licensed Program or completion of the Services, as applicable.

ARTICLE 5 – APPLICATION SUPPORT & UPGRADES

5.1 **Application Support Services.** Throughout the Term, Civix shall provide application support and upgrade services for Licensed Programs. In general, the application support services consist of (a) prompt customer support on-site or by telephone, fax or email; and (b) Licensed Programs updates, new releases, and enhancements reflecting on-going development at Civix and as made generally available to Civix’s customers of the Licensed Programs, as described in Attachment C (Support).

5.2 **Licensee Cooperation.** Licensee acknowledges that Civix’s ability to provide application support and upgrade services is dependent on the cooperation of Licensee and the quantity of information that Licensee can provide. Licensee will use commercially reasonable efforts to reproduce all reported problems and gather troubleshooting information as requested by Civix. If Licensee cannot reproduce such problems or gather requested information, Licensee will provide Civix temporary login access on Licensee’s system to identify and address reported problems. Civix will have no responsibility for failure to provide application support and services as a result of Licensee’s failure to cooperate with Civix.

5.3 **Troubleshooting of Non-Civix Problems.** Licensee acknowledges and agrees that Civix will be entitled to invoice, as additional services at Civix's then-prevailing rates, currently outlined in Attachment A, as Fees, time and efforts spent providing support for reported problems which are not as the result of a fault in the Licensed Programs, including but not limited to problems caused by (a) incorrect or inaccurate data entered by or on behalf of Licensee, (b) data deleted erroneously by Licensee, (c) new installations post-go live as the result of new hardware acquired by Licensee, or (d) accurate reports which were asserted to be erroneous.

ARTICLE 6 – SERVICES

6.1 **Scope of Work.** Civix shall perform the services and provide Software and the deliverables as described in Attachment A (Software and Fees) and Attachment C (Support), collectively referred to as Services ("**Services**").

6.2 **Change Orders.** Either Party shall have the right to request, in writing, changes in the Services. Civix shall not perform any such change in the Services unless compensation, schedule and scope of work are mutually agreed by the Parties in writing.

6.3 **Schedule.** The Services shall commence upon or about the Effective Date or such later date the Parties mutually agree upon. Civix agrees to diligently perform the Services and exercise commercially reasonable efforts to meet any estimated schedule set forth in Attachment C (Support). Notwithstanding the above, it is expressly understood and agreed that Civix shall not be liable as a guarantor of the estimated schedule.

6.4 **Acceptance.** Except where this Agreement provides different criteria, Services will be accepted if they have been performed in accordance with the specifications applicable to the Services. Upon notification by Civix that a Service (or associated deliverable) has been completed and is available for review and acceptance, Licensee will use commercially reasonable efforts to review within 7 business days after the notification, but in no event later than 10 business days after the notification. Civix will correct any unaccepted Services as described in ARTICLE 4 (WARRANTY). If no notification is delivered to Civix within the foregoing period, the Service will be deemed accepted. All accepted and deemed accepted Services remain subject to the terms of ARTICLE 4 (WARRANTY).

ARTICLE 7 – COMPENSATION

7.1 **Fees Generally.** Licensee agrees to pay Civix the Fees in accordance with the payment terms set forth in Schedule A (Software and Fees). Licensee's Fees include access to, and use of, Licensed Programs, Licensed Programs updates/upgrades, Hosting, Services, and Licensed Material.

7.2 **Taxes.** The Fees are exclusive of any tariff, duty, or tax, however designated, levied, or based including, without limitation, any taxes based on: (i) this Agreement; (ii) the Licensed Programs, Hosting or Services; (iii) the Licensed Material; or (iv) any materials or supplies furnished by Civix per this Agreement. Licensee is responsible for all applicable tariffs, duties or taxes applicable to this Agreement.

ARTICLE 8 – INDEMNIFICATION AND LIABILITY

8.1 Intellectual Property Indemnification. Civix warrants that it is authorized to grant Licensee the right to use the Licensed Material as defined in this Agreement. Licensee shall advise Civix promptly in writing of any notice or claim of infringement or of the commencement of any suit or action for infringement of a third party's intellectual property, and which claim or suit or action is based upon the use of the Licensed Material in accordance with the terms of this Agreement. If the use by the Licensed Material is in accordance with this Agreement, Civix will, upon receipt of notice hereinabove required, undertake at its own expense the defense of any such suit or action for infringement based upon such use by Licensee. Civix shall have charge and direction of the defense of such suit or action, and Licensee agrees that it will render Civix all reasonable assistance that may be required by Civix in the defense of such suit or action. Licensee shall have the right to be represented therein by an advisory counsel of its own selection at its own expense. Civix will seek to resolve the claim in consultation with Licensee, either by means of alternative arrangements for the services and Licensed Material, or by obtaining permission to use the intellectual property in question. If Civix fails to obtain permission for the continued use the intellectual property in question, or fails to provide a suitable replacement with equal or greater functionality, Civix may terminate this Agreement and refund any fees paid by Licensee related to such intellectual property for future use. Neither Civix nor Licensee shall settle or compromise any such claim or suit or action without consent of the other if the settlement or compromise obliges the other to make any payment or part with any property, or to assume any obligation or grant any licenses or other rights, or be subject to any injunction by reason of such settlement or compromise. Civix will have no obligation to indemnify Licensee for any claims of infringement which are (a) as the result of Licensee's use of the Licensed Material in violation of this Agreement, (b) as the result of Licensee's or a third party's modification of the Licensed Material, (c) as the result of Licensee's combination of the Licensed Material with any other hardware or software not authorized by Civix for use with the Licensed Material in writing or disclosed in the documentation as for use with the Licensed Material.

8.2 Consequential Damages Waiver. Neither Party shall, under any circumstances or in any event, be liable to the other Party for any special, punitive, indirect, incidental, or consequential damages of any nature, including, without limitation, loss of actual or anticipated profits or revenues; loss of production, by reason of shutdown, non-operation, or otherwise; increased expense of manufacturing or operation; loss of use; increased financing costs; or cost of capital.

8.3 Limit of Liability. Notwithstanding anything set forth in this Agreement, Civix's maximum liability in the aggregate for any claim arising under or otherwise related to this Agreement shall in no event exceed the amount of monies received by Civix under this Agreement in the 12 months prior to such claim.

ARTICLE 9 – CONFIDENTIALITY

9.1 Confidentiality Generally. Licensee acknowledges, agrees, and understands that the Licensed Material contains certain information that is and must be kept confidential. To ensure the protection of such information, and to preserve any confidentiality necessary under intellectual property law, including trade secret laws, Licensee agrees not to disclose the Licensed Material to anyone unless allowed by Civix or required to do so by law. Licensee's confidentiality obligation does not extend to (a) information that is known to Licensee prior to obtaining the same from Civix; (b) information that is, at the time of disclosure by Civix, then in the public domain; or (c) information that is obtained by Licensee from a third party who did not receive same directly or indirectly from Civix and who has no obligation of secrecy with respect thereto. To the extent any Authorized Users have access to Licensed Material for the benefit of Licensee,

such Authorized Users will be obligated to agree to protect the confidentiality of the Licensed Material to the same extent this Agreement obligates Licensee to protect the confidentiality of the Licensed Material and Licensee will ensure that such Authorized Users are bound by such confidentiality obligations. Licensee agrees to be liable for any breaches of such Authorized Users of the confidentiality of the Licensed Material.

ARTICLE 10 – TERM AND TERMINATION

10.1 **License Term.** This Agreement will commence on the Effective Date and shall remain in full force through the Initial Term, unless earlier terminated in accordance with this Agreement. Upon expiration of the Initial Term, this Agreement shall automatically renew for successive 1-year terms (each a “Renewal Term”) unless a party provides written notice on non-renewal at least 30 days prior to expiration of the then-current (Initial or Renewal) Term. The Initial Term and Renewal Term(s) shall be collectively referred to as the “Term”.

10.2 **Termination/Suspension for Default.** In the event of any material breach of this Agreement, the non-breaching Party may terminate this Agreement by giving 30 days' prior written notice to the breaching Party; provided, however, that this Agreement shall not terminate if the breaching Party has cured the breach prior to the expiration of such 30-day period and the Agreement continues to remain in effect. However, if the breaching Party believes that it has performed its best efforts and has cured the breach, and the issuing Party is unreasonable in granting acceptance of the cure, then such dispute shall be resolved in accordance with this Agreement under the dispute resolution provisions of this Agreement. In lieu of termination, the non-breaching Party may suspend performance under this Agreement by such written notice until the breaching Party has cured the breach.

10.3 **Termination for Insolvency.** If (a) insolvency, receivership or bankruptcy proceedings are instituted by or against a Party and are not terminated within 30 days, (b) a Party makes an assignment for the benefit of creditors or (c) a Party admits an inability to pay its debts as they come due, then in any such event the other Party may in its sole discretion terminate this Agreement without notice.

10.4 **Termination of License.** Upon any expiration or termination of this Agreement, the License will terminate, and Licensee shall immediately: a) return the Licensed Materials to Civix or destroy all Licensed Materials in its possession; and b) give Civix written certification that through its best efforts and to the best of its knowledge, Licensee has complied with all of its obligations under this paragraph.

10.5 **Survival.** Except as set forth to the contrary herein, the Parties understand and agree that all terms and conditions of this Agreement, which by reasonable implication contemplate continued performance or compliance beyond the termination of this Agreement (by expiration of the term or otherwise) shall survive such termination and shall continue to be enforceable as provided herein.

ARTICLE 11 – MISCELLANEOUS

11.1 **Governing Law.** This Agreement will be governed by and construed in accordance with the laws of the State of Delaware, excluding any choice of law provisions that may direct the application of any laws of any other jurisdiction. Subject to Section 11.2 (Mediation), the exclusive venue for any dispute or controversy between the Parties will be the state and federal courts located in Wilmington, Delaware, United

States. The Parties hereby irrevocably consent to jurisdiction and venue in such courts for this purpose, and the Parties waive objection to the jurisdiction and venue being in such courts.

11.2 Mediation. If during the course of this Agreement the Parties are unable to resolve any dispute or controversy arising out of or relating to the Agreement, such claims shall first be subject to non-binding mediation as a condition precedent to the initiation of any legal action (either court action or arbitration). Unless the Parties mutually agree otherwise in writing, the Commercial Arbitration Rules and Mediation Procedures of the American Arbitration Association in effect at the time of the demand for mediation shall be applied at the mediation. Any such mediation will be located in Wilmington, Delaware, United States. Demand for mediation shall be made in writing. The Parties agree to share equally the mediator's fee and any filing fees. Any agreement reached in mediation shall be enforceable and binding upon both Parties. Each Party agrees to bear its own attorneys' fees associated with the mediation.

11.3 Assignment. Neither Party shall assign any interest in this Agreement by assignment, transfer, or novation, without prior written consent of the other Party; provided, however, that Civix may assign this Agreement (a) to any affiliate of Civix or (b) in connection with an assignment of all or substantially all of Civix's assets to which this Agreement relates. This provision shall not be construed to prohibit a Party from assigning to any banking, trust company, or other financial institution any money due or to become due from approved contracts without such prior written consent. Notice of any such assignment or transfer shall be furnished to the other Party.

11.4 Force Majeure. Neither Licensee nor Civix shall be considered in default in the performance of the obligations hereunder, except with respect to payment of monies hereunder, if such performance is prevented or delayed because of unavailability of labor, war, hostilities, revolution, civil commotion, acts of terrorism, strike, epidemic, accident, fire, wind, flood; or because of any act of God; or for any cause, whether similar or dissimilar, now or hereafter existing, beyond the reasonable control of the Party affected. The Party suffering a delay in its performance caused by an above described occurrence shall give notice thereof to the other Party as soon as reasonably possible thereafter, and shall use reasonable efforts to overcome such delay. In the event of such an occurrence, the Parties shall consult to determine how to overcome the effect on the Project and shall mutually agree to any equitable adjustment to the compensation due Civix hereunder.

11.5 Export. Licensee agrees to abide by any restrictions or conditions respecting the export, re-export, or other transfer of the Licensed Material disclosed and/or licensed to Licensee in accordance with this Agreement that are in effect now or are hereafter imposed by the United States Government, and will not export, re-export, or otherwise transfer the Licensed Material, except in full compliance with all relevant U.S. laws and regulations.

11.6 Specific Performance. The provisions of this Agreement are necessary for the protection of the business and goodwill of the Parties and are considered by the Parties to be reasonable for such purpose. The Parties agree that any breach of this Agreement will cause substantial and irreparable injury, for which monetary damages would not be an adequate remedy, and, therefore, in the event of any such breach, in addition to other remedies which may be available, the Parties shall have the right to seek specific performance and other injunctive and equitable relief, in accordance with the provisions of applicable Delaware law. The Parties further agree that, in the event injunctive relief is sought and to the extent permitted by Delaware law, neither Party should be required to post a bond in order to receive such equitable relief from the issuing Delaware Court. Notwithstanding this agreement, in the event that the



issuing Court nonetheless requires that a bond be posted, the Parties mutually agree that a bond not exceeding \$500.00 is sufficient.

11.7 **Miscellaneous.** This Agreement is the entire agreement of the Parties on the subject matter hereof. This Agreement supersedes all prior agreements and understandings (whether written or oral) between the Licensee and Civix with respect to the subject matter hereof. In addition, this Agreement may not be modified or amended unless agreed by the Parties, reduced to writing, and signed by both the Licensee and Civix. Further, if any part of this Agreement is adjudged invalid, illegal or unenforceable, the remaining parts shall not be affected and shall remain in full force and effect. Headings in this Agreement are for convenience only and shall not affect the interpretation thereof.



IN WITNESS hereof, the Parties have executed this Agreement to be effective on the Effective Date set forth above.

City of Compton	Civix
Signature:	Signature:
Name: Thomas Thomas	Name:
Title: City Manager	Title:
Date:	Date:

The following attachments constitute a part of this Agreement and are incorporated herein by this reference.

Attachment A – Software License and Support Fees

Attachment B – Hosting

Attachment C – Support

Attachment D – Statement of Work



ATTACHMENT A SOFTWARE LICENSE AND SUPPORT FEES

	Total Hours	Hourly Rate US \$	Amount US \$
ABRM GASB Software License including unlimited users, leases and entities		Annual	\$7,500.00*
Partners Managers Supervisory Staff	Implementation & Training: 42 hours	\$200/hr	\$8,400.00
Other (specify)	All lease evaluation, recommendation, analysis and data entry as described in Scope of Work b): 40 hours	\$200/hr	\$8,000.00**
	Standard .csv export of data for import into external systems	Included	Included
Subtotal:			\$23,900.00
Out of Pocket Expenses: Transportation Other	All implementation and training is planned to be remote. Onsite work can be scheduled as needed at additional expense.	N/A	N/A
Total All- Inclusive Maximum Price for the Services:			\$23,900.00
Optional:			
Debt Module License		Annual	\$2,500.00***
Debt Module Implementation & Training	16 hours	One-time	\$3,200.00

Summary of annual fees:

Investment Analysis	
Year 1	\$23,900
Year 2	\$7,875.00
Year 3	\$8,268.75
Year 4	\$8,682.19
Year 5	\$9,116.30
Total	\$57,842.23

Annual Support Hours Cap: 80 hours. Licensee's annual Fees and included annual application support allotment applies to each Contract Year and shall not include unused application support time from prior Contract Years.

Payment Terms

Licensee agrees to pay Civix the Fees in accordance with the payment terms set forth below:

- Annual Fees: Due immediately upon signature for Year 1, and annual thereafter upon Anniversary Date



- Fixed Price Services:
 - All services are fixed unless otherwise noted
 - Due and payable upon the following:
 - Contract Award or Notice to Proceed (NTP): 40%
 - COTS Install and Setup Completion: 20%
 - UAT Preparation Completion: 30%
 - Go Live: 10%
- Time & Material Services (if not Fixed Price): Billed monthly in arrears
- Additional services ordered during the Term will be invoiced monthly at the above rate following the month services were rendered.

Initial Term

The Initial Term of this Agreement shall commence on the Effective Date and shall remain in full force until Lessee's 5th Anniversary Date.

Additional Terms and Conditions

Licensee may request additional services via this agreement based on the current hourly rates.

Labor Category	Hourly Rate
Senior Product	\$195.00
Product	\$150.00
Project	\$175.00
Technical	\$150.00



ATTACHMENT B HOSTING

Civix agrees to provide Licensee with access to the Software during the Term through a hosted computing environment. Hosting of the Software is provided through the Amazon Web Services (AWS) Cloud.

AWS Cloud

Working with AWS, Civix has developed innovative automations that ensure unique security controls are implemented by default, allowing for streamlined governance across multiple users.

AWS Cloud is designed to host sensitive data, regulated workloads, and address the most stringent U.S. government security and compliance requirements – including the FedRAMP baseline and other compliance regimes. AWS meets the requirements of the most security-sensitive organizations with support for 98 security standards and compliance certifications — more than any other cloud offering.

AWS Security

For decades, Civix has grown and evolved to meet the needs of a public sector that faces significant challenges, including cybersecurity. Keeping data secure while anticipating and mitigating threats is at the heart of everything we do. Our software solutions are built on a foundation of best practices that include:

- **National Institute of Standards and Technology (NIST) Standards:** Aims to align with the most stringent cybersecurity frameworks in the U.S. federal government.
- **Defense-in-Depth Strategies:** Implements specific countermeasures in layers to defend against cyber threats and vulnerabilities.
- **Zero Trust Architecture:** Prevents any user or device, inside or outside a network, from accessing an IT system until authenticated and continuously verified through a robust Identity and Access Management program that allows access to only necessary, specified resources.
- **Automated Provisioning:** Facilitates end-to-end automation based on specifications, policies, and analytics – without the need for human intervention and opportunities for human error.
- **24/7/365 Continuous Monitoring:** Partners with Optiv, a leading managed security service provider (MSSP), to deliver around-the-clock security monitoring services that ensure preventive and ongoing real-time operational measures.
- **Best-in-Breed Security Tools:** Taps into the power of best-of-breed security tools, such as AWS, CloudFlare, CrowdStrike, Optiv, Qualys, and MimeCast.

AWS Layers of Protection

Rooted in defense-in-depth strategies, Civix's approach to cybersecurity implements countermeasures in layers to create an aggregated security posture. Drawing on best practices and insights from leading InfoSec experts, our model ensures the most appropriate technologies are applied at every layer.

When it comes to public sector cybersecurity, there isn't a single solution for defending against attacks. Cyber threats are continuously evolving, and thus, so is our cybersecurity program. We constantly realign with federal standards and industry best practices, push the bounds of innovation, and invest in partnerships to keep critical infrastructure systems and data secure.

Further information: <https://aws.amazon.com/stateandlocal/?hp=tile&tile=industries&wwps-cards.sort-by=item.additionalFields.sortDate&wwps-cards.sort-order=desc>

Service Level Agreement ("SLA")

1. **Uptime Target.** Subject to specifically mentioned exceptions, Civix shall use commercially reasonable efforts to cause the Software to be available through the Hosting 99.5% of the time ("**Service Level Target**"), as measured on a monthly basis. In the event the Software and Hosting do not meet the

Service Level Target, Licensee may be eligible to receive a Service Credit in accordance with the procedures described below.

2. **"Service Interruption"** is defined as either the total loss of Licensee availability to the Software, or the degradation of a specific element or component the Software to an extent by which the Software is not functional for their intended purpose, subject to the exceptions described below.
3. **Exceptions.** Any interruptions to the Service(s) caused by or during any of the following events or circumstances shall not constitute a Service Interruption hereunder and shall not to be considered and/or included in, or for the purpose of, calculating any Service Credits available under this SLA:
 - a. During any period where Licensee's payment of Fees is more than 60 days past due or where Civix has suspended the Agreement for late payment;
 - b. Incidents outside Civix's reasonable control, including those described in Section 10.4 of the Agreement;
 - c. Scheduled maintenance of the Hosting and Software for which Civix has notified Licensee;
 - d. Incidents caused by equipment, software or other technology provided by Licensee or by a third party on behalf of Licensee;
 - e. Incidents caused by a violation of this agreement, negligence or willful misconduct by Licensee or Licensee agents or employees.
4. **Credit Request.** If Licensee experiences a Service Interruption, to receive consideration for a Service Credit, Licensee must provide written notice to Civix within 30 days of such Service Interruption. The request should include, at a minimum, the date, time and duration of the Service Interruption. In instances of uncertainty or dispute as to whether an actual Service Interruption has occurred, Civix shall make a final determination with respect to such uncertainty and/or dispute, in good faith, based on its review of data provided by system logs, monitoring reports and configuration records, which Civix shall make available to Licensee at Licensee's request.
5. **Service Credits.** For each month, Civix will calculate the percentage of time where the Software was available through the Hosting with no Service Interruptions for which the Licensee has requested credit pursuant to Section 4 of this Service Level Agreement ("**Uptime**"). For each percent (1.0%) which the Uptime falls below the Service Level Target, Licensee will be entitled to a one-fifth of one percent (0.2%) reduction in the next Annual Fees (each such reduction, a "**Service Credit**"). For example, if the Uptime for a month were 97.5%, 2.0% below the Service Level Target, Licensee would be entitled to a 0.4% Service Credit on the next Annual Fees.
6. **Service Credit Maximum.** The parties acknowledge and agree that (a) the maximum Service Credit Licensee may receive for Service Interruptions as described in this SLA shall be no more than 5% of the next Annual Fees, and (b) the Service Credits prescribed under this SLA shall be the sole and exclusive remedy for any and all such Service Interruptions, in each case notwithstanding anything to the contrary in this SLA or elsewhere in this Agreement.



ATTACHMENT C SUPPORT

The software covered by this support agreement includes the Licensed Programs plus any future versions of the Licensed Programs offered by Civix as an incremental upgrade. Future expansion of the system that requires modifications outside the support of the base system is not covered under this agreement.

Software Support Policy Descriptions

In accordance with the terms of this Agreement, Civix will furnish the following support services for the Licensed Programs.

Enhanced Technical Support

Civix has a dedicated 24/7/365 support portal for logging help desk tickets either via a product email address or directly within the support portal. In addition, Civix has a dedicated telephone support phone line (504) 304-0781. A Power User is defined as a trained, advanced user who can troubleshoot basic issues without assistance. Licensee is limited to two (2) designated Power Users at any one time, who will act as the support liaison between the Licensee and Civix. Licensee agrees that support may be provided through electronic communications or telephone support.

Timeliness of Incident Resolution

Civix shall use commercially reasonable efforts to provide modifications or additions to correct errors in the Software reported by Licensee. The level of support that Civix can provide is dependent upon the cooperation of Licensee and the quantity of information that Licensee can provide. Licensee agrees that efforts beyond the Annual Support Hours Cap set forth in Attachment A per Contract Year would not be commercially reasonable.

If the Licensee cannot reproduce a problem or if Civix cannot successfully gather adequate troubleshooting information, Civix will require temporary login access on the licensee's system to identify and address the problem. This communication capability shall be accessible 24 hours a day, seven days a week.

New Releases

Incremental upgrade releases (not requiring modifications outside the support of the base system) and documentation will be made available for all purchased modules during the term of the Agreement.

Program Enhancements

Enhancement releases (not requiring modifications outside the support of the base system) for the software will be made available for all purchased modules during the term of the Agreement.

Installation Assistance

Support for the proper installation of the current release of the software, and any subsequent patches or updates described above will be made available through remote assistance.

Online Training

Online user training will be made available to Licensee through a web-based interface for up to eight (8) hours each agreement year in order to provide refresher training and support the training of new staff members.

ATTACHMENT D STATEMENT OF WORK SOFTWARE, SERVICES & ASSUMPTIONS

SOFTWARE

Public Business & Revenue Manager (PBRM) is a broad application providing a range of functionality from core operational processes to the facilitation of data-driven executive decisions. PBRM helps determine revenue streams, ensure accurate billing, reduce inefficiencies, and automate data exchanges. With predictive and prescriptive capabilities, airports can model adverse conditions, forecast their impact, and use analytics to choose the best recovery strategies. Detailed functionality includes:

Agreement & Company Management

Agreement & Company Management module enables airport staff to administer all aspects of the airport's relationship with entities that have a business relationship with the airport relative to revenue and non-revenue lease provision details, amendments, billing rates and billing rules, insurance and surety compliance information, and contact management.

GASB 87

GASB 87 training is included in standard ABRM implementation through three previously recorded group training sessions.

- The airport is responsible for performing all GASB 87 configuration
- Licensed Functionality is for one (1) public entity or division (i.e. an airport). Additional entities may be licensed under a separate agreement or addenda for additional fees.

SERVICES

Implementation to include the above referenced modules.

General Assumptions

- 1) Unless otherwise noted:
 - a) Pricing will be honored for 90 days from date of proposal
- 2) Data Migration and Conversion
 - a) Unless otherwise notes:
 - i) For new installations (not applicable to upgrade clients), data migration from existing systems into PBRM is the responsibility of the Licensee. However, Civix will assist with this effort by providing Excel templates to import company, contact and some contract information, while the agreement provisions will need to be set up manually.
 - ii) Licensee will perform all data cleansing and correction.

Project Management & Planning Assumptions

- 1) The Civix Project Manager has the authority to control and execute the Project Management Plan to keep the project on schedule and within budget.
- 2) Target dates reflect an approximate project start date. All dates will proportionally shift based on the actual start date of the project.
- 3) Project schedule recognizes all national holidays (Memorial Day, July 4th, Labor Day, Thanksgiving, and Christmas), but exclude vacation days by Licensee or Civix.
- 4) Licensee is expected to provide timely responses, approvals, and/or deliverables as indicated in Civix's Project Management Plan. Delays in receiving such responses might hold up progress and lead to overall schedule delays and additional cost to Licensee.
- 5) Licensee is expected to attend and provide input at certain key meetings for the purposes of moving the project forward. Delays in attendance might hold up progress and lead to overall schedule delays and additional cost to Licensee.
- 6) For all hosted solutions, test and production systems will both be cloud hosted.
- 7) Civix is dependent on Licensee to carry out any required/requested acceptance testing within the agreed-upon timeframes.

Rating Sheet for GASB 87 Implementation Services RFP

Proposal Criteria		Rater #1				Rater #2				Rater #3				Rater #4				Average Rating			
		Civix	Gravit y	Lease Query	Visual Lease	Civi x	Gravity	Lease Query	Visual Lease	Civi x	Gravity	Lease Query	Visual Lease	Civi x	Gravity	Lease Query	Visual Lease	Civix	Gravity	Lease Query	Visual Lease
Approach to service Quality										Abse nt											
1 The proposal/presentation outlines an approach that is tailored based on obtaining an understanding of the City of Compton activities, operating systems, personnel and special needs.	0-5	5	5	5	3	5	5	5	4		5	4	4	5	4	4	5	5	4.75	4.5	4
2 The proposal/presentation outlines the firm's processes for ensuring an efficient and effective process.	0-5	5	5	5	5	5	4	5	5		5	4	5	5	4	4	5	5	4.5	4.5	5
3 The proposal showcases the firm's commitment to providing quality services by voluntarily adhering to higher standards of quality.	0-5	5	5	5	5	5	5	5	4		4	3	4	4	3	4	4	4.67	4.25	4.25	4.25
4 The proposal/presentation outlines the firm's processes for ensuring on-going access to qualified staff.	0-5	5	5	1	3	4	5	5	5		5	4	4	4	4	4	4	4.33	4.75	3.5	4
5 Is the platform user friendly and appear to be easy to navigate	0-5	4	5	5	4	4	5	5	4		4	4	4	4	4	4	5	4	4.5	4.5	4.25
Team Knowledge and Experience		24	25	21	20	23	24	25	22		23	19	21	22	19	20	23	23	22.75	21.25	21.5
6 The proposal/presentation highlights the firms' commitment to professional training and staff continuity.	0-5	5	5	5	5	5	5	5	3		4	3	3	3	3	3	4	4.67	4.25	4	3.75
7 The proposal/presentation outlines qualifications, industry experience, and strengths for all partners.	0-5	5	5	2	5	5	5	5	2		5	4	4	3	4	3	3	5	4.75	3.5	3.5
8 The proposal/presentation specifies the strengths of assigned team members as well as their years of prior experience in the area of Municipal Government engagement.	0-5	5	5	5	5	5	5	5	3		5	4	4	3	3	3	3	5	4.5	4.25	3.75
9 The proposal/presentation identifies how the firm will comply with applicable industry regulations	0-5	5	5	5	5	4	5	5	3		4	3	3	4	3	3	4	4.33	4.25	4	3.75
10 The proposal/presentation provides the firm's background, client base, licensing information and years in business.	0-5	5	5	5	5	5	5	5	3		4	4	4	3	3	3	3	4.67	4.25	4.25	3.75

Rating Sheet for GASB 87 Implementation Services RFP

Proposal Criteria		Rater #1				Rater #2				Rater #3				Rater #4				Average Rating			
		Civix	Gravit y	Lease Query	Visual Lease	Civi x	Gravity	Lease Query	Visual Lease	Civi x	Gravity	Lease Query	Visual Lease	Civi x	Gravity	Lease Query	Visual Lease	Civix	Gravity	Lease Query	Visual Lease
Value Added Services																					
It is evident that the firm understands our business and our challenges. The firm is committed to being our business advisor, beyond the audit engagement	0-5	5	5	3	5	5	5	5	3		4	4	4	4	4	4	4	4.67	4.5	4	4
12 Does the platform offer efficient notification systems	0-5	3	3	3	5	5	5	5	4		4	3	4	3	4	3	5	3.67	4	3.5	4.5
Does the platform offer other modules to enhance other areas of needed organization for accounting records such as bonds	0-5	4	4	4	2	5	5	5	3		4	3	4	3	4	3	5	4	4.25	3.75	3.5
14 Does the firm offer sufficient staff training services	0-5	5	5	5	5	5	5	5	4		4	4	5	3	3	3	5	4.33	4.25	4.25	4.75
15 Does the platform offer a method for staff to review formulas and work being done by firm's staff	0-5	4	5	3	3	5	5	5	3		4	3	3	3	3	3	4	4	4.25	3.5	3.25
Scope and Pricing of the Engagement																					
The proposal/presentation clearly provides a framework for the scope, timing, steps and resources to complete the engagement.	0-5	5	5	5	5	5	5	5	3		5	4	4	4	3	3	4	4.67	4.5	4.25	4
17 The proposal specifies the price for the engagement and how it will be billed.	0-5	5	5	5	5	5	5	5	5		5	4	4	3	4	4	4	4.33	4.75	4.5	4.5
18 The proposal addresses all items requested by us whether verbally or in the RFP	0-5	5	5	5	2	5	5	5	4		4	3	4	3	3	3	4	4.33	4.25	4	3.5
The proposed fee is reasonable based on the experience, unique value and knowledge the firm brings to the engagement.	0-5	2	4	5	1	2	3	5	4		4	3	5	3	4	3	5	2.33	3.75	4	3.75
20 Provision of 3 minimum references	0-5	5	5	5	5	5	5	4	3		4	4	4								
Total Points	100	87	91	81	78	89	92	95	69		83	68	76	67	67	64	80	83	79	77	75.75

Score criteria should be based on a 1-5 scale. (5-Excellent, 4-Good, 3-Average, 2-Below Average, and 1-Unsatisfactory)

Rating Sheet for GASB 87 Implementation Services RFP

		Rater #1				Rater #2				Rater #3				Rater #4				Average Rating			
Proposal Criteria		Civix	Gravit	Lease	Visual	Civi		Lease	Visual	Civi		Lease	Visual	Civi		Lease	Visual	Civix	Gravity	Query	Lease

Excellent: Applicant fully addresses all aspects of the criterion, convincingly demonstrates that it will meet the Government's performance requirements, and demonstrates no weaknesses

Good: Applicant fully addresses all aspects of the criterion, convincingly demonstrates a likelihood of meeting the Government's requirements, and demonstrates only a few minor weaknesses.

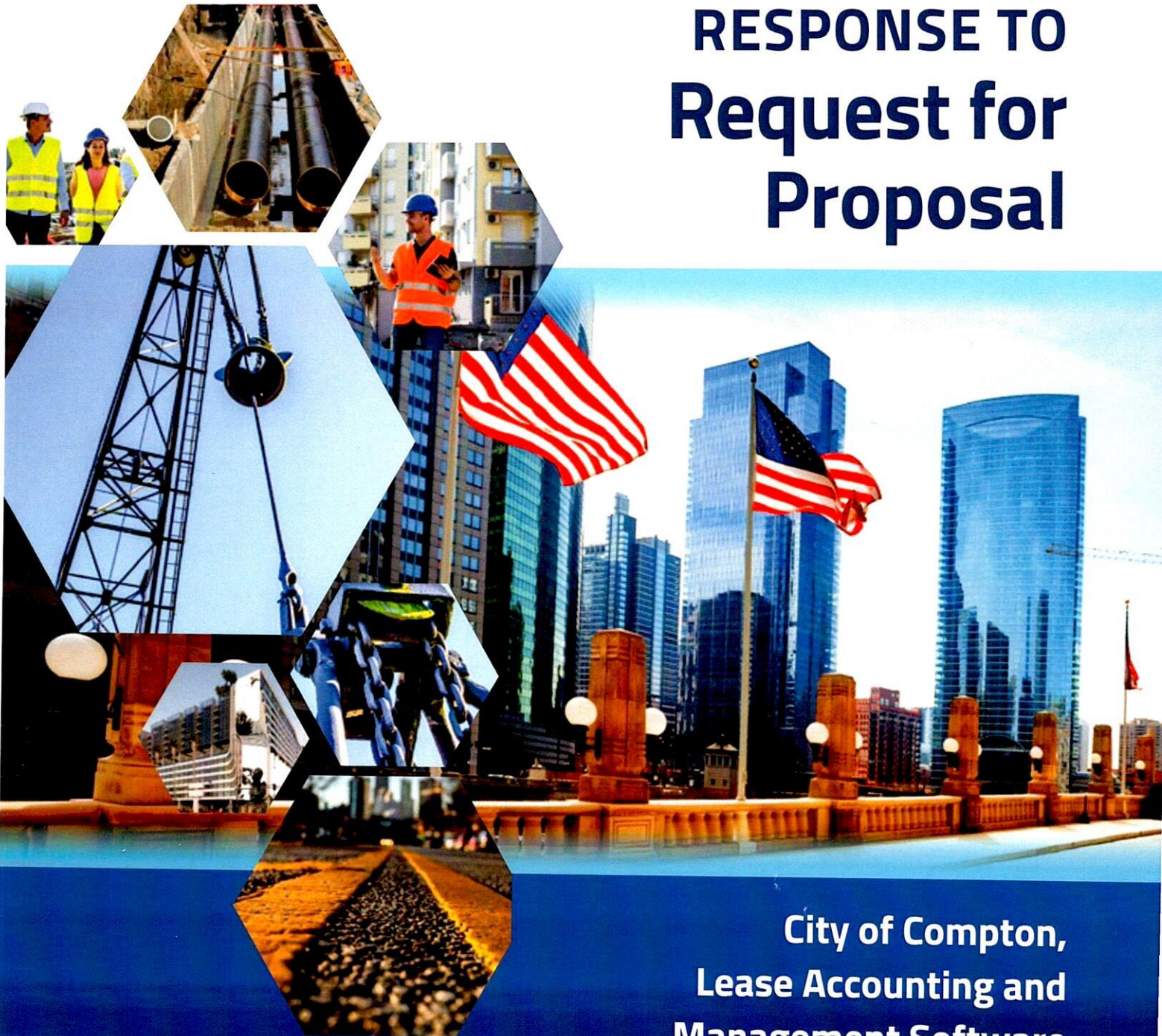
Adequate: Applicant addresses all aspects of the criterion and demonstrates the ability to meet the Government's performance requirements. The Application may contain significant weaknesses and/or a number of minor weaknesses.

Poor: Applicant does not address all aspects of the criterion nor is evidence presented indicating the likelihood of successfully meeting the Government's requirements. Significant weaknesses are demonstrated and clearly outweigh any strengths presented.

Unacceptable: Applicant does not address all aspects of the criterion and the information presented indicates a strong likelihood of failure to meet City's requirements.



RESPONSE TO Request for Proposal



City of Compton, Lease Accounting and Management Software Reporting RFP

Due: January 25, 2023
ATTN: Jocelyn Logan, Deputy City Controller

205 South Willowbrook Ave
Compton, CA 90220

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Transmittal Letter

Dear Ms. Logan,

IGM Technology Corp. ("IGM") is pleased to present to the City of Compton ("the City") the following response to the Request for Proposals for Lease Accounting and Management Software Reporting.

We believe that our enclosed response, along with our extensive experience, demonstrates IGM's capabilities and how we are uniquely positioned to help equip public sector clients with the tools needed to facilitate GASB standards.

IGM launched its lease accounting module in 2019. It was developed specifically to address the requirements of the new governmental accounting standards, GASB 87. IGM has successfully implemented GASB 87 with several dozen governmental organizations, including port authorities, counties, cities, and school districts. Our current clients manage the accounting and GASB 87 disclosure notes for dozens of thousands of contracts.

IGM offers a leading-edge, 100% cloud-based software called Gravity. Gravity is a user-friendly solution that enables its users to successfully conduct the following tasks:

- Work according to a structured and yet customizable workflow that enables internal controls and segregation of duties.
- Generate formatted disclosure notes according to the new accounting rules.
- Access large sets of built-in reports and create customized ad-hoc reports.
- Send alerts to users regarding critical dates.
- Use a spreadsheet in order to upload lease data.
- Data download capability in multiple formats.
- Generate amortization schedules and journal entries for easy upload to an ERP system.
- Upload an unlimited number of attachments in any format and size, linked to contract data.

IGM's unique proposition includes the following features:

1. IGM is the only company in the market to offer a one-stop solution for integrating the lease accounting disclosure, based on GASB 87 requirements, directly into the ACFR report, on a single platform. Our customers that decide to use Gravity for both lease accounting and financial reporting enjoy this single platform solution.
2. IGM provides its lease accounting solution in spreadsheet based user interface so the transition to Gravity's lease accounting module can be done easily.
3. Gravity is customizable based on your specific needs. Gravity's built-in lease templates for lessee and lessor contracts are flexible and enable the customer to add or remove fields easily during the implementation process.
4. Gravity supports an unlimited number of attachments of any size that can be linked to the contract data.
5. Gravity provides automatic sorting between leases that should be reported under GASB 87 guidelines and leases that are expanded, such as immaterial or short-term leases.

6. Gravity enables its users to create journal entries and upload them easily to the ERP system in several formats.

Gravity's lease accounting module was developed to address the requirements of GASB and has been successfully implemented in many government-sector organizations. Our other modules include the following:

- Debt management
- Government-sector reporting (e.g., ACFR and Budget Book)
- Budget process management
- Data collection
- Reconciliation management

IGM believes that customers come first. We strive to develop long-lasting, mutually rewarding relationships with our customers, and identify their needs to provide solutions that support their success.

The enclosed proposal is firm and irrevocable for a period of ninety days.

We look forward to presenting our solution to you in the near future.

Thank you for your time and consideration.

Sincerely,

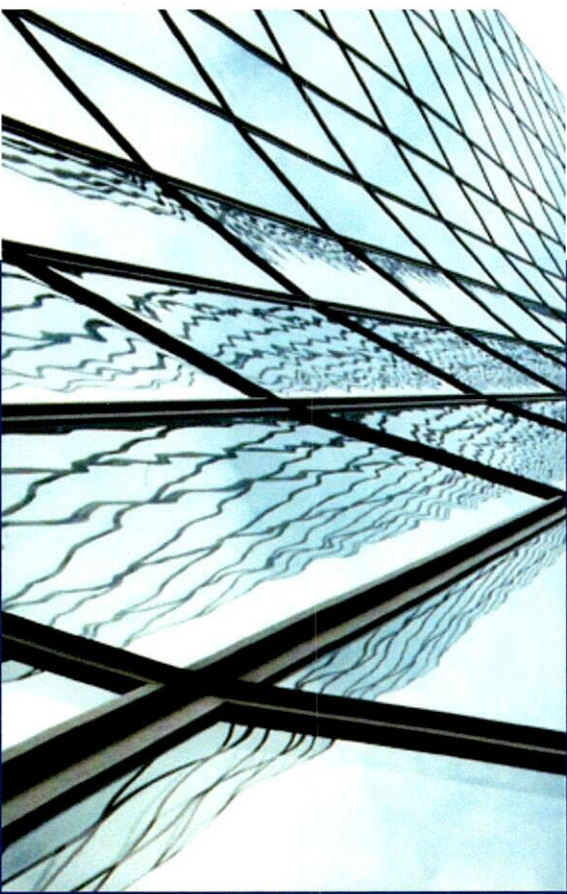
IGM Technology Corp.
318-77 McMurrich St.
Toronto, ON M5R 3V3
1-800-419-1459

Amanda Kwist
RFP Manager
akwist@igm.technology

Barry Ginsburg
COO
bginsburg@igm.technology

Signature: _____

Date: January 23, 2023



Technical Proposal



License to practice in California

IGM Technology is registered with the Secretary of State and is registered to conduct business in the state of California.

IGM would be happy to provide a copy of the certification upon request.

Firm's qualifications and experience

IGM Technology was established in 2013 by a group of financial accounting software veterans that had the vision of creating a user-friendly and affordable financial reporting system. Since 2013, IGM has successfully implemented lease accounting software, budget planning, and financial reporting software for numerous public clients across North America in the governmental sector. IGM currently has approximately 100 employees. IGM has a dedicated team of 12 professionals whose main responsibility is the lease accounting module.

IGM Technology is headquartered in Toronto, Ontario Canada with engagement primarily taking place from Toronto, the work will be performed remotely .

IGM has never received any disciplinary actions, nor does it have any pending actions.

IGM's team for GASB 87 consists of accountants and tech support specialists. Our accountants have significant experience in implementing GASB 87 and will be your first point of contact for GASB 87 related questions.

The IGM Service team has an established reputation for exceptional client service. When you purchase Gravity, not only do you get a top-quality automation platform for lease management, but also you gain the support of adept financial automation specialists and GASB experts. That is, the Service department will become familiar with your teams' processes and continually look for ways to drive value, create efficiencies, and ensure you achieve the best results.

In addition to your dedicated implementation team, clients also have access to Gravity's Help Desk and unlimited on-demand training.

The IGM Services team includes a group of GASB and lease experts with more than 10 years of accounting experience that are familiar with all GASB requirements. IGM is in the process of implementing GASB 87 with several dozen governmental organizations, including counties, cities, and school districts. Our current clients manage the accounting and GASB 87 disclosures for up to 1,000 contracts. IGM also has over 100 governmental clients that use Gravity's financial reporting module for creating periodic financial reports, like the ACFR and Budget Report.

IGM has successfully implemented GASB 87 reporting solution in more than 10 Counties and Cities in California.

Partner, manager, supervisor and staff qualifications and experience

The following IGM employees would be involved in implementing and overseeing the City's lease accounting implementation and project.

Barry Ginsburg (CPA since 2010)

Experience

IGM Technology, Chief Solution Consultant (2019–present)

- Barry would be the leading consultant for this project.
- Leads the product management at the company.
- Responsible for improving the functionality, the user interface, and implementation process of the software
- Leading implementation of newest available technologies into the product
- Adding new modules into the product
- Subject matter expert on accounting and management matters

Detelix Software Solutions, Head of Analytics (2017–2019)

Ernst&Young, Senior Manager, Forensic and Integrity Services (2015–2017)

Grant Thornton, Manager, Forensic Advisory Services (2009–2015)

Education

Emory University, Goizueta Business School (May 2013)

- M.B.A., One Year Accelerated program
- Goizueta Business Fund for Excellence Scholarship Recipient

Hebrew University of Jerusalem (July 2007)

- B.B.A., Accounting

Oded Solomon

Experience

IGM Technology, VP Services (2013–present)

- Oded is responsible for leading the services team to provide exemplary service to our customers. He has hands-on implementation consulting services to ensure the successful deployment of Gravity.
- Oded has deep experience and expertise in helping IGM's clients in all aspects of Gravity, including setting up the initial structure of the report, loading data into the application, and defining advanced styles to produce extremely well-formatted report output.

IBM, Business Analyst, Product Management CDM (2010–2013)

Clarity Systems, Engineer, Pre-Sales Group – Clarity FSR (2008–2010)

Education

University of Toronto (2013–2015)

- Certificate in Business Analysis

University of Haifa, Israel (1997–2001)

- Bachelor of Arts

Tetiana Kotenko, CPA (since 2019)

Experience

IGM Technology, Project Manager, Lease Accounting of Product Management (2019–present)

- Tetiana would be the senior consultant on this project.
- Leads lease accounting software implementations at the company.
- Responsible for understanding clients needs, applying subject matter experience in lease implementation projects, and making sure that the lease module is implemented according to GASB 87 requirements

KPMG, Senior Manager, Audit (2008–2019)

Education

Kyiv National Economic University after Vadym Getman

- M.A. Accounting and Audit

Ryley Davenport

Experience

IGM Technology, Director of Solution Engineers (2020–present)

- Ryley would be the support manager for this project.
- Assists with the training of clients throughout the implementation process.
- Manages a team of accountants and designers who assist with support requests
- From written instruction to short walkthrough meetings, Ryley and his team will be there to assist you.

Pulse, Software Developer Intern (2018–2019)

Wilfred Laurier University, Campus Ambassador (2018–2020)

Wilfred Laurier University, Desk Attendant Supervisor – Customer Service (2016–2020)

Education

Laurier University (2020)

- Computer Science

Similar engagements with other government entities

In order to maintain our customer's privacy, we cannot provide a complete list of contracts.

Our team has implemented lease accounting modules GASB 87 with large and complex government entities, such as City of San Diego CA, Sacramento County CA, San Diego School District, Santa Cruz County CA, Montgomery County MD, King County WA, City of Charlotte NC and dozens of others.

IGM is the sole provider of the lease management module implementation for all contracts.

Please see references here:

Client Name and Address	Client Contact Info	Project Start and Completion Dates	Contract Description
Sacramento County 700H Street, Room 3650 Sacramento, CA 95814	Richard Wan Senior Accounting Manager wanr@sacounty.net 916-874-2674	January 2022–present	Sacramento County started using Gravity - Lease Management in early 2022 to help track and maintain the reporting requirements of GASB 87 through a competitive RFP process.
City of San Diego 202 C Street, 8th Floor San Diego, CA 92101	Karen Hernandez Principal Accountant khernandez@sandiego.gov 619-236-6708	July 2021–Present	The City of San Diego started using Gravity in 2021 through a competitive RFP process to help with the reporting requirements of GASB 87. IGM was selected for Gravity's ease of use, comprehensive data collection templates, lease disclosure creation, and out-of-the-box reports.
Santa Cruz County 701 Ocean St, Rm 150 Santa Cruz County, CA 95060	Brian Howard Accounting Manager brian.howard@santacruzcounty.us 831-454-2674	June 2020–Present	Santa Cruz County, started using Gravity in 2020 to help automate a manual reporting process for the city's comprehensive annual financial report. They also purchased Gravity - Lease Management to help with the reporting requirements of GASB 87, where the lease disclosure automatically populates into the appropriate sections of the ACFR.

Engagement quality control

All Gravity's outputs of the lease accounting module are reviewed during the process, both by senior employees and by a set of automated cross validations.

The data extracted from the contracts and entered into the system by staff accountants. All the contracts are also reviewed by a senior accountant in order to make sure that the data is correct.

The outputs of the system (Journal entries and disclosure notes) are reviewed by 2 accountants and cross-checked between them. There is also a set of comprehensive reports that show the big picture of the lease accounting module.

Gravity's lease accounting module outputs passed audits of several state auditors of customers that adopted GASB 87 in FY2020 and FY2021 and customers that their fiscal year end is June 30 in FY22.

Reporting

Provide example of reports you prepare that allow for review of the plan in a reasonable time frame. The reports should be uniform, professional, and easy to understand. The reports should provide summary level information for the leases, detailed information on individual leases, amortization schedules, disclosure requirements, etc.

Please see some samples following of a reports created within Gravity. IGM would be happy to show more reports during the demonstration, upon request.

Demonstrate the ability to create- hoc reports as needed.

Gravity provides access to large sets of built-in reports and allows users to create customized ad-hoc reports as needed. Gravity can produce reports such as; rent-roll over, critical dates report, security deposits and much more. No additional fees will be charged for customized reports. The modifications to the reports can include adding data points, aggregations, filtering, and other functions.

NOTE 4 – LEASE RECEIVABLES

The County leases land, building, office space and equipment to third parties. As of September 30, 2020, the County's lease receivables were valued at \$8,605,201 and the deferred inflow of resources associated with these leases that will be recognized as revenue over the term of the leases was \$8,372,027. The lease receivables for Governmental and Business-type Activities at September 30, 2020 were as follows:

GOVERNMENTAL ACTIVITIES

Land leases - annual lease payments totaling \$87,957 plus interest at a rate of 2.29%, due dates ranging from January 20, 2021 to April 12, 2049.	\$5,598,174
Building and office space leases - annual lease payments totaling \$53,192 plus interest at a rate of 2.29%, due dates ranging from October 1, 2020 to August 31, 2029.	546,130
Equipment leases - annual lease payments totaling \$73,668 plus interest at a rate of 2.29%, due dates ranging from December 19, 2020 to May 21, 2031.	<u>877,011</u>
Total Governmental Activities Lease Receivables	<u>\$7,021,315</u>

BUSINESS-TYPE ACTIVITIES

Land leases - annual lease payments totaling \$13,435 plus interest at a rate of 2.29%, due dates ranging from August 26, 2021 to August 25, 2042.	\$813,827
Building and office space leases - annual lease payments totaling \$187,813 plus interest at a rate of 2.29%, due dates ranging from October 1, 2020 to August 14, 2028.	<u>770,059</u>
Total Business-type Activities Lease Receivables	<u>\$1,583,886</u>

The payments for the lease receivables are expected to be received in the subsequent years as follows:

Fiscal Year	Governmental Activities		Business-like Activities	
	Principal	Interest	Principal	Interest
2021	\$214,817	\$155,934	\$201,248	\$33,692
2022	224,816	151,007	213,851	29,050
2023	252,229	145,544	101,062	25,364
2024	270,634	139,990	80,308	23,622
2025	290,770	133,225	83,783	21,697
2026-2030	1,606,468	557,513	333,953	81,351
2031-2035	1,275,925	402,731	211,649	55,614
2036-2040	1,802,905	229,424	293,017	27,700
2041-2045	737,105	71,894	65,015	1,340
2046-2050	345,646	12,276	-	-
	<u>\$7,021,315</u>	<u>\$1,999,538</u>	<u>\$1,583,886</u>	<u>\$299,430</u>

Lease Number	Department Name	Customer Name	Fund	Allocation Percent	Asset Type	Lease Commence Date	End Date Including Options	Lease Payment Amount	Annual Payments Number	Discount rate	Period start Lease Receivable
OE-0001	Growth Management Department-South	Customer Name1	495	100.00%	Buildings	2013-07-01	2023-06-30	\$1,729.40	12	2.29%	\$74,677.18
OE-0002	Growth Management Department-South	Customer Name2	495	100.00%	Buildings	2019-09-01	2028-08-14	\$5,059.17	12	2.29%	\$518,513.85
OE-0003	Growth Management Department-South	Customer Name3	495	100.00%	Buildings	2012-12-01	2022-12-01	\$11,841.67	12	2.29%	\$434,973.19
OE-0004	Public Services Department	Customer Name4	111	100.00%	Land	2011-03-05	2041-03-04	\$40,000.00	1	2.29%	\$1,697,101.31
OE-0005	Public Services Department	Customer Name5	1	100.00%	Buildings	1994-09-06	2021-03-31	\$1,399.51	12	2.29%	\$24,790.36
OE-0006	Public Utilities Department	Customer Name6	1	100.00%	Equipment	2001-05-22	2031-05-21	\$20,000.00	1	2.29%	\$496,963.01
OE-0007	Public Utilities Department	Customer Name7	101	100.00%	Land	2018-03-23	2048-03-22	\$1,000.00	1	2.29%	\$20,743.92
OE-0008	Public Utilities Department	Customer Name8	188	100.00%	Buildings	2005-01-01	2029-08-31	\$30,000.00	1	2.29%	\$579,421.35
OE-0009	Public Utilities Department	Customer Name9	111	80.00%	Land	2019-04-13	2049-04-12	\$41,472.00	1	2.29%	\$1,350,307.76
OE-0009	Public Utilities Department	Customer Name10	111	20.00%	Land	2019-04-13	2049-04-12	\$10,368.00	1	2.29%	\$337,576.94
OE-0010	Public Utilities Department	Customer Name11	111	80.00%	Land	2018-01-20	2043-01-19	\$38,400.00	1	2.29%	\$1,021,421.04
OE-0010	Public Utilities Department	Customer Name11	111	20.00%	Land	2018-01-20	2043-01-19	\$9,600.00	1	2.29%	\$255,355.26
OE-0011	Public Utilities Department	Customer Name13	111	20.00%	Land	2017-08-26	2042-08-25	\$8,000.00	1	2.29%	\$206,727.47
OE-0011	Public Utilities Department	Customer Name13	408	80.00%	Land	2017-08-26	2042-08-25	\$32,000.00	1	2.29%	\$826,909.87
OE-0012	Public Utilities Department	Customer Name15	111	20.00%	Land	2017-05-27	2042-05-27	\$6,000.00	1	2.29%	\$152,948.21
OE-0012	Public Utilities Department	Customer Name16	111	80.00%	Land	2017-05-27	2042-05-27	\$24,000.00	1	2.29%	\$611,792.83
OE-0013	Public Utilities Department	Customer Name17	188	100.00%	Land	2000-08-01	2030-07-31	\$2,726.63	1	2.29%	\$24,213.51
OE-0014	Public Utilities Department	Customer Name18	111	100.00%	Equipment	2003-12-19	2028-12-18	\$25,000.00	1	2.29%	\$448,486.66
OE-0015	Growth Management Department-South	Customer Name19	495	100.00%	Land	2019-01-01	2048-12-30	\$2,448.00	1	2.29%	\$52,328.40

Current Lease Receivable	Current Year Interest	Current Year Payment	Current Lease Receivable	Current Year Deferred Inflow Amortization	Next Year Deferred Inflow Amortization	Year End Deferred Inflow	Next Year Receivable	Non Current Receivable Year End	Total Lease Receivable Year End	Special Lease classification
\$19,295.08	\$1,457.72	\$20,752.80	\$55,382.09	\$19,964.83	\$19,910.28	\$54,712.35	\$19,741.13	\$35,640.96	\$55,382.09	Regulated
\$49,555.34	\$11,154.67	\$60,710.00	\$468,958.51	\$58,554.79	\$58,394.80	\$459,959.06	\$50,851.74	\$418,106.78	\$468,958.51	None
\$133,872.19	\$8,227.85	\$142,100.04	\$301,101.00	\$137,478.57	\$137,102.95	\$297,494.62	\$136,961.72	\$164,139.28	\$301,101.00	None
\$23,895.46	\$38,157.67	\$62,053.13	\$1,673,205.85	\$79,368.65	\$79,151.80	\$1,617,732.66	\$27,693.69	\$1,645,512.16	\$1,673,205.85	None
\$16,432.93	\$361.19	\$16,794.12	\$8,357.44	\$16,557.07	\$8,233.30	\$8,233.30	\$8,357.44		\$8,357.44	None
\$31,071.44	\$11,065.54	\$42,136.98	\$465,891.57	\$42,787.22	\$42,670.31	\$454,175.79	\$33,513.85	\$432,377.72	\$465,891.57	None
\$535.63	\$464.37	\$1,000.00	\$20,208.29	\$729.96	\$727.96	\$20,013.96	\$549.21	\$19,659.08	\$20,208.29	None
\$41,648.95	\$12,379.36	\$54,028.31	\$537,772.40	\$58,533.87	\$58,373.94	\$520,887.48	\$44,834.11	\$492,938.29	\$537,772.40	None
\$12,163.95	\$30,552.21	\$42,716.16	\$1,338,143.81	\$45,815.58	\$45,690.40	\$1,304,492.18	\$13,823.34	\$1,324,320.47	\$1,338,143.81	None
\$3,040.99	\$7,638.05	\$10,679.04	\$334,535.95	\$11,453.89	\$11,422.60	\$326,123.05	\$3,455.84	\$331,080.12	\$334,535.95	None
\$15,556.89	\$22,843.11	\$38,400.00	\$1,005,864.15	\$43,919.18	\$43,799.19	\$977,501.86	\$15,975.54	\$989,888.61	\$1,005,864.15	None
\$3,889.22	\$5,710.78	\$9,600.00	\$251,466.04	\$10,979.80	\$10,949.80	\$244,375.46	\$3,993.88	\$247,472.15	\$251,466.04	None
\$3,270.71	\$4,729.29	\$8,000.00	\$203,456.76	\$9,045.10	\$9,020.39	\$197,682.37	\$3,358.73	\$200,098.03	\$203,456.76	None
\$13,082.83	\$18,917.17	\$32,000.00	\$813,827.04	\$36,180.40	\$36,081.54	\$790,729.47	\$13,434.90	\$800,392.13	\$813,827.04	None
\$3,096.00	\$3,460.36	\$6,556.36	\$149,852.21	\$6,764.84	\$6,746.36	\$146,183.37	\$3,374.85	\$146,477.36	\$149,852.21	None
\$12,383.99	\$13,841.45	\$26,225.45	\$599,408.83	\$27,059.36	\$26,985.42	\$584,733.47	\$13,499.39	\$585,909.44	\$599,408.83	None
\$2,180.94	\$545.69	\$2,726.63	\$22,032.57	\$2,239.61	\$2,233.49	\$21,973.90	\$2,232.42	\$19,800.15	\$22,032.57	None
\$37,366.82	\$9,457.71	\$46,824.53	\$411,119.84	\$48,751.45	\$48,618.24	\$399,735.22	\$40,154.53	\$370,965.31	\$411,119.84	None
\$1,288.32	\$1,159.68	\$2,448.00	\$51,040.08	\$1,792.61	\$1,787.71	\$50,535.80	\$1,320.99	\$49,719.09	\$51,040.08	Regulated

Lease ID	Asset Type	Lease Commence Date	End Date Including Options	First Payment Date	Last Payment Date	Annual Payments Number	Payment Timing	Discount rate	Funds type	Fund	Cost Center	Function
EE-0001	Equipment	2019-11-01	2024-10-31	2019-11-01	2024-10-01	12	Beginning	1.55%	Proprietary funds	518	121630	590
EE-0002	Buildings	2004-05-01	2034-04-30	2004-05-01	2009-04-01	12	Beginning	1.93%	Proprietary funds	490	144610	526
EE-0003	Buildings	1994-10-01	2034-09-30	1994-10-01	2024-09-01	12	Beginning	1.93%	Proprietary funds	490	144505	526
EE-0004	Equipment	2011-09-01	2031-08-31	2011-09-01	2016-08-01	12	Beginning	1.93%	Governmental funds	188	140480	525
EE-0005	Equipment	2008-08-01	2028-08-31	2008-08-01	2013-08-01	12	Beginning	1.59%	Governmental funds	188	140480	525
EE-0006	Equipment	2008-08-01	2028-08-31	2008-08-01	2013-08-01	12	Beginning	1.59%	Governmental funds	188	140480	525
EE-0007	Equipment	2003-07-01	2033-06-30	2003-07-01	2023-06-01	12	Beginning	1.51%	Governmental funds	188	140480	525
EE-0008	Equipment	2008-03-01	2025-08-14	2008-03-01	2010-08-01	12	Beginning	1.51%	Governmental funds	188	140480	525
EE-0009	Equipment	2003-06-15	2025-05-31	2003-06-15	2005-05-01	12	Beginning	1.51%	Governmental funds	188	140480	525
EE-0010	Equipment	2015-10-01	2025-05-31	2015-10-01	2025-05-01	12	Beginning	1.51%	Governmental funds	188	140480	525
EE-0011	Equipment	2011-12-01	2036-11-30	2011-12-01	2016-11-01	12	Beginning	1.93%	Governmental funds	188	140480	525
EE-0012	Equipment	2018-02-01	2029-06-23	2018-02-01	2019-06-01	12	Beginning	1.59%	Governmental funds	188	140480	525
EE-0013	Equipment	2018-10-01	2026-05-01	2018-10-01	2021-05-01	12	Beginning	1.51%	Governmental funds	188	140480	525
EE-0014	Land	2018-07-23	2021-09-30	2018-07-23	2021-09-01	12	Beginning	1.56%	Governmental funds	111	110409	539
EE-0016	Buildings	2018-08-01	2021-07-31	2018-08-01	2020-07-01	12	Beginning	1.56%	Governmental funds	186	138324	559
EE-0017	Buildings	2015-10-02	2025-09-30	2015-10-02	2020-10-01	12	Beginning	1.73%	Governmental funds	7	138761	559
EE-0018	Buildings	2019-07-01	2020-09-30	2019-07-01	2020-09-01	12	Beginning	1.73%	Governmental funds	7	138761	559

Department Name	Percent	Beginning Lease Liability	Beginning Lease Asset
Administrative Services Department	100.00%	\$16,192.44	\$16,192.44
Administrative Services Department	100.00%	\$328,582.12	\$328,582.12
Administrative Services Department	100.00%	\$138,985.36	\$138,985.36
Administrative Services Department	100.00%	\$141,492.80	\$141,492.80
Administrative Services Department	100.00%	\$90,420.51	\$90,420.51
Administrative Services Department	100.00%	\$90,420.51	\$90,420.51
Administrative Services Department	100.00%	\$1,071,010.91	\$1,071,010.91
Administrative Services Department	100.00%	\$179,369.13	\$179,369.13
Administrative Services Department	100.00%	\$45,661.19	\$45,661.19
Administrative Services Department	100.00%	\$63,599.52	\$63,599.52
Administrative Services Department	100.00%	\$197,153.20	\$197,153.20
Administrative Services Department	100.00%	\$487,363.49	\$487,363.49
Administrative Services Department	100.00%	\$229,316.67	\$229,316.67
Growth Management Department-South	100.00%	\$15,465.00	\$15,465.00
Corporate Business Operations	100.00%	\$63,286.54	\$63,286.54
Corporate Business Operations	100.00%	\$1,313,739.51	\$1,313,739.51
Corporate Business Operations	100.00%	\$4,909.07	\$4,909.07

Scope of Work

a) Provide Lease Accounting & Management Software with the following capabilities:

- Adheres to all accounting requirements under GASB 87, including the recognition and accounting for the deferred inflow of resources and the lease receivable

Yes. Gravity's lease management module was developed to address the requirements of GASB 87 and adheres to GASB 87 the requirements. Gravity's lease accounting module provides an out-of-the-box solution for lessee and lessor accounting, which includes accounting for the recognition of deferred inflows and lease receivable and their subsequent accounting.

- Allows for balances to tie from high level disclosures to detailed reports, individual leases, and amortization schedules.

Yes. Gravity provides a full out-of-the-box set of disclosure reports that address the disclosure requirements of GASB 87. Gravity's reports start on the lease component level, including all details of the amortization schedule, and then data can be easily aggregated, filtered, and sorted.

- Calculates the journal entries needed to transition existing leases to the new accounting standard, including the present value of the lease to be reported.

Yes. Gravity has an out-of-the-box set of inception journal entries, which include journal entries for the lessee side for both governmental and proprietary funds and journal entries for the lessor side. Those journal entries include the present value of the future payments to be received/paid.

- Appropriately accounts for lease modifications by prospectively adjusting the lease liability and asset.

Yes. Gravity accounts for lease modifications by adjusting the payment schedules, creating the adjustment journal entry and recording profit/loss if needed. Gravity also saves the previous payment schedules and enables users to see a full audit trail for all modifications that were made to the lease template. Gravity also takes into account the current CPI adjusted payment when calculating the new present value of the receivable/payable.

- Automatically generates the journal entries related to modifications and other reassessment events that require remeasurements of the lease liability.

Yes. Each lease modification is recorded in Gravity and a journal entry is created automatically based on the change that was made.

- Handles lease actions required under GASB 87 (i.e. modify, terminate, renew, and impair).

Yes. Gravity has the ability to re-measure assets, liabilities, and amortization schedules for terminations, modifications, extensions, and other changes in the lease terms. Any change will lead to an automated journal entry that will update the lease asset, lease liability and, if needed, recognition of profit/loss due to the change.

- Tracks lease history and provides an audit trail for any lease changes.

Yes. Gravity provides a full audit trail to every change made in the data. The audit trail includes who made the change, what was changed, and when the change occurred. Users can access the audit trail at any time to review all changes made. Gravity also provides a clear audit trail of all changes made to its data model. As new data files are loaded into Gravity, prior versions are retained to provide a clear history of all data loaded into the application. Also, with Gravity it is easy to revert back to a previously saved version of the document.

- Properly accounts for payments that are fixed versus variable.

Yes. Gravity enables users to manage the different types of payments using different templates. For the fixed payments, Gravity creates payment schedules. For variable payments, Gravity enables users to enter those payments and create a GASB 87 disclosure accordingly.

- Provides reports for account balance reconciliations.

Yes. Gravity offers a unique reconciliation platform that enables users to reconcile between the expected payment schedules that were created in Gravity's lease accounting module and the AP/AR subledgers of ERP systems. The module enables users to create correct journal entries and post cash-based journal entries based on actual payments and receipts. This module can also help the City to improve the collection process from tenants.

- Provides standard reports to address the disclosure requirements of GASB 87.

Yes. Gravity provides a full out-of-the-box set of disclosure reports that address the disclosure requirements of GASB 87. Gravity is unique by providing a full set of formatted disclosures notes.

- Provides comparative financial statements required under the GASB 87 transition guidance.

Yes. Gravity has the ability to provide comparative reports according to GASB 87 transition guidance.

- Provides an opening balance sheet report for all former operating leases that are recorded on the Statement of Net Position under GASB 87.

Yes. Gravity has the capability to provide an opening balance sheet report for all former operating leases.

- Provides continuing disclosure requirements.

Yes. Gravity provides a full out-of-the-box set of disclosure reports that address the disclosure requirements of GASB 87 for the year of GASB 87 implementation and for the following years.

- Prepares the details of the lease agreement to be included in the notes to the financial statements, including a schedule of future lease payments, if applicable.

Yes. Gravity provides full out-of-the-box disclosure notes that can be incorporated into the ACFR, including the schedule of the future lease payments.

- Provides appropriate system security controls.

Yes. Gravity's security model ensures only authorized users can view and/or edit the appropriate data. Gravity provides a three-tiered security model:

1. Application-level security
2. Report-level security
3. Data-level security

Each user can receive permissions either on a personal basis or on a group basis. Each group can have different permissions for each stage of the workflow. Permissions in Gravity are designed in a way that a permission has to be granted actively.

Gravity provides the highest level of security to ensure that your data and reports are fully protected.

b) Provide assistance implementing the new Lease Accounting & Management Software and GASB 87, including, but not limited to:

- Determine the required disclosures, reports, journal entries, and outputs necessary to comply with legacy GASB statements and GASB 87, including identifying any journal entry adjustments required to implement GASB 87 through Fiscal Year 2021- 2022.

Yes. Gravity features a full out-of-the-box set of GASB compliant journal entries and disclosure notes. The set of journal entries also includes the inception journal entries that should be posted as of Jan 1, 2022 in order to record the lease assets and liabilities, and the deferred inflow of resources as of the first date of GASB 87 implementation.

- Review the details of each lease contract; assess all leases greater than twelve months (and shorter than twelve months, if an option to extend is provided); review other agreements not currently classified as a lease that may require reporting as a lease under GASB 87.

The IGM Technology consulting team evaluates lease contracts for the following details when engaged in data extraction and data entry to help classify and process lease contracts on behalf of our clients. The data extraction covers the relevant data in the contract and other documents and includes also the following data points:

- Critical Dates, such as contract start dates and end dates
- Extension, termination and sale options
- Changes in the periodical lease fees
- Constant payments and variable payments
- Conditional payments

For each payment that was identified, IGM's accountants evaluate whether the payment is a separate component and if it should be measured as a lease or non-lease component and whether the payment is constant or variable.

IGM's Lease accountants are skilled at evaluating contracts based on materiality and can attach justification to support rationale of inclusion or exclusion within Gravity. Gravity allows the application of a materiality threshold on a specific lease or a group of assets. Gravity has a materiality threshold that can be modified and can classify contracts as material or immaterial.

The IGM Team can provide a list of all contracts which meet the GASB 87 standard and should be reported on.

During this process the team will determine the lease term and calculate lease liability/assets and determine receivable/deferred inflow needed to support Outagamie's Lease Disclosure.

IGM Team will help to assist the City to create a repeatable process in tracking and reporting new contracts. This will be covered in one of the IGM Training sessions, teams can also reach out to customer support for additional assistance as new leases are received and need to be accounted for.

- If the contract has both lease and non-lease components (i.e. maintenance agreements), separate the lease components from the non-lease components, and treat as separate contracts.

Yes. Gravity enables users to manage the different types of payments using different templates. For the fixed payments, Gravity creates payment schedules. For variable payments, Gravity enables users to enter those payments and create a GASB 87 disclosure accordingly.

- If the contract has multiple underlying assets with different lease terms:
 - Treat each underlying asset as a separate component (lessor and lessee) and allocate the contract price to each component based on professional judgment and reasonableness.
 - Use the price for each component in the contract, or stand-alone prices for similar assets.
 - If unable to determine an allocation, treat as a single-lease unit.

Yes. Gravity is a component-based system where contracts can be treated as a single-lease unit or split between components, as required by GASB 87.

- Determine the interest rate charged by the lessor in the agreement, if known (it may be implicit in the lease). Otherwise, an estimate of the interest rate the lessee would be charged to finance the lease is acceptable.

Yes. In cases that the rate is stated in the agreement, this rate can be used as the discount rate. Gravity also enables the users to set the discount rate based on the treasury rates on a contract-by-contract basis.

- Create and run reports that will need to be compared to our Accounts Payable reports to ensure all payments have been paid, the correct amounts have been paid, and allocation of payments and direct and indirect or variable expenses have been applied.

Yes. Gravity's reports start on the lease component level, including all details of the amortization schedule, and then data can be easily aggregated, filtered, and sorted.

- If certain agreements aren't subject to GASB 87 and will not be uploaded to the Lease Accounting Software, document rationale.

Yes. Gravity's lease accounting platform utilizes spreadsheets on the cloud as its main user interface. The users can document any considerations regarding the sorting of the leases and also attach supporting documents to the spreadsheet.

- Obtain applicable data from leases/agreements and populate the new Lease Accounting Software.

Gravity provides data entry spreadsheets and templates for entering data. The users extract the data from the contracts and enter it into Gravity. Alternatively, IGM's lease accountants can manually enter the current leases for a fee. Please refer to our Pricing Form for details.

- Review with staff typical leases and business areas that fall within GASB 87 and potential types of leases that are required under GASB 87 that may have potential qualifying lease arrangements.

Yes, IGM accountants will review lease contracts to ensure that they are classified correctly.

- Review all lease contracts and document approach to determine the lease eligibility under GASB 87.

Yes, the Service department will become familiar with your teams' processes and continually look for ways to drive value, create efficiencies, and ensure you achieve the best results. The IGM Services team includes a group of GASB and lease experts with more than 10 years of accounting experience that are familiar with all GASB requirements.

- Provide a comprehensive list of all contracts reviewed and indicate whether they meet the GASB 87 definition for lessee/lessor and provide reason and documentation to support the decision.
 - For leases that meet the GASB 87 definition, gather and include in the list key data and information to determine, at minimum, the lease term, payment term, calculated lease liability/asset and deferred outflow/inflow for GASB 87 calculations.

Yes, IGM will review all contracts and indicate to the City whether they meet the GASB 87 definition with justification as to how they reached the conclusion.

- Provide a master schedule summarizing the calculation and other relevant information used to determine the value for each lease including prior year expense, current year expense and remaining life expense.

Yes. Gravity's lease accounting platform utilizes spreadsheets on the cloud as its main user interface. The users can document any considerations regarding the sorting of the leases and also attach supporting documents to the spreadsheet.

- Prepare and provide the appropriate journal entries for the year end implementation of GASB 87 (fiscal year 2021/2022- including current year and prior years restatement entries) and foot disclosures for the annual comprehensive financial report.

Yes, Gravity enables users to create payment schedules, journal entries and disclosure notes that can be incorporated into your financial statement or ACFR.

- Develop matrix to track leases going forward and provide ability for finance staff to maintain and use a tool for year end journal entries/accruals.

Yes. Gravity can be used to track all types of leases. Furthermore, Gravity enables users to create managerial reports and notifications about key dates (renewals, options expiries, etc.). Those dates include contract end data, extension options, start/end dates, cancellable period start date, etc.

- Assist in developing on-going process and controls to maintain the lease inventory and accounting and reporting process.

Yes, Gravity can be used to track all types of leases, including those that are out of the scope of GASB 87, such as short-term leases and rolling leases.

- Respond to the city's follow-up audit questions and provide additional information as needed to complete GASB 87 lease accounting and disclosures during the fiscal year 2021/2022 audit.

Yes, IGM will assist as needed with the City's auditor questions. Furthermore, Gravity supports optional read-only access for auditors or others who do not require the ability to edit or enter data. IGM can also provide, upon request, the calculations that were used for creating the payment schedules. IGM can share the calculations methodology with the auditor.

c) Provide training and on-going support, including, but not limited to:

- Provide training to City staff on how to use new Lease Accounting Software.

IGM provides training and training materials for all users of the system as part of the implementation. The training includes online training sessions. On-site training can be provided upon request. Training materials will be provided during the training sessions and will include user manuals and best practices for using the system. System documentation and training materials are updated and distributed according to the updates made to the system. The system also includes a comprehensive, searchable knowledge base that provides users with documentation and instructions on all of the functions of Gravity.

IGM provides full technical and system support during the contract, to all the active users in the system. During the initial implementation phase, IGM's project team provides ongoing support until the system is fully configured and the milestones of the implementation phase have been achieved.

After the implementation process has been completed, IGM will provide full support to address any questions or concerns that the City may have while using Gravity. IGM's team provides support through phone, email, and scheduled conference calls. Tickets are opened automatically in Gravity's support system by sending an email to a dedicated support email address.

The City will have a dedicated support contact.

- Work with Accounting Supervisor to detail all accounting changes (e.g. how reported debt may increase by the present value of the future lease payments).

Gravity's automated amortization schedules include the calculation of starting and ending lease liability for each month of the amortization schedule at the individual lease level.

- On a go-forward basis, assist with upload of new leases / revised lease terms, as required.

IGM is confident that with the ease of use of our system, the City will be able to upload new leases. However, IGM is also providing additional service of uploading new leases on an ongoing basis at \$50/ lease contract or amendment of a contract.

d) Present a project approach and schedule that meets the City's term of service and time for completion, including:

- Work shall be completed within 60 days of authorization to proceed or based on a mutually agreed upon schedule.
- Services will commence immediately within 10 days of contract execution or on such other schedule as may be mutually agreed to with the City.
- Commitment to meet all deadlines for all activities and documents.
- Commitment to work closely with the City Controller Department.

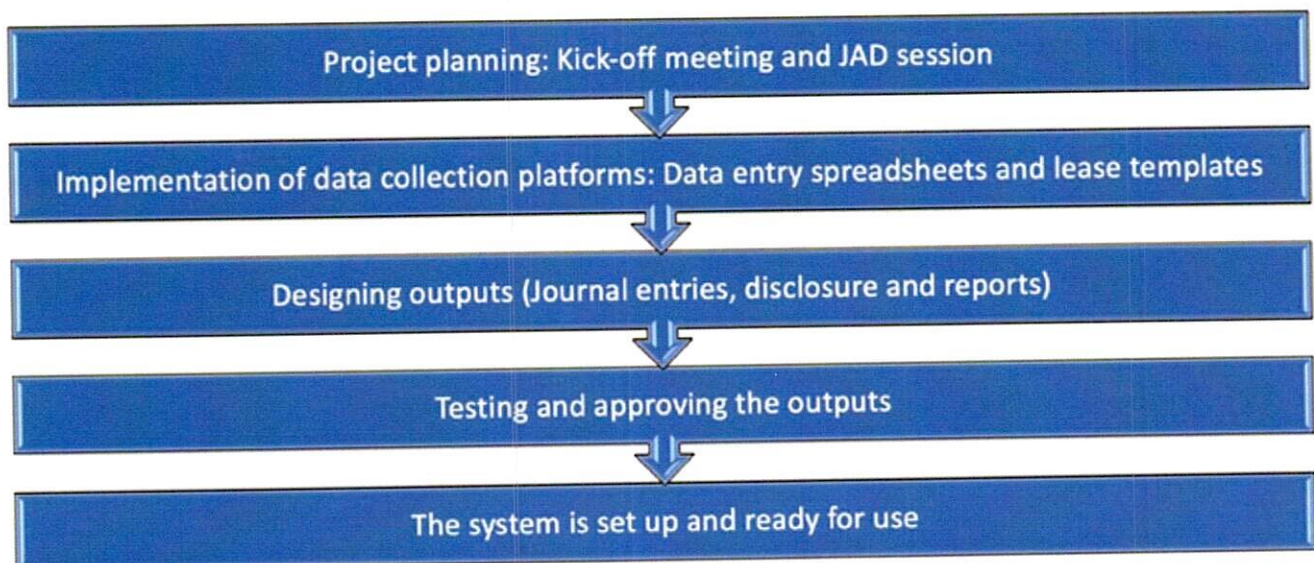
IGM's project approach is to provide a full package of software and services in order to make sure the City is compliant with GASB 87 requirements. IGM's team will lead you all the way from setting up the initial data collection spreadsheets to, through reviewing the contracts, and to GASB 87-compliant journal entries and disclosure notes.

IGM commits to having the work completed within 60 days of authorization, or based on a mutually agreed upon schedule. Service will commence within 10 days of contract execution, or alternatively as mutually agreed. IGM is committed to meeting all deadlines set out by the City and will work closely with the Finance Department to ensure high quality results and full customer satisfaction. IGM will make all the necessary efforts to complete the work in a timely manner, however, sufficient cooperation from the City will be required in order to finish the project on time.

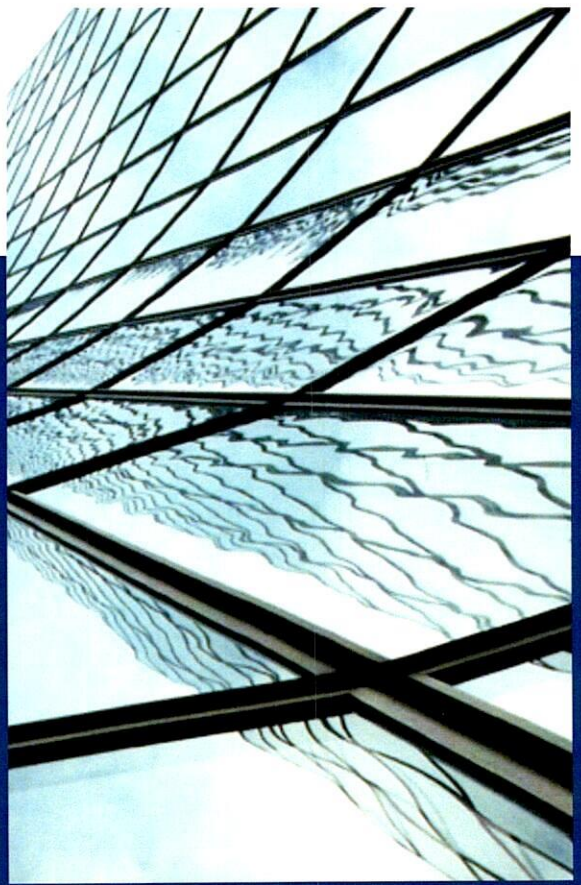
IGM's approach is providing a holistic solution to the challenge of managing lease accounting at the City. Gravity enables users to manage all types of leases, regardless of whether or not they are in GASB 87 scope, and provides a full solution for the outputs of the system.

Gravity also provides users a unique feature that enables them to get designed and structured disclosure notes, so the export to the reporting software will be easily incorporated into the City's ACFR.

Please review below the main project steps:



Cost Bid



City of Compton Request For Proposals

APPENDIX A

SUMMARY OF PROFESSIONAL FEES AND EXPENSES FOR LEASE ACCOUNTING AND MANAGEMENT SOFTWARE REPORTING OF CITY OF COMPTON

Standard quote for the Services as described under “Scope of work to be performed” section of the request for proposals.

		Total Hours	Hourly Rate US \$	Amount US \$
Partners				
Managers		N/A	N/A	N/A
Supervisory Staff				
Staff				
Other (specify)				
Subtotal:		N/A	N/A	N/A
Out of Pocket				
Expenses:				
Transportation		N/A	N/A	N/A
Other				
Total All-Inclusive Maximum Price for the Services:				\$16,000* for the first year of services

*IGM provides a software as a service, we will provide consulting services to implement the software, please see the included price proposal for a breakdown of the associated fees as well as optional services.

Note: The above quotes represent the total all-inclusive maximum prices for the services. The Proposer warrants that all costs have been considered and included in the above quotes.

Price Proposal

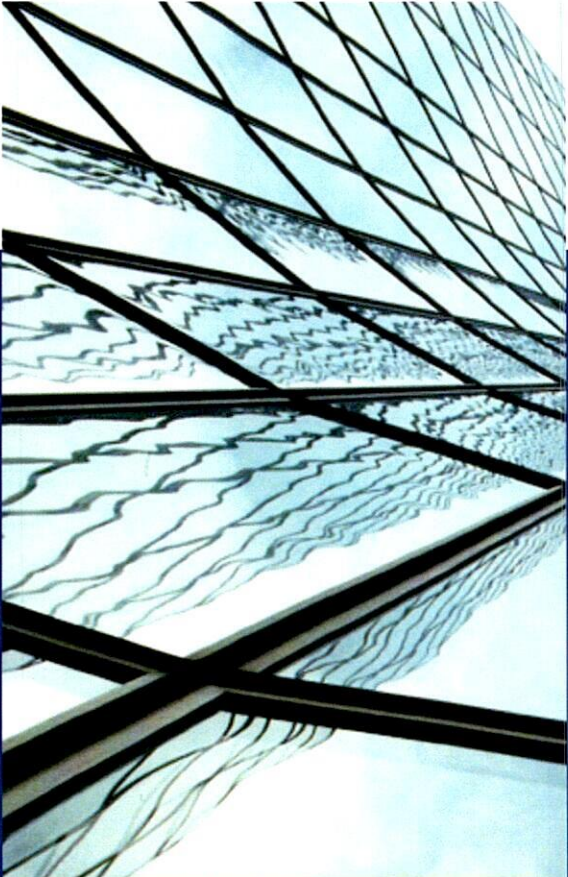
Pricing Model	Price	Comments
Gravity - Lease Management Annual Rate	\$8,500	Access for one year. Includes ongoing GASB 87 hosting reporting solutions and services, which includes software licenses for up to 5 named users, software maintenance, training, support, updates, and upgrades throughout the standard licensing term.
One-Time Cost:		
Gravity - Lease Management Implementation	\$7,500	Includes professional services implementation (including initial data migration, project management, customization, interfacing, and conversion), all initial training, and direct implementation support until go-live. Additionally, this price includes review, classification and data extraction services for up to 40 contracts.
Optional Pricing:		
Gravity - AP/AR Reconciliation* One time fee	\$5,000	Includes full setup of the reconciliation template and connection to the journal entries.
Gravity - ERP Integration* Annual Rate	\$1,500	Includes full implementation of the module, setting up batch upload ETL for data from the ERP system, and setting up the reconciliation template and journal entries.
Gravity - Debt Management* Annual Rate	\$3,000	Access for one year. Includes debt management services, software maintenance, training, support, updates, and upgrades throughout the standard licensing term.*
Gravity - Debt Management Implementation* (one-time fee)	\$3,000	Includes professional services implementation (including initial data migration, project management, customization, interfacing, and conversion), all initial training, and direct implementation support until go-live.*

All prices are in USD.

The maximum annual percentage increase on software services is 5%.

IGM believes in pricing transparency, no additional hourly fees are expected.

*Valid only if IGM's Lease Management module is also being implemented.



Additional Requirements



Additional Requirements

If proposed solution is based on a cloud service:

- i. The cloud service shall be available twenty-four (24) hour per day, 365/366 days per year with a monthly availability average of 99.99% (excluding agreed- upon maintenance downtime);

Yes, Gravity is available twenty-four hours a day, 365 days per year. IGM is committed to a 99.9% uptime as referenced in our SaaS agreement.

- ii. City data shall be available twenty- fours per day, 365/366 days per year with a monthly availability average of 99.99% (excluding agreed- upon maintenance downtime);

Yes, as referenced above, Gravity and the City data is committed to 99.9% availability.

- iii. Proposer is able to certify that the sufficiency of it security standards, tools, technologies and procedures in providing the cloud service will meet statement on standards for attestation engagement (SSAE) 18 service organization controls (SOC) 2 Type II audit results, and comply with applicable with applicable industry standards and guidelines, including but not limited to relevant security provisions of the payment card industry (PCI) Data Security Standard (PCIDSS) including the PCI/DSS Cloud computing Guidelines;

Yes. IGM has SOC2 certification and is certified annually. IGM would be happy to provide the most recent SOC2 report to a designated contact upon request.

- iv. Proposer shall have a high-availability and a redundant environment;

Yes, IGM has a robust business continuity plan that includes backups in alternate locations of Google data centers in the United States. In case a data center is catastrophically damaged, Gravity will be able to switch its operations to another data center, based on the latest backup of the system.

- v. Proposer shall have a reasonable physical security environment;

IGM performs all work remotely. Data is hosted on the Google Cloud Platform (GCP) - the most trusted cloud platform on the market. The data centers are protected with several layers of security to prevent any unauthorized access to your data. GCP uses secure perimeter defense systems, comprehensive camera coverage, biometric authentication, and a 24/7 guard staff.

- vi. Datacenters with encrypt all city data while in route to and from the datacenter (in motion) using secure transfer methods (e.g., Secure sockets layer, Transport layer Security), and while stored in the datacenter (at rest); and

Yes, all data within Gravity is encrypted at rest and in transit to further ensure the confidentiality of our clients' data.

- vii. The physical Location of service provider's data center where city data is stored should be within the continental United States (Conus), and City data should not be Transmitted, processed or stored outside of Conus.

Yes, IGM uses GCP to host our application assets (application, networks, and databases). The solution is hosted at an Iowa data center, but is distributed for redundancy and failover purposes to Eastern and Western United States data centers located in Virginia, South Carolina, and Oregon. Our data never leaves the United States.

Guarantees and Warranties



City of Compton
Request For Proposals

APPENDIX B

PROPOSER GUARANTEES

The proposer certifies that it can and will provide and make available, all services and reports, within the time frame set forth under the “**Scope of work to be performed**” and “**Time requirements**” sections of the request for proposals.

Signature of Official _____

Typed Name Barry Ginsburg

Title COO

Firm Name IGM Technology Corp

Date January 23, 2023

City of Compton
Request For Proposals

APPENDIX C

PROPOSER WARRANTIES

- A. Proposer warrants that it will obtain an Errors and Omissions insurance policy providing a prudent amount of coverage for willful or negligent acts or omissions of any officers, employees, or agents thereof.
- B. Proposer warrants that it will not delegate or subcontract its responsibilities under an agreement without the express prior written permission of the City of Compton.
- C. Proposer warrants that all information provided in connection with this proposal is true and accurate.

Signature of Official _____

Typed Name Barry Ginsburg

Firm Name IGM Technology Corp

Date January 23, 2023



TITLE PAGE

January 25, 2023

Lease Accounting and Management Software Reporting

CITY OF COMPTON

RESPONSE TO REQUEST FOR PROPOSAL

Proposal

COPY

PROPOSAL CONTACT

Spencer Stewart, RPA, CPM®
Vice President Sales
805.245.9050
SStewart@GoCivix.com

SUBMITTED BY

Civix
3300 W. Esplanade Ave., Suite 400
Metairie, LA 70002

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Section 1. Transmittal Letter

January 25, 2023

Office of the City Clerk
City Hall
City of Compton
205 South Willowbrook Avenue
Compton, CA 90220

Dear Reviewers:

GCR Inc., DBA Civix (Civix), a public sector technology firm, is pleased to respond to the City of Compton's (City) RFP for Lease Accounting and Management Software Reporting. To provide you with functionality to comply with GASB 87 as well as GASB 13 and GASB 62, we are proposing our Public Business & Revenue Manager (PBRM) solution, which includes fully integrated GASB functionality. Our offering gives you an experienced provider of cloud-based lease accounting and GASB compliance software, with extensive experience working with agencies similar to the City.

While the City has options, we believe we are best suited to partner with the City for GASB compliance for many reasons, including:

Proven GASB Experience: Among the many GASB implementations we've successfully completed, we wanted to highlight two recent ones:

- The City of Atlanta for the management of GASB 87 leases across all City departments.
- The State of Oklahoma, Office of Management & Enterprise Services (OMES) to manage 15,000 GASB 87 leases across 160 state agencies.

If we can handle those and continue to earn their trust, we can do the same for you.

Compliance Guarantee: The PBRM license includes a guarantee that the application will remain in compliance with all relevant prescribed pronouncements and rules from governing authorities including GASB without additional cost. This means no surprise invoices or expensive change orders just to remain in compliance.

CPA Expertise: Civix CPA-credentialed staff with more than 30 years of public sector financial reporting experience wrote the requirements for PBRM and will assist the City of Compton with a review of existing leases and provide guidance on GASB implementation and compliance.

Most beneficial pricing model: Our pricing model is enterprise wide. Unlimited users and leases can be entered into the system. As standard, this includes initial set up, design, training, implementation, and ongoing support.

With more than 40 years' experience providing software solutions to public sector agencies, we have an outstanding record of successful implementations with similar agencies. Our Go-Lives are on time and in budget, supported by a top-notch team of accounting and project

management professionals. The best way to appreciate the power, functionality, and user-friendliness of our solution is to participate in a demonstration, which we would like to schedule at your convenience.

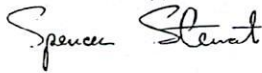
As per the City's RFP:

Our offer is firm and irrevocable for 90 days from February 25, 2023

- Work shall be completed on a mutually agreed upon schedule, and will commence based upon the same.
- Work shall be completed within 60 days of authorization to proceed or based on a mutually agreed upon schedule.

We appreciate the opportunity to submit this response, and look forward to becoming a valuable, trusted partner. For a more detailed listing of Civix's capabilities and experience, please visit [Civix Lease Management](#).

Sincerely,



Spencer Stewart
Vice President, Sales
sstewart@gocivix.com
805-245-9050



*A public sector software
and services firm
focused on critical
infrastructure, and
business services.*



Section 2. Technical Proposal

ITEM 1. LICENSE TO PRACTICE IN CALIFORNIA

Civix is licensed to practice in the State of California.

ITEM 2. FIRM'S QUALIFICATIONS AND EXPERIENCE

GCR Inc., DBA Civix (Civix) was incorporated in 1979, with the goal to provide software and services to the public sector. During those 40+ years, we've grown to a company of more than 400 employees. We strive to make the jobs of those who serve the public easier, more efficient, transparent, and compliant by providing industry expertise, technology, and proven processes to transportation, government, and education clients. Critical Infrastructure clients include the Cities of Atlanta, San Antonio and Gulfport, the States of Kansas, Illinois, and West Virginia, and many more; please see Item 4 for selected references.

Civix has offices throughout North America; our headquarters are located at 3300 W. Esplanade, Suite 400, Metairie, LA 70002.

Since our inception, all of our implementations have included enterprise resource planning consulting. We use an in-depth understanding of public sector accounting to develop and implement comprehensive solutions that address operational complexities for all clients. Some of these include software, others do not. In either case, our staff of revenue finance experts and CPAs help public help public agencies comply with federal regulations including reporting on lessor leases under GASB 87, increase revenue, and organize data to facilitate optimal decision making.

Civix subject matter experts members are frequently asked to participate in events that advance industry knowledge, such as continuing education seminars, roundtables, and articles. In particular, our CPAs and other finance SMEs can most assist the City as you adapt to new governmental compliance regulations.

In addition to CPAs and finance SMEs, our project team includes project management professionals and former public sector executives. For this engagement, Stephen Parrino, CPA will serve as the accounting subject matter expert and guide the City through the implementation process as well as assist with any GASB 87 determinations. Matt Stebbins will serve as Project Manager, ensuring complete solution delivery and customer satisfaction. He will manage all facets of service delivery for the project including staffing, performance, and service delivery. As standard, Tim Walsh, President of Critical Infrastructure is available to the City as well.

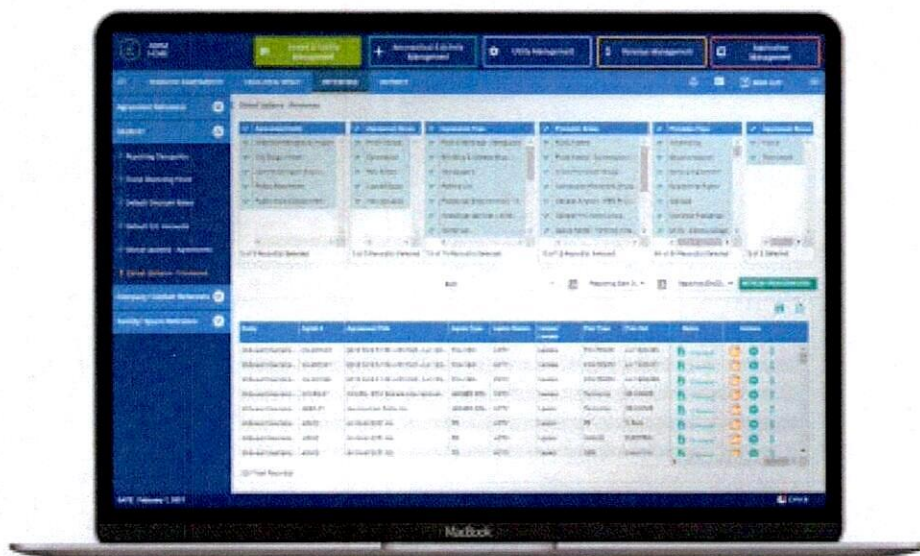
Resumes for key personnel are in the following section. Note that these key personnel will be available for entirety of the project, and no key staff will be removed or replaced without the prior written concurrence of the City.

Please note that Civix has had NO disciplinary actions taken or pending during the last three years.

PBRM AND GASB

The following narrative describes the functionality of our turn-key platform to manage all your data for GASB 87 compliance - and so much more.

With a focus on GASB 87 and lease management, PBRM is a broad application providing a range of functionality from core financial processes to the facilitation of data-driven executive decisions. PBRM helps determine revenue streams, ensure accurate billing, reduce inefficiencies, and automate data exchanges. It links leases to their related financial impact, offering a true view of your agency's operations. More generally speaking, PBRM links operational and commercial activities to their related financial impact, offering a true aerial view of your business. PBRM's Revenue Management module combines GASB 87 compliance, lease management, operating agreements, tracking of revenue, and real-time reporting and analytics.



Attribute workflow automatically separates GASB-applicable provisions

AUTOMATING COMPLIANCE

Our software automatically collects data elements within each lease to track components that are subject to GASB 87 compliance – whether entire leases or a discrete aspect of a given lease – and the established GASB 87 rules are applied.

FUNCTIONALITY

Building on an extensive catalogue of capabilities, the GASB 87 module offers a range of functionality to ensure compliance with the new standard, including the following features:

- Organizing agreements
- Identifying provisions within agreements that will need to comply with GASB 87 reporting requirements
- Degree of certainty
- Discount rate by user defined category

- Present value calculations
- Affected GL accounts
- Interest rate effects
- Policy & methodology decisions
- Transactional entries
- GASB 87 financial statement notes
- Principal by payment, in total, and for selected periods
- Interest by payment, in total, and for selected periods
- Notes/comments/attachments
- Reporting categorization
- Reports with detail support for both transactional entries as well as F/S Note disclosures

HOW IT WORKS

- We help you to develop agency-specific rules & procedures.
- You can easily import all your lease data in a single batch, or an automated wizard function can guide you through a step-by-step process for individual leases.
- Our software automatically evaluates and classifies each lease (and discrete components of leases) and applies GASB 87 rules.
- At the end of reporting periods, you can run reports that provide the adjusting journal entry to comply with GASB 87 recordation requirements. This simplifies the recordation process but maintains audit traceability to the individual details.
- Our software provides default accounts for GASB 87 required footnotes and disclosures for annual financial reporting, and others can be used as appropriate.

SEAMLESS INTEGRATION

Our business and revenue software includes standard export Application Programming Interfaces (API) that are extensible and configurable to most ERP system's General Ledger and Accounts Receivables, enabling the seamless flow of data. Civix will integrate PBRM with the ERPS INFOR/Lawson as we have with over 40 other ERP systems.

LEADING TECH BACKED BY THE EXPERTS

When you partner with Civix, your team is enriched with licensed CPAs who are the very best when it comes to government accounting standards (and you may recognize them from any number the industry panels where they've shared their expertise.) These accounting management experts have guided our UI/UX designers, system architects, developers, and testers to ensure that our software works, not just for GASB 87 compliance, but for you too.

SECURE HOSTING ENVIRONMENT

Civix provides hosting services through Microsoft Azure Cloud, which is designed to meet the higher-level security and compliance needs for sensitive, dedicated, U.S. Public Sector workloads found in regulations such as United States Federal Risk and Authorization Management Program (FedRAMP), Payment Card Industry (PCI), Data Security Standards (DSS), Department of Defense Enterprise Cloud Service Broker (ECSB), Criminal Justice Information Services (CJIS) Security Policy and Health Insurance Portability and Accountability Act (HIPAA). MS Azure is SOC-2 compliant.

PBRM/GASB 87 Functionality

Agreements Review and Classification

Once a complete inventory of all agreements has been entered into PBRM, each will be evaluated and classified as falling under GASB 87 or not. For those determined to be leases subject to either Transaction reporting or Note Disclosure reporting under GASB 87, the agreement will be reviewed in detail and the established GASB 87 rules applied. The methodology of this review will be determined based upon the source of the information (e.g., hard copy or electronic) and the availability of key data elements. Some agreements may be required to be reviewed due to their hard copy format whereas others exist in electronic format. Additional discovery is required to determine the appropriate methodology. For example, there are various conditions to be evaluated when determining the "term" (length) of the lease including renewal options, cancellation rights, which party or parties have rights of cancellation or renewal, and the likelihood of these events occurring (under some situations the likelihood of occurrence is irrelevant).

Reference	Description	Provision Type	Revenue Provision	Active	Space
% Rent	Food Beverage and Alcohol	Food and Beverage	☒	☒	☐
ELECTRIC	Electric Utility	Utility - Electric Usage	☒	☒	☐
Liquor Lic	Liquor License	General Agreement Provision	☐	☐	☐
✓ MAG	MAG	Minimum Annual Guarantee	☒	☒	☐
Rent Credit	Improvement Investment Rent Credit	Other Services	☒	☒	☐

PBRM Lease Agreement Details

Option to Period Lease Term Determination Matrix

	Lessee only	Lessor only	Both parties must agree	Either party without other party permission
Periods under Option to Renew (1)	include	include	exclude	
Periods under Option to Terminate (2)	include	include		exclude
(1) reasonably certain to extend				
(2) reasonably certain NOT to terminate				

The initial term is based upon the assumption that the lessee has a noncancelable right to use an underlying asset. In some cases, the lease document may have to be examined to determine how the option periods fit into the determination matrix.

As part of the review, key data elements will be gathered for each appropriate agreement provisions, such as:

- Lessor or Lessee
 - GASB 87 (transactional)
 - GASB 87 (F/S notes)
 - From (start) Date
 - Thru (end) Date
 - Payment Frequency
 - Number of Periods
 - Discount Rate by Category (may vary by agreement and/or lessee/lessor perspective)
 - Payment Amount (for individual payment)
 - Total Payment Amount
 - PV (automatically calculated)
 - Interest (automatically calculated)
 - G/L Accounts (both balance sheet and income statement accounts)
 - Notes / Comments / Attachments
 - Allows for remeasurements if appropriate
- For Lessee
 - Right of Use Asset
 - Amortization Method Term (straight-line, accelerated, sum-of-periods, unit usage)
 - Residual value of Right of Use Asset
- Identification of special situations, such as
 - Related Party Leases
 - Sub-Leases
 - Sale- leasebacks
 - Lease – leasebacks

From	Thru	GASB 87 Trans	GASB 87 F/S Note	Rate	Payment Amount	Present Value	Interest	G/L Accounts	Notes
1/1/2018	12/31/2032	Yes	Yes	5.50%	7,500,000.60	5,099,438.71	2,400,561.89		

GASB 87 Module's Abstract Provisions

PBRM provides administrative tools for document and agreement management. Within each of the agreements, all relevant provisions and other agreement management features can be used. Users can leverage overall agreement management functionality to manage this additional reporting requirement.

The following provides an overview of PBRM's provision data management:

- Ultimately the GASB 87 data will be stored with the associated provision
- There will be some data elements and updates that can be accomplished globally across all agreements based upon the Agreement Type and/or the Provision Type
- Other data elements and updates can be managed for multiple provisions within an agreement
- Some data and updates will have to be managed at the individual provision screen (our approach is to minimize the use of this last method although in some circumstances it could be necessary)
- Documents and documentation can be attached to the agreement and provision within PBRM for easy reference

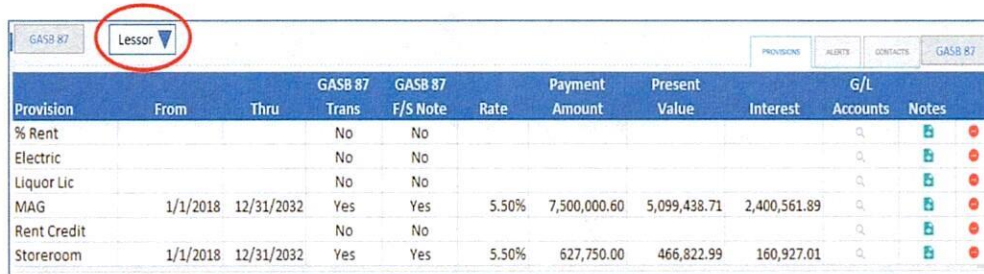
Reference	Description	Provision Type	Revenue Provision	Active	Space
% Rent	Food, Beverage, and Alcohol	Food and Beverage	☒	☒	☐
ELECTRIC	Electric Utility	Utility - Electric Usage	☒	☒	☐
Liquor Lic	Liquor License	General Agreement Provision	☐	☐	☐
MAO	MAO	Minimum Annual Guarantee	☒	☒	☐
Rent Credit	Improved Investment Rent Credit	Other Services	☒	☒	☐

From	Thru	GASB 87 Trans	GASB 87 F/S Note	Rate	Payment Amount	Present Value	Interest	G/L Accounts	Notes
1/1/2018	12/31/2032	Yes	Yes	5.50%	7,500,000.60	5,099,438.71	2,400,561.89		

Comments

Core Provision information (at the Provision level)

Users have the ability to toggle each relevant view by Lessor or Lessee:



Provision	From	Thru	GASB 87 Trans	GASB 87 F/S Note	Rate	Payment Amount	Present Value	Interest	G/L Accounts	Notes
% Rent			No	No						
Electric			No	No						
Liquor Lic			No	No						
MAG	1/1/2018	12/31/2032	Yes	Yes	5.50%	7,500,000.60	5,099,438.71	2,400,561.89		
Rent Credit			No	No						
Storeroom	1/1/2018	12/31/2032	Yes	Yes	5.50%	627,750.00	466,822.99	160,927.01		

Lessee/Lessor toggle

Determining GASB 87 Applicability

The most relevant of exclusions for an agency is the wording in GASB 87 related to "regulated" leases such as signatory leases (and maybe some non-signatory as well – depending upon how they are structured). These are exempt from GASB 87's transactional recordation requirements. However, even though they are exempt from the recordation requirements, there are separate footnote reporting requirements for these leases.

As part of the process, rules will be established to identify excluded agreements or parts of agreements as well as those parts of agreements that are subject to transactional recordation requirements and/or note disclosure requirements.

Providing more detail, the first step is to establish a set of rules and methodology. Next comes an assessment of the current inventory to ensure that all agreements are explicitly accounted for and classified based upon the established rules. As a part of the classification process, the following will apply to all agreements that are determined to be leases.

Leases, agreements, and contracts will be organized and placed into two buckets:

- 12 months or less – these can be ignored, as directed by GASB
- Greater than 12 months – inclusive of renewal options

For those greater than 12 months, the specific provisions are delineated into:

- Not subject to GASB 87
- Subject to GASB 87

For those subject to GASB 87:

- Determine the term (length of time) of the individual provision
- Determine the fixed amount that will be subject to the Present Value (PV) calculation
- Process the item through the PV calculator
- Use an aggregation tool (PBRM) to combine all items into a usable/reportable format

Applicable GASB 87 Contracts/Leases

A standard PV calculation is done using the key data attributes at each agreement provision level. Key attributes include Term (period of time), Discount rate, and Amount.

We believe it's important to do this calculation at the individual provision level because each provision may have different values for the calculation elements. This is especially true from agreement to agreement.

The PBRM reporting engine is date-specific so that users can select any date time frame. The PBRM approach is to aggregate all provisions for the selected reporting time period and produce a journal entry based upon the combination of all provisions by G/L account and the provisions' amortization schedules. Normal routine processing is envisioned to continue as it is done today.

At the end of the reporting period (monthly, quarterly, semi-annually, annually, etc.), users will run the report that will provide the adjusting journal entry to comply with GASB 87 recordation requirements. This simplifies the recordation process but maintains audit traceability to the individual details.

Quick Calculation View
✕

Start Date	01/01/2020
End Date	12/31/2029
Payment Frequency	Monthly
Number of Periods	120
Payment Timing	Advance
Discount Rate	4.50%
Payment Amount per Period	\$5,000.00
Gross Payment Amount	\$600,000.00
Interest	\$115,744.21
Present Value (PV)	\$484,255.79

CLOSE

Typical summary-level amortization schedule

GASB 87 Provision Reporting Record - Amortization Schedule										
Agreement: AIR-02 - Air Host GOR, Inc. Provision: MAG - MAG										
Start Date	01/01/2020	Discount Rate	4.50%							
End Date	12/31/2029	Payment Amount per Period	\$5,000.00							
Payment Frequency	Monthly	Gross Payment Amount	\$600,000.00							
Number of Periods	120	Interest	\$115,744.21							
Payment Timing	Advance	Present Value (PV)	\$484,255.79							
Date	Period	Payment Sequence	Beginning Present Value	Payment Amount	Interest Portion	Principal Portion	Cumulative Interest	Cumulative Principal	Ending Present Value	
01/01/2020	202001	1	484,255.79	5,000.00	0.00	5,000.00	0.00	5,000.00	479,255.79	
02/01/2020	202002	2	479,255.79	5,000.00	1,787.21	3,212.79	1,787.21	8,212.79	476,038.20	
03/01/2020	202003	3	476,038.20	5,000.00	1,785.20	3,214.80	9,982.41	11,417.59	472,838.21	
04/01/2020	202004	4	472,838.20	5,000.00	1,779.14	3,220.86	13,555.55	14,644.45	469,611.31	
05/01/2020	202005	5	469,611.31	5,000.00	1,761.04	3,238.96	17,115.59	17,883.41	466,372.31	
06/01/2020	202006	6	466,372.31	5,000.00	1,748.90	3,251.10	20,665.49	21,134.51	463,121.20	
07/01/2020	202007	7	463,121.20	5,000.00	1,736.70	3,263.30	24,402.19	24,397.81	459,857.91	
08/01/2020	202008	8	459,857.91	5,000.00	1,724.47	3,275.53	28,326.66	27,673.34	456,582.41	
09/01/2020	202009	9	456,582.41	5,000.00	1,712.18	3,287.82	32,438.84	30,961.16	453,294.51	
10/01/2020	202010	10	453,294.51	5,000.00	1,699.85	3,300.15	36,738.69	34,261.31	449,994.41	
11/01/2020	202011	11	449,994.41	5,000.00	1,687.48	3,312.52	41,426.17	37,573.83	446,681.91	
120 Total Record(s)										

Typical detail-level amortization schedule

This figure shows that rather than make individual entries for each agreement provision (there may be hundreds) similar to the sample amortization schedule, the report would combine this amortization with all others for the period to produce a single journal entry. The details would always be available for traceability.

So, in this example, if the entry is annual, the interest transaction of \$274,849.70 would be combined with that of all other interest calculations for a single journal entry.

Month	Month Total	Interest	Rent
1	41,666.67	23,372.43	18,294.24
2	41,666.67	23,288.58	18,378.09
3	41,666.67	23,204.35	18,462.32
4	41,666.67	23,119.73	18,546.94
5	41,666.67	23,034.72	18,631.95
6	41,666.67	22,949.32	18,717.35
7	41,666.67	22,863.54	18,803.13
8	41,666.67	22,777.35	18,889.32
9	41,666.67	22,690.78	18,975.89
10	41,666.67	22,603.81	19,062.86
11	41,666.67	22,516.43	19,150.24
12	41,666.67	22,428.66	19,238.01
Total	500,000.04	274,849.70	225,150.34

Sample Amortization Schedule

Similarly, reports are available to support footnote presentations.

Financial Statement Note Reporting is outlined in the following table.

Financial Statement Note Reporting Overview

Financial Statement Note Reporting

1. Amounts received under lease agreements for the year (both principal and interest).
2. Amounts related to regulated leases.
3. Amounts, by year for the next 5 years, related to amounts to be received from long-term leases (both principal & interest).
4. Total beyond 5 years related to amounts to be received from long-term leases (both principal & interest).
5. Amounts, by year for the next 5 years, related to amounts to be paid for long-term leases (both principal & interest).
6. Total beyond 5 years related to amounts to be paid for long-term leases (both principal & interest).
7. These will be aggregated by selected agreement type grouping.

Reporting

Please see items 6 and 7 in this section for additional information on GASB reporting.

Transactional Reporting Features

Reporting is date sensitive and can be run at any time for any period range (month, quarter, semi-annual, annual). Simply enter a starting date and an ending date and PBRM will produce the debit and credit entries needed. Historical data remains intact and detailed reporting transactions (by provision by period) are recorded in a separate GASB 87 transaction table that supports the aggregate reporting. PBRM also provides full audit traceability.

There are two types of reporting: Transactional (i.e., journal entries will be made) and Financial Statement Note disclosures.

PBRM allows users to designate a reporting record as "Transactional", "F/S Note – Fixed", or "F/S Note – Variable" to facilitate Financial Statement Note disclosures. Each reporting record also has a designated reporting category for Financial Statement Note categorization (i.e., type of lease). Date specified reporting is then used to provide the information for the required GASB 87 Financial Statement Note reporting and disclosures. This includes the by-year reporting for the subsequent five-year period and the aggregate reporting for years beyond the next five years. This also includes reporting of actual payments for appropriate records if the actual payments (whether received or made) are available to PBRM.

For GASB 87 reporting, there will be default accounts, but others can be used as appropriate. PBRM has a section to enter only those accounts that are to be used.

Lessor and Lessee Reporting

Lessor

Balance Sheet

Long-term Receivable

Deferred Revenue

Income Statement

Interest Income

Revenue (various rent accounts)

Lessee

Long-term Liability

Leased Asset (amortized through Asset management process)

Because PBRM records ongoing routine transactions (both revenue invoices and lease payments) as they are today, at gross, the agency would make aggregated adjustments at the end of the reporting period to adjust the financial statements to comply with GASB 87 requirements.

The screenshot displays the 'General - Agreement Details' window for 'Air Host GCR, Inc. (AIR-02)'. It includes fields for Title, Description, Number, and Additional Agreement ID. Below these are dropdown menus for Group, Group, Type, and Status. A 'Sub Agreement' checkbox is also present. At the bottom, there is a table titled 'Agreement GASB 87 Reporting - Lessor'.

Plan Type	Plan Ref	Prohibition Description	Type of Reporting	Reporting Start Date	Reporting End Date	Reporting Category	Calculation Start Date	Calculation End Date	Number of Periods	Notes
FE	1-Part	Food Beverage and misc.	F/S Note Only - Variable	01/01/2020	12/31/2029	Variable Term			5	
Utility	ELECTRIC	Electric Utility	None	01/01/2020	12/31/2029				5	
SDN	Liquor Lic	Liquor License	None	01/01/2020	12/31/2029				5	
MASS	MASS	MASS	Transactional	01/01/2020	12/31/2029	Terminal Fixed Asset	01/01/2020	12/31/2029	125	
Other Ser.	Non Credit	Regulation Investment	None	01/01/2020	12/31/2029				5	

Reporting options (i.e. financial statement, transactional) for agreements

GASB 87 Reporting - LESSOR

Select a Reporting Group
Amortization Reports

Select Report(s) for Printing
☒ Lease Receivable
☐ Deferred Inflow of Resources

Optional Report Caption:

SAVE/RETRIEVE SETTINGS PREVIEW REPORT

Data Filters

Agreement Entity

- Midwest International Airport
- City Cargo Airport
- John Washington Downtown Airport
- Police Department
- Public Works Department

3 of 5 Record(s) Selected

GASB Reporting Category

- Regulated Leases - Fixed Rents
- Regulated Leases - Variable Rents
- Terminal Fixed Rents
- Land and Buildings - Non-terminal
- Variable Rents

5 of 5 Record(s) Selected

Period Filters

Reporting Year

Dropdown of GASB Reporting Periods V

Define a Reporting Period Range

Starting Period V

Ending Period V

Report Summary and Grouping Options

Summary Only - No Grouping or Details

Group Data

Data Grouping 1: Dropdown of Data Grouping 1 V

Data Grouping 2: Dropdown of Data Grouping 2 V

Data Grouping 3: Dropdown of Data Grouping 3 V

Show Provision Details

No Additional Data Filters Additional Data Filters Applied

Typical GASB 87 Reporting Filter

Lease Receivable Amortization Entries	
For the Period: January 1, 2022 - December 31, 2022	
Account XXXX-XX-XXXXX-01 - Short-Term Lease Receivable	
Balance: December 31, 2022	1,000,000.00
Balance: December 31, 2021	1,050,000.00

Adjusting Entry - Debit (Credit)	-50,000.00
Account XXXX-XX-XXXXX-02 - Long-Term Lease Receivable	
Balance: December 31, 2022	10,000,000.00
Balance: December 31, 2021	10,500,000.00

Adjusting Entry - Debit (Credit)	-500,000.00
Account XXXX-XX-XXXXX-03 - Lease Rent Revenue	
Lease Receivable Principal Amortization - Debit (Credit)	52,000.00
Account XXXX-XX-XXXXX-04 - Concession Revenue (MAG)	
Lease Receivable Principal Amortization - Debit (Credit)	520,000.00
Account XXXX-XX-XXXXX-05 - Lease Interest Income	
Lease Receivable Interest Income - Debit (Credit)	-22,000.00

Net Debits and Credits	0.00
	=====

Sample Lease Receivable Amortization report

ITEM 3. PARTNER, MANAGER, SUPERVISOR AND STAFF QUALIFICATIONS AND EXPERIENCE

Civix has a dedicated Product Team focused on GASB 87 lease management and financial reporting. In addition to CPAs, we include project management professionals, revenue finance SMEs, and former municipal executives, all of whom possess years of experience in revenue and lease management.

Following staff resumes, we have included a brief description of our proven project approach to get you Live on time and in budget, and to provide the support you need to make this endeavor a success for the City.

Matt Stebbins, Senior Project Manager

EDUCATION/TRAINING

- Southern California location
 - 10+ years of project management experience
 - Skilled in crisis management and de-escalation
 - Extensive experience in management leadership and team development, product management, and software demonstration
- Project Management Certification, UC Santa Barbara
 - B.S. in International Relations, Seton Hall University

Matt is a skilled project manager located in Southern California and manager of client services resources. He excels in resolving client challenges with innovative solutions, systems/process improvements proven to increase efficiency, customer satisfaction, and using best practices for growing and managing successful teams. In his previous roles, Matt has managed multiple teams of project managers and client services customer success/account managers. His successes include rollouts of multiple implementation and best practices reviews for products, from rapid go-live to multi-year projects. In addition, he has experience training internal corporate commercial trainers, new hires, and mentoring account managers in project management and client support.

Relevant Project Experience

Public Business & Revenue Manager (PBRM) and Airport Business & Revenue Manager (ABRM)

Client: More than 45 clients worldwide

Description: Matt has worked with internal and external teams to implement and maintain PBRM and ABRM. The solution is a comprehensive property management, billing, revenue management and GIS solution that manages leases, properties, and accounts receivable functions. It is the foundational platform which includes integration points to existing systems, allowing agencies to pinpoint the most effective means to manage, track, and generate revenue.

Project Role: Matt is Senior Project Manager.

Relevant Prior Experience

Yardi Systems, Manager, Consulting Practices. Matt served in several roles at Yardi; most recently, he managed multiple teams of project managers and client services customer success/account managers for Tier I, II and III clients in the US. Successes include simultaneous roll-out of multiple implementation and best practices reviews for Voyager products, from rapid go-live to multi-year projects for REITS and industry leaders in the Commercial Industrial, Office, and Retail markets.

Remedy Intelligent Staffing, Business Analyst. Matt led the organization's transition of Billing/AR modules to Peoplesoft, implementing new and improved process design.

Stephen C. Parrino, CPA, CGMA, Accounting and Leasing Subject Matter Expert

- 20+ years' experience in accounting, finance, and tax reporting
- Developed controls and workpapers for financial reporting of lease right of use asset and lease liability

Stephen has extensive experience implementing lease accounting standards, and assisted in the development, testing, and roll-out of the Tririga lease system. He serves as accounting and leasing SME for projects that require monthly and quarterly lease accounting calculations, and projects that maintain fixed asset database using Real Asset Management.

Relevant Project Experience

Public Business & Revenue Manager (PBRM) and Airport Business & Revenue Manager (ABRM)

Client: More than 45 agencies worldwide

Description: The solution provides the advantages of web accessibility and .NET Framework technology to manage all aspects of business operations. Modular in design for flexibility in meeting each airport's specific needs, features address Agreement Management, Space Management, Rates and Charges, GIS-based Mapping, Billing, Accounts Receivable, Utility Management, Activity Statistics, and more.

Project Role: Stephen is leasing SME for many of the installations.

Public Business & Revenue Manager (PBRM)

Client: State of Oklahoma, Office of Enterprise Services (OMES)

Description: Civix is currently implementing ABRM's sister solution, PBRM/GASB 87 for use by 160 state agencies. Using a tailored combination of PBRM modules, Civix is providing OMES with a solution to prepare amortization and asset depreciation schedules, features a lease calculation function, and serves as a repository for an estimated 15,000 leases.

Project Role: Stephen is leasing SME for this installation.

Relevant Prior Experience

Lamar Advertising Company: Stephen served as Financial Systems & Real Estate Accountant and was responsible for implementing Lease Accounting Standard 842 and contributed to the development, testing, and roll-out of Tririga lease system. He also developed controls and workpapers for financial reporting of lease right of use asset and lease liability, prepared monthly and quarterly journal entries/footnote calculations related to lease accounting, maintained fixed asset database using Real Asset Management, reviewed new fixed asset purchases, recorded sales and disposals of fixed assets, reconciled Gain on Sales accounts, prepared depreciation expense projections for budget purposes, and reviewed and reconciled General Ledger accounts and prepared necessary adjusting journal entries.

Coastal Ecology Group: As Controller, Stephen performed all accounting responsibilities, including accounts payable, billing, accounts receivable, bank reconciliations, and preparation of financial statements using Quickbooks accounting software. He also assisted with field work on Phase I Environmental Site Assessments.

EDUCATION/TRAINING

- B.S., Accounting and Finance, Louisiana State University

SKILLS

- Microsoft Office
- IBM Tririga
- Real Asset Management
- Google Workspace/G Suite Applications
- Quickbooks
- Various income tax preparation software

Patrick Brady, CPA, PMP, CGMA, Senior Revenue Subject Matter Expert

- 30+ years of experience in public financial and accounting management industries
- Integral part of the team that developed PBRM/ABRM
- Extensive experience implementing financial solutions at large and small organizations

A Civix staff member since 2005, Pat plays a key role in implementing Civix's Business & Revenue Manager solution. He was actively involved in the development and implementation of Civix's financial solutions at many organizations including:

- States of Maryland and Rhode Island
- City and County of San Francisco
- Cities of Santa Barbara, New Orleans, Baton Rouge, and City of Little Rock

Prior to joining Civix, Pat worked for a national transportation management consulting company, where he served as Project Manager for development and implementation of all financial applications for public agencies.

Relevant Project Experience

Airport Business & Revenue Manager (ABRM)

Client: Tan Son Nhat International Airport, Ho Chi Minh City (Saigon), Vietnam

Description: As subcontractor to SITA, Civix provided the new international terminal with a Revenue Management System consisting of ABRM's Agreement Management, Contact Management, Statistics & Billing, and Accounts Receivable modules.

Project Role: Pat was project manager. He documented requirements and created an implementation plan to effect process improvements and improve efficiency at the airport.

Integrated Property Management, GIS, and Billing System

Client: San Francisco International Airport

Description: This Property Management, GIS, and Billing System manages all leases, properties, activities, and accounts receivable functions at the airport and integrates with other airport applications. The complete, customized, suite includes a series of integrated sub-modules which provide a comprehensive solution to manage all facets of airport activity and revenue.

Project Role: Pat was project manager and assisted in the implementation.

EDUCATION

- M.B.A., 1975
University of New Orleans
- B.A., Biological Sciences, 1974,
Univ. of New Orleans
- Post Graduate Studies in
Accounting, LSU and
University of New Orleans

CERTIFICATIONS

- Project Management Professional (PMP)
- Chartered Global Management Accountant

MEMBERSHIPS

- American Association of Airport Executives
- Airports Council International
- American Institute of Certified Public Accountants
- Project Management Institute (PMI)

Herbert Barnes, SHRM-SCP, PHR, Senior Revenue Subject Matter Expert

With more than three decades of IT/technology industry experience, Herbert is an accomplished solutions-driven product manager with extensive management and consulting experience for distributed software implementation organizations in cross-functional environments. Herbert is skilled in both system implementation and change management and has assisted organizations transitioning to enterprise technology to achieve their technology goals. Herbert has led international, cross-functional teams for a variety of industries and has delivered strategic initiatives that improve systems, processes and bottom-line results. As product manager for Civix's financial software, Herbert leads new client implementations, assists current clients with their transition to the software's latest version, and addresses clients' additional needs and concerns.

Relevant Project Experience

Public Business & Revenue Manager and Airport Business & Revenue Manager

Client: 45+ agencies

Description: Civix's lease management solution serves as a foundational platform which includes integration points to existing systems, allowing agencies to pinpoint the most effective means to manage, track, and generate revenue.

Project Role: Herbert is ERP/HR Systems SME.

Relevant Prior Experience

CherryRoad Technologies Inc.: Herbert served as Director of Project Management Office (PMO), Cloud Services.

Applications Software Technology: As Practice Director/Project Manager. Herbert contributed to the firm's growth and development by providing client management, delivery, business development, and people development.

Deloitte Consulting: Herbert served as Manager where he managed day-to-day interactions with executive clients and sponsors. He managed and delivered engagements that identified, designed and implemented Human Capital Management (HCM) technology, and creative business solutions for large companies.

Xcelicor Incorporated: Herbert served as Manager for global HCM implementations for multinational companies operating with multiple business groups.

EDUCATION/TRAINING

- MBA, Graduate Division College of Business Administration, 1993
Loyola University
- B.S., Computer Information Processing, minor in Business Administration, 1987
Loyola University

CERTIFICATIONS

- Senior Certified Professional (SHRM-SCP, active December 2015 – February 2022
- Professional in Human Resources (PHR), active April 2009 – February 2022
- Oracle Cloud Story, Applications Cloud Operations Implementation Specialist, and HCM certifications

SKILLS

- Business and IT Alignment, Cost Management, Enterprise Implementations, Key Performance Indicator (KPI), Process Improvement, Program and Project Planning, Project Life Cycle

Erik Swanson, Senior Revenue Subject Matter Expert

- 17+ years of project management experience
- Extensive experience developing and implementing enterprise-level accounting systems

Erik is a skilled business professional with strong background in identification, selection and deployment of technology solutions via sound project management and business analysis best practices. Erik's core competency is the ability to lead stakeholders through technology transition. At Civix, Erik serves as project manager for the Airport Business & Revenue Manager (ABRM) software application.

EDUCATION/TRAINING

- MBA, Tulane University
- BS, Management (MIS), University of New Orleans

Relevant Project Experience

Airport Business & Revenue Manager (ABRM)/Public Business & Revenue Manager (PBRM)

Client: More than 40 airports/agencies worldwide

Description: Civix's Airport Business & Revenue Manager is a comprehensive property management, billing, revenue management and GIS solution that manages leases, properties, aeronautical activities, and accounts receivable functions at an airport. ABRM serves as a foundational platform which includes integration points to existing systems, allowing airports to pinpoint the most effective means to manage, track, and generate revenue.

Project Role: Erik serves as project manager.

Relevant Prior Experience

Wells Fargo (Contracted via Granite Solutions Groupe)

Responsibilities: Erik was Implementation Lead. He maintained the following responsibilities:

- Marketing on Demand (MOD) Project: Implementation lead for project to deploy MOD, an enterprise marketing platform solution intended to reduce resources, risk and time-to-market required to create and distribute marketing collateral.
- Stakeholder Management: Primary point of contact and liaison across project team, IT, vendor, creative team and internal client. Scheduled appropriate meeting cadences to proactively facilitate communication of deployment activities, hurdles and solutions with cross-functional & business stakeholders.
- Requirements Identification & Prioritization: Identified/elicited business and functional platform requirements. Prioritized requirements with internal client using three-tier scale. Go-forward requirement decisions evaluated via level of business need as compared with level of effort / resources to build & deploy.
- Integrations: Partnered with stakeholders and SMEs to identify system integration inventory based on need and LOE to integrate. Integrations included: 1) MOD (vendor, cloud-based solution) to internal Wells Fargo marketing list scrub system, 2) MOD to internal Wells Fargo print vendor identification and routing system (for printed marketing collateral).

SapientRazorfish (Contract)

Responsibilities: Erik was Product Manager. He maintained the following responsibilities:

- Cargill Agriculture Supply Chain Project: Product Manager for project to improve commodities futures contract & firm bid/offer process.
- Current/Future State Review: Analyzed and diagrammed complex current state contract and firm bid/offer process via Visio. Led client meetings to review current state process and to discuss opportunities for efficiency with proposed future state solution.

Thomson Reuters (Contracted via EPAM Systems Inc.)

Responsibilities: Erik was Senior Business Analyst. He maintained the following responsibilities:

- Data Privacy Advisor (DPA) Project: Agile/Scrum Sr. BA for one of four development teams building a cross-jurisdictional application (DPA) designed to assist data privacy professionals, compliance officers and attorneys with access to data privacy rules, legislation and regulatory

guidance from around the world. Product leveraged IBM Watson AI technology to facilitate search of Thomson Reuters document content.

IBERIABANK

Responsibilities: Erik was VP, Sr. Project Manager. He maintained the following responsibilities:

- Project Management Methodology: Utilized Agile methodology that involved daily scrum meetings, sprints and go/no-go release decisions.
- Functional Requirements: Translated departmental needs into functional requirements for delivery to internal applications development and/or vendor account managers & IT staff. Delivery was often followed by a WebEx call to address any questions about intention, feasibility of development and timeline.
- User Acceptance Testing (UAT): Organized groups of internal end-users to test new functionality for loan application and underwriting systems. Test cases were written with assistance of end-user group and performed individually by all end-users in a test environment. Issues identified were reported to development teams for resolution.
- Rate Sheet Pricing: Provided analysis and recommendations for process to update rate sheet pricing for business banking loans with exposure less than or equal to \$500 thousand. Goal was to balance organizational appetite for increased loan application volume while maintaining acceptable RAROC hurdles.

Hancock and Whitney Bank

Responsibilities: Erik was e-Commerce Delivery Channel Manager. He maintained the following responsibilities:

- Project Management: Managed retail and small business online banking conversion for a \$20 billion financial institution.
- Channel Management: Managed post-conversion strategy and operations for e-Banking and mobile banking platforms with over 200K customer enrollments.
- Platform Enhancements: Organized and led weekly meetings to prioritize and plan for e-Banking platform enhancements and defect resolution. Attendees included upper management, e-Banking vendor (NCR) project manager and internal business systems analysts. This group reviewed status on projects to enhance customer experience in retail and small business online banking platforms.
- Mobile and e-Banking Strategy: Developed roadmap for e-Banking and mobile product development. Strategy included projected product release dates along with coordinated marketing and operations plans. Products in-development included P2P payments and mobile deposit capture for iPhone and Android apps. Strategy further included projected timeline for discontinued support in RIM-based apps while maintaining RIM-optimized WAP mobile banking.

Manny Bonilla, Product Specialist, Revenue Management

- 14+ years customer service and process improvement
- 10+ years leadership experience
- 6+ years compliance experience

Manny is an accomplished solutions-driven manager with value-adding programs experience including management and internal consulting experience in a fast-paced cross-functional environment. He has significant software applications end user experience to help agencies use enterprise technology to achieve their business goals.

Relevant Project Experience

Public Business & Revenue Manager (PBRM) and Airport Business & Revenue Manager (ABRM)

Client: More than 45 agencies worldwide

Description: PBRM and ABRM manage leases, properties, aeronautical activities, and accounts receivable functions at airports and public sector agencies. This foundational platform includes integration points to existing systems, allowing agencies to pinpoint the most effective means to manage, track, and generate revenue.

Project Role: Manny is the revenue manager SME.

Relevant Prior Experience

Orlando Health, Assistant Manager, Patient Access: Manny served in various positions including Emergency & Trauma Financial Counselor, Admitting Financial Counselor, Financial Counselor Mentor, Imaging Support Specialist, Process Improvement Coordinator, and Supervisor Patient Access. He managed a team of 15 employees taking 800+ inbound calls and 500+ orders daily, 15 insurance verifiers obtaining authorizations and calculating estimates for each patient and accounts payable for insurance companies, and a team of 8 supervisors who assisted in daily operations throughout the centers. Manny ensured accounts payable were audited on a timely basis to receive payment from each account, plus processing, verifying and reconciling invoices.

Advent Health, Lead, Patient Access: Manny led a team of employees in the auditing of patient accounts and collecting monies due. Collaborated with other departments such as Nursing, Imaging, Lab, EMS, Physicians to flow patient care and provide efficiency and increase profitability. Completed payroll review across patient access team within the hospital. Assisted with bill payments, records organization and preparation, and other office duties to support financial and accounting operations.

EDUCATION/TRAINING

- B.S., Business Administration

SKILLS

- Project Planning
- Leadership Integrity
- Strategic Planning
- Scope Management
- Process Improvement
- Cost Management
- Risk Mitigation
- Quality Management
- Resource Management
- Communication Management
- Training and Development
- Testing Life Cycle

PROJECT APPROACH

Key Elements of the Project Approach

a) Project charter development: During Discovery, we work with the City's stakeholders to gather detailed information about current state and practices of your data, and using our proven template, develop a charter for your approval. This will guide us through the duration of the project.

b) Risk assessment and management: We have experienced effective program delivery and client satisfaction over many implementations and client engagements – the following are examples of the challenges and risks faced during those projects:

- **Planning** – The project must have effective planning; coordinated and aligned between both parties; understood and monitored at regular intervals to assess progress, risk, and deliverables. The actual planning tool can vary, but the process and commitment of evaluating the overall project plan and progress to goals is critical for a project to remain on track.
- **Resources** – The identification and assignment of qualified resources to the work effort and task at hand will always be a foundational component of successful programs. When projects have high attrition of project resources, the overall velocity and level of quality are put at risk – the investment of time and knowledge of the business processes and the technical application of that information is critical to the implementation of new processes.
- **Time** – Everyone in every position is asked to respond to crisis, accept challenges, cover work that others need assistance with, etc. The reasons are many but getting project team members to have the time to focus on tasks, assignments, analysis, activities is a perennial challenge. Dedicating resources to tasks, establishing reasonable delivery/completion time commitments, and building in flexibility/contingency schedule times is paramount.
- **Locking Scope** – There needs to be a reasonable understanding of what has been committed to in the establishment of scope – a baseline is a key requirement to understanding what is going to be built; what was agreed upon as to what was in the project requirements and what was consider not in – if this is not an agreed upon understanding, then both parties will be on unsettled ground and the project is at great risk for not meeting expectations and not being fully delivered.

To mitigate risk, we follow these best practices:

- **Team Assignment** – Build the project team as soon as possible and have them start working as a team.
- **Business Process Mapping** – Working with the SMEs and Business Analysts, identify and map out the business processes with as much detail as possible. This allows for a foundation to be built that all involved can evaluate, analysis and appreciate where changes are being implements.
- **Change Management** – A new system brings change to the organization. The importance of identifying and managing the message on what is changing and when is paramount for the users and clients of the system to understand.

- **Scope Control** – Once the agreed upon baseline is aligned – all parties need to commit to managing the stated scope and have appropriate controls and processes determined to evaluate changes.
- **Testing, Testing, Testing** – As much as possible, the new system needs to be tested and validated; time and resources need to be allocated and engaged to ensure quality testing.
- **Methodology** – Every situation and environment can be effectively modified using many industry tried and true methodologies; identify and select the one that best fits the investment and the environment. Once selected, stay with it and tailor it to suit the needs of the project.

c) Communication management: The Civix management protocol includes establishing lines of communication with the project teams as well as other stakeholders, regular project status meetings followed by a written summary including action items and assignments.

d) Issues and action item management: Mitigating risk from Day 1 helps avoid issues, as does regular communication. Your project manager is always available for any questions and concerns that arise.

e) Meeting management: Our goal is to have efficient and effective meetings. We understand that everyone's time is valuable, and teams use best practices for status meetings and task-oriented meetings.

f) Change management: Civix uses a standard project management approach to changes that will be communicated to the City in our standard format defining any changes to scope, schedule or cost. The Civix Project Manager will draft and submit to the City for approval/discussion and work collaboratively to come to agreement. Once agreed and approved by the City, Civix will adjust the project plan to reflect the new change.

ITEM 4. SIMILAR ENGAGEMENTS WITH OTHER GOVERNMENT ENTITIES

More than four dozen public sector agencies use our PBRM solution (or PBRM's sister solution, ABRM: Airport Business and Revenue Manager) to manage leasing compliance. We have included references for five agencies with similarities to the City. The City of San Antonio recently awarded its GASB 87

Note that all implementations include ongoing Civix support, and that positions are/were staffed with the same individuals as proposed to the City. Hours for each implementation varied based on agency needs, quality of legacy data, and more. We are happy to discuss this further with the City.

Reference 1	
Customer Name	Berkeley County School District
Customer Contact	Angela Queen, Procurement Specialist
Customer Phone Number	843 899-8785
E-mail Address	queena@bcsdschools.net
Engagement Dates	2022 - ongoing
Civix implemented PBRM to manage all leases and Certificate of Insurances for the District. The solution meets the current financial reporting and operational needs of the District, including required GASB 87 lease calculations, and will help the District comply with future requirements for subscription-based information technology arrangements under GASB 96. From the District: <i>"Civix has been there throughout the process and helped me figure out the best way to present our leases as required. I highly recommend Civix and the PBRM software, as they follow through with their commitments to their clients, and their software is fully adaptable to each individual vendor."</i>	

Reference 2	
Customer Name	City of Atlanta
Customer Contact	Tiffany M. Jones, Director, Financial Reporting
Customer Phone Number	404-293-5803
E-mail Address	TMJones@AtlantaGA.Gov
Engagement Dates	2021 - ongoing
Describe Nature of Project and Services Provided to This Client: The City of Atlanta's (COA) Finance Department selected Civix to provide software and services to help the City comply with GASB 87 accounting and reporting needs. In addition, they required consulting services to assist with the implementation of the Standard. The City sought a cloud-based solution that ensured compliance for the City's approximately 140 leases. Civix is currently working with the City to implement Civix Public Business & Revenue Manager, the sister solution to Airport Business & Revenue Manager. As part of this, we are deploying the application's GASB 87 module to manage City GASB accounting and reporting.	

Reference 3

Customer Name	State of Oklahoma, Office of Management and Enterprise Services
Customer Contact	Matt Clarkson, CPA, Financial Reporting Supervisor
Customer Phone Number	405-521-2759
E-mail Address	Matt.clarkson@omes.ok.gov
Engagement Dates	2021 - ongoing

Describe Nature of Project and Services Provided to This Client:

In 2021, The State of The State of Oklahoma, Office of Management & Enterprise Services (OMES) selected Civix to provide an automated software tool for the implementation of Statement 87 Leases of the Government Accounting Standards Board (GASB 87) to be used by 160 of the state agencies. Civix is currently implementing our Public Business & Revenue Manager (the sister-solution to ABRM, used for public sector agencies) solution to manage leases for the State of Oklahoma. Using a custom-tailored combination of our PBRM modules, Civix is providing the OMES with a software solution that prepares amortization and asset depreciation schedules, features a lease calculation function, and serves as a repository for an estimated 15,000 leases.

Reference 4

Customer Name	State of West Virginia, Department of Education
Customer Contact	Josh Harner, CPA MSA, Coordinator
Customer Phone Number	304-558-6300
E-mail Address	joshua.harner@k12.wv.us
Engagement Dates	2021 - ongoing

Describe Nature of Project and Services Provided to This Client:

The West Virginia Department of Education (WVDE) selected Civix to provide a software solution to assist 65 Local Education Agencies, which currently consist of 55 local County boards of education, 7 Multi-County Vocational Centers and 3 Educational Services Cooperatives, in complying with the requirements of GASB Statement No. 87 Leases. Civix is currently implementing our Public Business & Revenue Manager (ABRM's sister solution for public sector agencies) solution to manage leases for the WVDE to include billing of leases and operating agreements, tracking of revenue, accounts receivable, and real-time reporting and analytics.

Reference 5

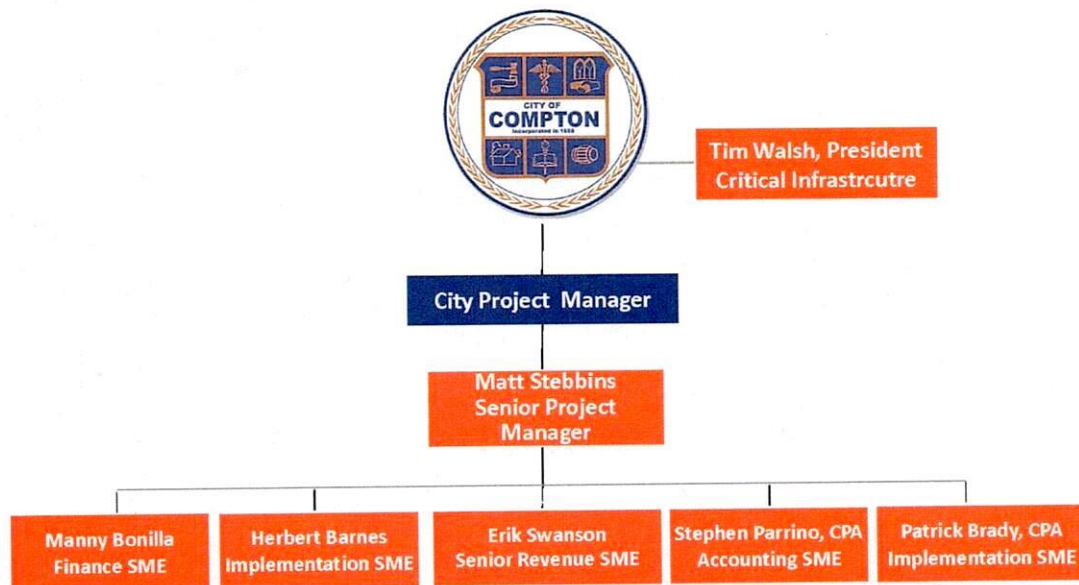
Customer Name	State of Illinois
Customer Contact	Veronica Williams, MPA, LLM
Customer Phone Number	217-785-1523
E-mail Address	veronica.williams2@illinois.gov
Engagement Dates	2021 - ongoing

Describe Nature of Project and Services Provided to This Client:

After a rigorous procurement process, Civix was selected by the State of Illinois to provide PBRM's GASB 87 module. Compelling factors in the decision included the solution's proven functionality and robust platform, compliance guarantee, and enterprise-wide pricing model, backed by experienced and credentialed financial staff expertise, and support by a strong customer support program. In particular, the State heavily weighed our Civix CPA credentialed staff with over 30 years of public sector financial reporting experience. Some of them wrote the requirements for PBRM and will assist the State with key policy decisions during the implementation process.

ITEM 5. ENGAGEMENT QUALITY CONTROL

The following organization chart highlights the structure of the GASB implementation and support team.



Quality Control

Civix uses the Project Management Institute best practices as a guideline for implementation. We believe the industry's well recognized standards provide excellent guidelines for solid project management, but we often apply our extensive project management and proven industry experience to adapt and extend practices to satisfy a project's specific needs while being flexible to adapt and adjust according to the situation. Solid project management along with open communication and customer trust pave the way for plan adjustments while ultimately delivering the objective.

Civix will provide a Project Management Plan that addresses all stated requirements. Our approach to implementation is based on the following objectives:

- An industry standard implementation strategy that makes optimal use of resources
- Strong project management that includes open, timely, and comprehensive communication with input from stakeholders
- Active, ongoing involvement and participation from stakeholders throughout the implementation activities
- Efficient coordination of tasks required for a smooth flow of implementation activities over the project life cycle

- A comprehensive Implementation Plan, approved by the City, that fosters a clear understanding of responsibilities ensuring a smooth transition from the existing systems to the new proposed system with minimal disruption of daily operations
- Civix will assign a project manager to this project to manage the detailed work and Civix resources needed to perform the work outlined in the implementation plan. The project manager will be the primary point of contact.
- Civix will lead or participate in a weekly status call and will provide the City with a regular status report, including brief descriptions of:
 - Major accomplishments;
 - Key milestones, dates and responsibilities;
 - Upcoming activities and expected goals; and
 - Concerns or issues.
- It is assumed the City will assign a project manager to the project and this individual will serve as the primary interface for the project team in resolving issues, coordinating activities (including sessions, meetings, training, design), and approving deliverables. This project manager will be responsible for leading and monitoring all activities for which City staff are responsible.

Product life cycle performance management and quality assurance activities involve monitoring and evaluating the products and processes to determine if the project is following performance and quality standards as well as identifying and implementing ways to eliminate causes of unsatisfactory results.

Civix establishes a series of QA checkpoints throughout the project life cycle to monitor adherence to procedures, schedule and other performance metrics. The first quality assurance review evaluates the effectiveness of the mobilization and the planning phase. Quality assurance planning defined significant milestones at which Civix and City stakeholders will evaluate tasks completed to reach the milestone. This constant evaluation of quality throughout the life of the project is highly effective in controlling the schedule so that the project is completed on time, within budget, and SUCCESSFULLY!

ITEM 6. REPORTS

PBRM is delivered with predefined analyses, dashboards, and reports. As a general contextual comment, PBRM provides many out-of-the-box reports that will allow the City to select specific report criteria for maximum reporting flexibility. The following reports are standard with PBRM and the GASB 87 module.

PBRM GASB Standard Reports

- | | |
|--|---|
| <ul style="list-style-type: none"> • GASB 87 Data Validation Reports <ul style="list-style-type: none"> ◦ Agreement Validations ◦ Setup Validations • GASB 87 Transaction Details Report • GASB 87 JE and Footnotes Reports • PBRM Checklist Report • Agreement Abstract • Agreement Alerts • Agreement Amendments | <ul style="list-style-type: none"> • Agreement Billing Rules Summary Report • Agreement Entity Agreements • Agreement Rate Scale • Agreement Rates Summary Report • Agreement Revenue Analysis Report • Contact Address Roster • Contact Company List • GL Account Analysis Report Sample • Misc. GL Accounts Report |
|--|---|

Required Disclosures Reporting

Once properly configured, our proposed solution does all GASB 87 required disclosures out of the box provided that all of the transactional information needed for the disclosures is available to the software. There could be situations where some of the data needed for disclosures and adjustments is contained in other systems. If that data is interfaced to the software, then it can be reported upon as part of the software's GASB 87 reporting function. In addition, standard out of the box reporting provides the information needed for Financial Statement Note reporting and, if desired, can be used to help write the Financial Statement Note disclosures.

Reports are available in both detail and summary and are available in PDF, XML, Excel, Word, TIF (TIFF), CSV formats. In addition there are multiple standard ad hoc queries that allow the extract of data in a core data format. Additional ad hoc queries can be added as needed. Standard reports fall into three broad categories:

Reports related to agreement and provision set-up: These include reports such as:

- Agreement Abstract (summary roster or detail)
- Lease Expiration
- Rates and Billing Rules Summary
- GASB 87 Provision Reporting Set-up
- Company / Contact Information
- Insurance and Bond Reports

Reports related to GASB 87 transactional entries:

- Reporting is date sensitive and can be run at any time for any period range (month, quarter, semi-annual, annual). Just enter a starting date and an ending date and PBRM will produce the debit and credit entries needed.
- Reports can be run in detail or summary. Most JEs will be in summary. These reports can be run to provide the computational details that support the summary entries.

- Reports filters allow for reporting by various categories and /or entities.
- In the cases above, historical data remains intact. Detail reporting transactions (by provision by period) are recorded in a separate GASB 87 transaction table that supports the aggregate reporting as well as full audit traceability.
- These reports cover the areas of:
 - Lease Receivable Amortization (and related interest income)
 - Deferred Inflow of Resources Amortization (and related revenue entries)
 - Lease Liability Amortization (and related interest expense)
 - Right of Use Asset Amortization (and related amortization expense entries)

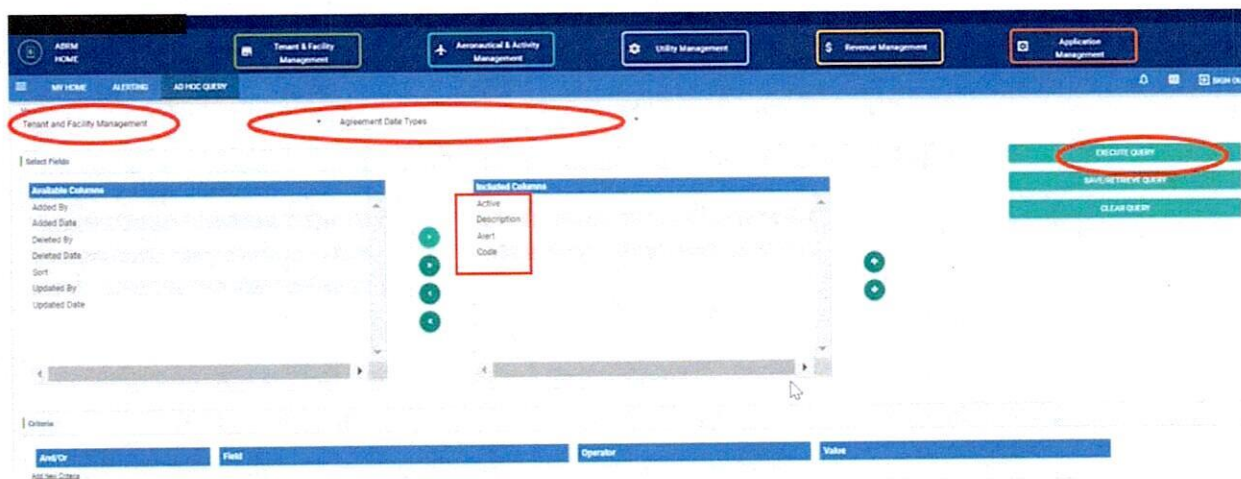
Reports related to GASB 87 financial statement note disclosures: (assuming all data is available to the software):

- Amounts received / paid under lease agreements for the year (both principal and interest).
- Amounts related to regulated leases.
- Amounts, by year for the next 5 years, related to amounts to be received from long-term leases (both principal & interest).
- Amounts, by year for the next 5 years, related to amounts to be paid for long-term leases (both principal & interest).
- Total beyond 5 years related to amounts to be received from long-term leases (both principal & interest).
- Total beyond 5 years related to amounts to be paid for long-term leases (both principal & interest).
- These will be aggregated by selected GASB 87 Reporting Type grouping (the reporting categories are user defined).

ITEM 7. AD-HOC REPORTS

PBRM is delivered with predefined analyses, dashboards, and reports. In addition, the solution includes an ad hoc reporting tool which allows users to create custom reports with a front-end, user-centric interface.

Users can perform ad hoc queries directly from transactional tables. Drag and drop functionality builds the report layout, and users can immediately run the report to obtain real time results. Report export options include formats such as PDF, Excel or Word.



Users can save their own database queries customized to only produce the data they want to see from a general database query:

- Select the fields you want to see
- Change the order of the fields you want to see
- Use the Criteria to return only those records that fulfill a specified condition you are interested in
- Sort the result-set in ascending or descending order
- Save your setting for future ease of use
- Make your setting available to others.

Sample of Base Views

- Agreement Dates
- All Agreements
- All Insurance Information
- Company
- Company Agreement Contact details
- Meter Agreement Assignment
- Provision Base Information
- Rent Roll
- Utility Meter Master Records

Section 3. Dollar Cost Bid

APPENDIX A

SUMMARY OF PROFESSIONAL FEES AND EXPENSES FOR LEASE ACCOUNTING AND MANAGEMENT SOFTWARE REPORTING OF CITY OF COMPTON

Standard quote for the Services as described under "Scope of work to be performed" section of the request for proposals.

	Total Hours	Hourly Rate US \$	Amount US \$
ABRM GASB Software License including unlimited users, leases and entities		Annual	\$7,500.00*
Partners Managers Supervisory Staff Other (specify)	Implementation & Training: 42 hours	\$200/hr	\$8,400.00
	All lease evaluation, recommendation, analysis and data entry as described in Scope of Work b): 40 hours	\$200/hr	\$8,000.00**
	Standard .csv export of data for import into external systems	Included	Included
Subtotal:			\$23,900.00
Out of Pocket Expenses: Transportation Other	All implementation and training is planned to be remote. Onsite work can be scheduled as needed at additional expense.	N/A	N/A
Total All-Inclusive Maximum Price for the Services:			\$23,900.00
<u>Optional:</u>			
Debt Module License		Annual	\$2,500.00***
Debt Module Implementation & Training	16 hours	One-time	\$3,200.00

Note: The above quotes represent the total all-inclusive maximum prices for the services. The Proposer warrants that all costs have been considered and included in the above quotes.

*Annual fee shall increase by 5% annually beginning in year 2, through the life of the contact.

**Evaluation, analysis, recommendation and data entry costs are based on a maximum of 35 agreements, which should cover the City's complete list of agreements as being "30+".

***Civix's Debt Module is currently in development and due to be released in Q3 2023.

APPENDIX B

PROPOSER GUARANTEES

The proposer certifies that it can and will provide and make available, all services and reports, within the time frame set forth under the "**Scope of work to be performed**" and "**Time requirements**" sections of the request for proposals.

Signature of Official 

Typed Name Timothy A. Walsh

Title President

Firm Name GCR Inc., DBA Civix

Date January 19, 2023

APPENDIX C

PROPOSER WARRANTIES

- A. Proposer warrants that it will obtain an Errors and Omissions insurance policy providing a prudent amount of coverage for willful or negligent acts or omissions of any officers, employees, or agents thereof.
- B. Proposer warrants that it will not delegate or subcontract its responsibilities under an agreement without the express prior written permission of the City of Compton.
- C. Proposer warrants that all information provided in connection with this proposal is true and accurate.

Signature of Official



Typed Name Timothy A. Walsh

Firm Name GCR Inc., DBA Civix

Date January 19, 2023

June 20, 2023

TO: HONORABLE MAYOR AND COUNCIL MEMBERS

FROM: PUBLIC WORKS 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 ISSUE A PURCHASE ORDER TO MDJ MANAGEMENT, LLC FOR SITE RECONSTRUCTION AND UPGRADED SECURITY FEATURES AT 404 NORTH ALAMEDA STREET (\$1,863,266)

SUMMARY

Adoption of the attached resolution will authorize the City Manager to accept the proposal, enter into a construction contract with and issue a purchase order to MDJ Management, LLC in the amount of One Million Eight Hundred Sixty-Three Thousand Two-Hundred and Sixty-Six Dollars (\$1,863,266) for the installation of security services and site reconstruction at 404 North Alameda Street.

BACKGROUND

The City of Compton owns property located at 404 North Alameda Street which is currently occupied by the Community Improvement Services Department ("CISD"). The CISD is comprised of Code Enforcement, Parking Enforcement, and Security Services Divisions. These divisions utilize city-vehicles during the course of their duties which are stored at this location.

This property requires reconstruction of the existing perimeter wall that is showing significant signs of deterioration and will require demolition. The City is requesting to install a new wall with an extended height for increased safety and reinforced security. These features will help to mitigate the risk of theft of new and existing City vehicles and property.

On January 19, 2023, City of Compton staff and MDJ Management, LLC, a state-licensed building contractor inspected and evaluated the facility and recommended repairs. After reviewing the condition of the perimeter wall and the multiple deficiencies that were noted, staff agreed that any temporary repairs to the wall would be inefficient.

STATEMENT OF THE ISSUE

Staff worked with MDJ Management, LLC to prepare a recommendation to rehabilitate, reconstruct and install security upgrades at the 404 North Alameda site. MDJ

Management, LLC has provided a proposal for the rehabilitation of the entire perimeter security wall, demolition of a 2,300 square foot dormant building, lighting improvements, installation of new security cameras and removal of existing asphalt and repavement of the facility parking lot.

The proposal in the amount of One Million Eight Hundred Sixty-Three Thousand Two-Hundred and Sixty-Six Dollars (\$1,863,266) is for the installation of security services and site reconstruction at 404 North Alameda Street.

The scope of work for this project is as follows:

Perimeter Wall Security

- Demolition of existing security wall
- Installation of new security wall with reinforced footing per structural engineers specifications
- Ten (10) foot tall Concrete Masonry Units (CMU) wall reinforced with vertical and horizontal rebar throughout
- All CMU cells concrete filled
- Five (5) foot “No Climb” fencing on top of CMU wall
- Installation of new security wall extending beyond Security Services lot
- Reinforced footing per structural engineers specifications
- Installation of four (4) new K12 anti-ram and anti-climb sliding gates
- Installation of one (1) new pedestrian metal gate to match look and design of sliding gates.

Site Work in Security Services Lot

- Demolition of 2,300 sq. foot existing building in parking lot

Area Lighting and Security Cameras in Security Services Lot

- Installation of new light poles to light up entire facility
- Light array and photo metric to determine ideal location and ensure no dark areas.
- Installation of new camera security system
- Removal of all asphalt and concrete
- Regrade entire site
- Installation of new asphalt for lot
- Installation of new striping stalls secured parking and traffic control

Services Included in the Agreement are as follows:

- Plans provided for the site layout
- Structural plans for the foundation of security wall
- Civil Plans for the grading and asphalt of site
- ACC and Engineering will be providing clarification on drawings to the contractor and making any corrections as necessary
- Response to the plan check comments
- Construction administration will include submittals/shop drawing reviews and responses to contractor RFI's and interpretation of drawings and punch list.

The estimated project duration for the reconstruction is approximately four (4) to six (6) months once the proposal is accepted and the deposit is received.

Because MDJ Management, LLC is offering pricing to the City through its Sourcewell contracts, staff has determined that formal bidding procedures are not required for these services.

Sourcewell was formerly known as the National Joint Powers Alliance (NJPA). Participation in Sourcewell is available at no-cost, no obligation, and no liability to public agencies, school districts, state colleges and universities, and local governments. In recent years, membership in the 40-year old organization has grown rapidly as more publicly fund agencies opt to satisfy their own RFP process by using Sourcewell's rigorous vetting in their competitive process and combined membership buying power to save time and money.

Sourcewell follows the competitive contracting law process to solicit, evaluate, and award cooperative purchasing contracts for goods and services. Sourcewell saves purchasers money by offering better pricing, less time is spent reviewing bids and it combines the purchasing power of more than 50,000 organizations. Sourcewell members currently purchase more than \$3.5 billion annually through the awarded contractors. Government agencies save money because of the purchasing scale advantage they gain from being part of the cooperative membership.

FISCAL IMPACT

Increase in Revenue appropriations:

<u>Account Code</u>	<u>Account Name</u>	<u>Amount</u>
2810-000-000-3565	American Rescue Plan Fund	\$670,000.00
	Other Federal Grant Revenue	

Increase Expenditure appropriations:

<u>Account Code</u>	<u>Account Name</u>	<u>Amount</u>
1004-610-000-4269	American Rescue Plan Fund	\$670,000.00
	Other Professional Services	

A purchase order for One Million Eight Hundred Sixty-Three Thousand Two-Hundred and Sixty-Six Dollars (\$1,863,266) is also being requested to be authorized to be issued out of the following account:

<u>Account Code</u>	<u>Account Name</u>	<u>Amount</u>
1004-610-000-4269	American Rescue Plan Fund	\$1,863,266
	Other Professional Services	

RECOMMENDATION

Staff recommends that the City Council adopt the attached Resolution.

**ANTHONY WARD
COMMUNITY IMPROVEMENT SERVICES DIRECTOR**

APPROVED FOR FORWARDING:

**THOMAS THOMAS
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 ISSUE A PURCHASE ORDER TO MDJ
MANAGEMENT, LLC FOR SITE RECONSTRUCTION AND UPGRADED
SECURITY FEATURES AT 404 NORTH ALAMEDA STREET (\$1,863,266)**

WHEREAS, the City of Compton owns property located at 404 North Alameda Street which is currently occupied by the Community Improvement Services Department; and

WHEREAS, the department is comprised of Code Enforcement, Parking Enforcement, and Security Services divisions. Each division utilizes city-vehicles to carry out their assigned duties which are primarily stored at this location; and

WHEREAS, the existing perimeter wall structure shows significant signs of deterioration and requires demolition. Installation of a new wall with extended height for increased safety and reinforced security features will help mitigate the risk of theft of new and existing City vehicles and property; and

WHEREAS, on January 19, 2023, City of Compton staff and MDJ Management, LLC, a state-licensed building contractor inspected the facility, evaluated the recommended repairs. After reviewing the condition of the perimeter wall and the multiple deficiencies that were noted, staff agreed that any temporary repair to the wall would be inefficient; and

WHEREAS, staff worked with MDJ Management, LLC to prepare a recommendation to rehabilitate reconstruct and install security upgrades at the 404 North Alameda site. MDJ Management, LLC has provided a proposal for the rehabilitation of the entire perimeter security wall, demolition of a 2,300 square foot dormant building, lighting improvements, installation of new security cameras and removal of existing asphalt and repavement of the facility parking lot; and

WHEREAS, the estimated project duration for the reconstruction is approximately four (4) to six (6) months once the proposal is accepted and the deposit is received; and

WHEREAS, because MDJ Management, LLC is offering pricing to the City through its Sourcwell contracts, staff has determined that formal bidding procedures are not required for these services; and

WHEREAS, Sourcwell was formerly known as the National Joints Powers Alliance (NJPA). Participation in Sourcwell is available at no-cost, no obligation, and no liability to public agencies, school districts, state colleges and universities, and local governments. In recent years, membership in the 40-year old organization has grown rapidly as more publicly fund agencies opt to satisfy their own RFP process by using Sourcwell's rigorous vetting in their competitive process and combined membership buying power to save time and money; and

WHEREAS, Sourcwell follows the competitive contracting law process to solicit, evaluate, and award cooperative purchasing contracts for goods and services. Sourcwell saves purchasers money by offering better pricing, less time is spent reviewing bids and it combines the purchasing power of more than 50,000 organizations. Sourcwell members currently purchase more than \$3.5 billion annually through the awarded contractors. Government agencies save money because of the purchasing scale advantage they gain from being part of the cooperative; and

WHEREAS, the proposal in the amount of One Million Eight Hundred Sixty-Three Thousand Two-Hundred and Sixty-Six Dollars (\$1,863,266) is for the procurement of the installation of security services and site reconstruction at 404 North Alameda Street; and

WHEREAS, funds will be appropriated as follows:

Increase in Revenue appropriations:

<u>Account Code</u>	<u>Account Name</u>	<u>Amount</u>
2810-000-000-3565	American Rescue Plan Fund	\$670,000.00
	Other Federal Grant Revenue	

Increase Expenditure appropriations:

<u>Account Code</u>	<u>Account Name</u>	<u>Amount</u>
1004-610-000-4269	American Rescue Plan Fund	\$670,000.00
	Other Professional Services	

A purchase order for One Million Eight Hundred Sixty-Three Thousand Two-Hundred and Sixty-Six Dollars (\$1,863,266) is also being requested to be authorized to be issued out of the following account:

<u>Account Code</u>	<u>Account Name</u>	<u>Amount</u>
1004-610-000-4269	American Rescue Plan Fund	\$1,863,266
	Other Professional Services	

WHEREAS, funds in the amount of \$1,863,266.00 will be available in Account No. 1004-610-000-4269

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 enter into a construction contract with and issue a purchase order to MDJ Management, LLC in the amount of One Million Eight Hundred Sixty-Three Thousand Two-Hundred and Sixty-Six Dollars (\$1,863,266).

SECTION 2. That funds for this expenditure will be available in the 2022-2023 Fiscal Year budget in Account Number 1004-610-000-4269.

SECTION 3. That a copy of this Resolution shall be filed in the offices of the City Manager, City Attorney, City Controller, City Clerk, and the Public Works Department.

SECTION 4. That the Mayor shall sign and the City Clerk shall attest to the adoption of this Resolution.

ADOPTED this _____ day of _____, 2023.

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, Vernell McDaniel, 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 _____, 2023

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

Work Order Signature Document**EZIQC Contract No.: CA-R8-GB13-123021-MDJ**☒**New Work Order****Modify an Existing Work Order**

Work Order Number.: 111841.00

Work Order Date: 03/27/2023

Work Order Title: Compton - Community Security Services

Owner Name: City of Compton

Contractor Name: MDJ Management

Contact: Thomas Thomas

Contact: Matt McMillon

Phone: 310-605-5621

Phone: 310-490-1521

Work to be Performed

Work to be performed as per the Final Detailed Scope of Work Attached and as per the terms and conditions of Sourcewell EZIQC Contract No CA-R8-GB13-123021-MDJ.

Brief Work Order Description:**Time of Performance**

Estimated Start Date:

Estimated Completion Date:

Liquidated Damages

Will apply:

☐

Will not apply:

☒**Work Order Firm Fixed Price: \$1,863,265.36**

Owner Purchase Order Number:

Approvals_____
City of Compton_____
Date_____
MDJ Management_____
Date

Detailed Scope of Work

To: Matt McMillon
MDJ Management
531 Main St #611
El Segundo, CA 90245
310-490-1521

From: Thomas Thomas
City of Compton
205 S. Willowbrook Ave.
Compton, CA 90220
310-605-6260

Date Printed: March 27, 2023

Work Order Number: 111841.00

Work Order Title: Compton - Community Security Services

Brief Scope:

☐

Preliminary

☐

Revised

☒

Final

The following items detail the scope of work as discussed at the site. All requirements necessary to accomplish the items set forth below shall be considered part of this scope of work.

See attached

Subject to the terms and conditions of ezIQC Contract **CA-R8-GB13-123021-MDJ**.

MDJ Management

Date

City of Compton

Date



MDJ Management, LLC
License # 1044711
DIR # 1000061313
531 Main St. #611 El Segundo CA 90245
310-490-1521

Job Name: Compton Security Services Site Work
Location: 404 S Alameda St, Los Angeles, CA 90013
Customer: City of Compton

Submission Date: 3/23/23

Design and Build Scope of Work and ROM Pricing

Perimeter Security Wall

- Demolition of existing security wall
- Installation of new security wall
 - Reinforced footing per structural engineers specifications
 - 10' tall CMU wall
 - Reinforced with vertical and horizontal rebar throughout
 - All CMU cells concrete filled
 - 5' No Climb fencing on top of CMU wall
- Installation of new security wall extending beyond Security Services lot
 - Reinforced footing per structural engineers specifications
 - 10' tall CMU wall
 - Reinforced with vertical and horizontal rebar throughout
 - All CMU cells concrete filled
- Installation of (4) new K12 anti-ram and anti-climb sliding gates
- Installation of (1) new pedestrian Metal gate to match look and design of sliding gates

Site Work in Security Services Lot

- Demolition of 2,300 sqft existing building in parking lot
- Existing building to be considered positive for lead paint and asbestos containing materials
 - Demolition of building to be completed by certified hazmat demolition company

Area Lighting and Security Cameras in Security Services Lot

- Installation of new 400 amp main panel on wall of existing building
- Installation of new light poles to light up entire facility

- Light array and photo metric to determine ideal locations and ensure no “dark” areas
- Installation of 8 light poles with LED fixtures
 - Locations TBD through collaboration with client
- Installation of LED light fixtures mounted on existing building
- Installation of new camera security system
 - Cameras types to include:
 - License plate reader
 - High Definition Cameras
 - DVR recorder

Asphalt

- Removal of all asphalt and concrete
- Regrade entire site with proper drainage
- Installation of new asphalt for lot
- Installation of new striping for parking and traffic control

CLARIFICATIONS AND EXCLUSIONS:

- Price Includes complete design package including:
 - A guide to the Owner to understand the overall basic design requirements of the project and to identify each specific design component related to code and construction items.
 - The Project Engineer shall provide those details during the design phase of the project ensuring that they are in compliance with all applicable codes, regulating authorities, and the guidelines established in the DPMC Procedures for Architects and Engineers Manual.
 - Services included in this Agreement are as follows:
 - Plans provided for the site layout
 - Structural plans for the foundation of security wall
 - Civil Plans for the grading and asphalt of site
 - ACC & Engineering will be Providing clarification on drawings to the contractor and making any corrections as necessary.
 - Turnaround is 6-7 weeks from the acceptance of this proposal and deposit payment.
 - Respond to plan check comments.
 - Construction Administration will include submittals/shop drawings review, responses to contractor RFI's, and interpretation of drawings and punch list.
- Exclusions
 - Existing Security Services Building Not in Scope
 - Existing Veterans Building Not in Scope
- Price to include all labor (**Normal Working Hours - Prevailing Wage**), materials, and equipment to complete this scope of work
- Projected Project Duration:
 - 4-6 months

Submitted by:

A handwritten signature in blue ink, appearing to read "Matt m-m", with a long horizontal flourish extending to the right.

Matthew McMillon

President MDJ

310.490.1521

matt@buildwithmdj.com

Contractor's Price Proposal - Summary

Date:	March 27, 2023	
Re:	IQC Master Contract #:	CA-R8-GB13-123021-MDJ
	Work Order #:	111841.00
	Owner PO #:	
	Title:	Compton - Community Security Services
	Contractor:	MDJ Management
	Proposal Value:	\$1,863,265.36

Building Demolition	\$173,677.20
General	\$40,109.30
Lighting and Security	\$467,575.85
Parking Lot	\$439,642.92
Security Fencing	\$742,260.09
Proposal Total	\$1,863,265.36

This total represents the correct total for the proposal. Any discrepancy between line totals, sub-totals and the proposal total is due to rounding.

The Percentage of NPP on this Proposal: %

Contractor's Price Proposal - Detail

Date: March 27, 2023

Re: IQC Master Contract #: CA-R8-GB13-123021-MDJ
 Work Order #: 111841.00
 Owner PO #:
 Title: Compton - Community Security Services
 Contractor: MDJ Management
 Proposal Value: \$1,863,265.36

Sect.	Item	Mod.	UOM	Description	Line Total
Labor	Equip.	Material	(Excludes)		
Building Demolition					
1	01 56 16 00 0003		SF	6 Mil, Plastic Sheeting, Applied To Walls	\$4,079.91
			Installation	Quantity 8,240.00 x Unit Price 0.45 x Factor 1.1003 = Total 4,079.91	
				for containment of demolition	
2	01 74 19 00 0016		EA	40 CY Dumpster (5 Ton) "Construction Debris" Includes delivery of dumpster, rental cost, pick-up cost, hauling, and disposal fee. Non-hazardous material.	\$4,489.09
			Installation	Quantity 6.00 x Unit Price 679.98 x Factor 1.1003 = Total 4,489.09	
				for remaining debris	
3	01 74 19 00 0019		EA	15 CY Low-Boy Dumpster Mixed Recyclable For mixed dirt, rock, concrete brick or asphalt with no trash or organics. Includes service to deliver and pick-up dumpster, hauling, rental and disposal fee.	\$10,004.29
			Installation	Quantity 13.00 x Unit Price 699.41 x Factor 1.1003 = Total 10,004.29	
				for walls and stucco due to weight	
4	02 82 33 00 0074		SF	>500 To 2,500 SF, Gypsum Wall Board (Or Backer Board) With Ceramic Tile And Mastic, Asbestos Abatement And Disposal	\$49,392.03
			Installation	Quantity 2,240.00 x Unit Price 20.04 x Factor 1.1003 = Total 49,392.03	
				for 8' interior walls	
5	02 82 33 00 0082		SF	>2,500 To 10,000 SF, Stucco, Asbestos Abatement And Disposal	\$45,349.96
			Installation	Quantity 2,300.00 x Unit Price 17.92 x Factor 1.1003 = Total 45,349.96	
				2300 SF of building - Removal of exterior building	
6	02 82 33 00 0087		SF	>500 To 2,500 SF, Spray On Acoustical Ceiling, Asbestos Abatement And Disposal	\$24,117.48
			Installation	Quantity 2,300.00 x Unit Price 9.53 x Factor 1.1003 = Total 24,117.48	
				2300 SF of building - Removal of Ceiling	
7	02 82 33 00 0101		SF	>500 To 2,500 SF, Single Layer Or First Of Multiple Layers, Floor Tile, Asbestos Abatement And Disposal	\$15,816.81
			Installation	Quantity 2,300.00 x Unit Price 6.25 x Factor 1.1003 = Total 15,816.81	
				2300 SF of building - Removal of flooring	
8	02 82 33 00 0125		SF	>500 To 2,500 SF, Mastic, Asbestos Abatement And Disposal Applies to bottom layer only if multiple layers.	\$5,187.91
			Installation	Quantity 2,300.00 x Unit Price 2.05 x Factor 1.1003 = Total 5,187.91	
				2300 SF of building - Removal of mastic	
9	02 82 33 00 0169		SF	>1,000 To 5,000 SF, Shingles And Felt Roofing, Asbestos Abatement And Disposal Single or first of multiple layers.	\$14,197.17
			Installation	Quantity 2,300.00 x Unit Price 5.61 x Factor 1.1003 = Total 14,197.17	
				2300 SF of building - Removal of roof	

Contractor's Price Proposal - Detail Continues..

Work Order Number: 111841.00

Work Order Title: Compton - Community Security Services

Building Demolition

10	02	89	00	00	0022	EA	5 Stage Portable Personnel Decontamination Wash FacilityIncludes connection to negative air system.						\$1,042.55
							Quantity	Unit Price		Factor	=	Total	
						Installation	1.00	x	947.51	x	1.1003	=	1,042.55
							for abatement requirements						

Subtotal for Building Demolition

\$173,677.20

General

11	01	22	16	00	0002	EA	Reimbursable FeesReimbursable Fees will be paid to the contractor for eligible costs as directed by Owner. Insert the appropriate quantity to adjust the base cost to the actual Reimbursable Fee. If there are multiple Reimbursable Fees, list each one separately and add a comment in the "note" block to identify the Reimbursable Fee (e.g. sidewalk closure, road cut, various permits, extended warranty, expedited shipping costs, etc.). A copy of each receipt shall be submitted with the Price Proposal.						\$40,109.30
							Quantity	Unit Price		Factor	=	Total	
						Installation	36,463.00	x	1.00	x	1.1000	=	40,109.30
							Bond = \$1,823,156 x 2%						

Subtotal for General

\$40,109.30

Lighting and Security

12	01	22	23	00	0352	MO	3/4 CY Hydraulic Excavator With Full-Time Operator						\$26,058.33
							Quantity	Unit Price		Factor	=	Total	
						Installation	1.00	x	23,682.93	x	1.1003	=	26,058.33
							for trenching and backfilling						
13	01	22	23	00	0352	0066	MOD	For Equipment Without Operator, Deduct					-\$4,855.26
							Quantity	Unit Price		Factor	=	Total	
						Installation	0.25	x	-17,650.66	x	1.1003	=	-4,855.26
14	01	22	23	00	1026	WK	5,000 LB Telescopic Boom, Hi-Reach, Rough Terrain Construction Forklift With Full-Time Operator						\$5,883.78
							Quantity	Unit Price		Factor	=	Total	
						Installation	1.00	x	5,347.43	x	1.1003	=	5,883.78
							for use to install light poles						
15	01	71	13	00	0004	EA	First 25 Miles, Equipment Delivery, Pickup, Mobilization And Demobilization Using A Tractor Trailer With Up To 53' BedIncludes loading, tie-down of equipment, delivery of equipment, off loading on site, rigging, dismantling, loading for return and transporting away. For equipment such as bulldozers, motor scrapers, hydraulic excavators, gradalls, road graders, loader-backhoes, heavy duty construction loaders, tractors, pavers, rollers, bridge finishers, straight mast construction forklifts, telescoping boom rough terrain construction forklifts, telescoping and articulating boom man lifts with >40' boom lengths, etc.						\$2,056.72
							Quantity	Unit Price		Factor	=	Total	
						Installation	2.00	x	934.62	x	1.1003	=	2,056.72
							Trench Equipment and equipment to install Poles						
16	01	74	19	00	0016	EA	40 CY Dumpster (5 Ton) "Construction Debris"Includes delivery of dumpster, rental cost, pick-up cost, hauling, and disposal fee. Non-hazardous material.						\$748.18
							Quantity	Unit Price		Factor	=	Total	
						Installation	1.00	x	679.98	x	1.1003	=	748.18
							for demolition of exiting equipment						

Contractor's Price Proposal - Detail Continues..

Work Order Number: 111841.00

Work Order Title: Compton - Community Security Services

Lighting and Security

17	01 74 19 00 0019	EA	15 CY Low-Boy Dumpster Mixed RecyclableFor mixed dirt, rock, concrete brick or asphalt with no trash or organics. Includes service to deliver and pick-up dumpster, hauling, rental and disposal fee.						\$36,169.36
			Quantity	Unit Price	Factor	=	Total		
		Installation	47.00 x	699.41 x	1.1003	=	36,169.36		
			700 CY of Dirt from Trenching, and 16 CY of dirt for post bases						
18	03 11 13 00 0055	LF	>36" To 48" Diameter Column Metal Formwork						\$15,197.87
			Quantity	Unit Price	Factor	=	Total		
		Installation	128.00 x	107.91 x	1.1003	=	15,197.87		
			8" total with 8 posts for Pole Base and Anchor Bolt Footings						
19	03 15 19 00 0022	EA	1" Diameter x 36" Length, Plain Steel, J-Type Cast In Place Anchor Bolt						\$1,490.07
			Quantity	Unit Price	Factor	=	Total		
		Installation	32.00 x	42.32 x	1.1003	=	1,490.07		
			Used for Pole Bases						
20	03 21 11 00 0052	LF	#6, Grade 60, Columns, Steel Reinforcement Bar						\$591.52
			Quantity	Unit Price	Factor	=	Total		
		Installation	240.00 x	2.24 x	1.1003	=	591.52		
			Used for Pole Bases						
21	03 31 13 00 0014	CY	Direct Chute, Place 3,000 PSI Concrete Pole Caps						\$7,778.50
			Quantity	Unit Price	Factor	=	Total		
		Installation	32.00 x	220.92 x	1.1003	=	7,778.50		
			4 CY of concrete for Pole Bases per pole						
22	26 05 19 16 0297	MLF	#10 AWG, Type THHN-THWN, 600 Volt, Copper, Single Stranded Cable, Installed In Conduit						\$6,820.91
			Quantity	Unit Price	Factor	=	Total		
		Installation	6.00 x	1,033.19 x	1.1003	=	6,820.91		
			Wiring from Hand Hole to Fixtures						
23	26 05 19 16 0299	MLF	#6 AWG, Type THHN-THWN, 600 Volt, Copper, Single Stranded Cable, Installed In Conduit						\$13,818.95
			Quantity	Unit Price	Factor	=	Total		
		Installation	6.00 x	2,093.21 x	1.1003	=	13,818.95		
			Wiring from Panel and between Fixtures						
24	26 05 33 13 1802	LF	2" Schedule 40 Polyvinyl Chloride (PVC) Conduit With Coupled End, Direct Burial						\$12,847.98
			Quantity	Unit Price	Factor	=	Total		
		Installation	1,640.00 x	7.12 x	1.1003	=	12,847.98		
			Underground Conduit Runs						
25	26 05 33 13 1815	EA	2" Schedule 40 Polyvinyl Chloride (PVC) Conduit 90 Degree Elbow, Direct Burial						\$1,374.23
			Quantity	Unit Price	Factor	=	Total		
		Installation	24.00 x	52.04 x	1.1003	=	1,374.23		
			Underground Conduit Runs						
26	26 05 33 13 1828	EA	2" Schedule 40 Polyvinyl Chloride (PVC) Conduit 45 Degree Elbow, Direct Burial						\$908.41
			Quantity	Unit Price	Factor	=	Total		
		Installation	16.00 x	51.60 x	1.1003	=	908.41		
			Underground Conduit Runs						
27	26 24 16 00 0168	EA	600 Ampere Rating, 277/480 Volt, 4 Wire, 3 Phase, >400 To 600 Ampere Main Breaker, 54 Circuit Capacity Assembled Panelboard With Forty-Two 20 Ampere Breakers						\$13,422.08
			Quantity	Unit Price	Factor	=	Total		
		Installation	1.00 x	12,198.56 x	1.1003	=	13,422.08		
			400Amp Panel mounted on side of Building						

Contractor's Price Proposal - Detail Continues..

Work Order Number: 111841.00

Work Order Title: Compton - Community Security Services

Lighting and Security

28	26	24	19	00	0806	EA	400 Amperes Switch Rating, Fusible Disconnect Switch With 400 Amperes Fuse Clips										\$4,588.16
							Installation	Quantity		Unit Price		Factor	=	Total			
								1.00	x	4,169.92	x	1.1003	=	4,588.16			
							Disconnect Switch										
29	26	56	13	00	0193	EA	25' High, 4" OD, 11 Gauge, Round Straight, Steel Area Light Pole, Anchor Base										\$17,737.54
							Installation	Quantity		Unit Price		Factor	=	Total			
								8.00	x	2,015.08	x	1.1003	=	17,737.54			
							New Light Poles										
30	26	56	19	00	0012	EA	100 LEDs, 111 Watt, Wall Mount, Full Cutoff, LED Wall Pack (CREE® BetaLED® Edge® SEC-EDG)										\$6,997.20
							Installation	Quantity		Unit Price		Factor	=	Total			
								4.00	x	1,589.84	x	1.1003	=	6,997.20			
							LED Light Fixtures Mounted on Existing Building										
31	26	56	19	00	0193	EA	100 LEDs, 111 Watt, Arm Mount, Rectangular, LED Area Fixture (CREE® BetaLED® Edge® ARE-EDG)										\$38,673.25
							Installation	Quantity		Unit Price		Factor	=	Total			
								21.00	x	1,673.71	x	1.1003	=	38,673.25			
							Connections and Light Fixtures										
32	26	56	19	00	0248	EA	60 LEDs, 68 Watt, Surface Mount, Rectangular, LED Canopy Fixture (CREE® BetaLED® Edge® CAN-EDG)										\$2,687.44
							Installation	Quantity		Unit Price		Factor	=	Total			
								2.00	x	1,221.23	x	1.1003	=	2,687.44			
							Canopy LED Fixtures Mounted on Existing Building										
33	27	15	13	00	0504	MLF	4-Pair Solid STP, 22 AWG, Category 7, Indoor Telecommunications Plenum Cable, Installed In Conduit										\$55,942.74
							Installation	Quantity		Unit Price		Factor	=	Total			
								7.00	x	7,263.31	x	1.1003	=	55,942.74			
							Camera Underground Wiring										
34	28	21	31	00	0029	EA	DVR (Digital Video Recorder) - iSCSI, Bosch DVA 12T-12050RA										\$25,474.50
							Installation	Quantity		Unit Price		Factor	=	Total			
								1.00	x	23,152.32	x	1.1003	=	25,474.50			
							Camera DVR Recorder										
35	28	21	31	00	0210	EA	23X, Environmental Pendant Mount, Color/Black And White, Spectra® IV, Pan/Tilt Camera Dome System (Pelco SD4CBW-PG-E)										\$63,430.56
							Installation	Quantity		Unit Price		Factor	=	Total			
								18.00	x	3,202.69	x	1.1003	=	63,430.56			
							High Definition Pole Mounted Cameras										
36	28	21	31	00	0289	EA	22X, Environmental Pendant Mount, Color, Stainless Steel Spectra® IV IP Network, Camera Dome System (Pelco SD4NC22-PSGE1)										\$9,015.26
							Installation	Quantity		Unit Price		Factor	=	Total			
								2.00	x	4,096.73	x	1.1003	=	9,015.26			
							License Plate Reader Cameras										
37	28	21	31	00	0866	HR	Test And Certification Of Surveillance Camera System										\$1,438.42
							Installation	Quantity		Unit Price		Factor	=	Total			
								5.00	x	261.46	x	1.1003	=	1,438.42			
							Camera Tech for Testing										
38	28	21	31	00	0868	HR	Programming Of Surveillance Camera System										\$1,726.10
							Installation	Quantity		Unit Price		Factor	=	Total			
								5.00	x	313.75	x	1.1003	=	1,726.10			
							Camera Tech for Programming										

Contractor's Price Proposal - Detail Continues..

Work Order Number: 111841.00

Work Order Title: Compton - Community Security Services

Lighting and Security

39	31 05 16 00 0002	CY	#2 Stone Aggregate Fill (1-1/2" To 2-1/2" Clean)						\$34,222.01
			Quantity	Unit Price	Factor	=	Total		
		Installation	708.00 x	43.93 x	1.1003	=	34,222.01		
			700 backfill for trenches. 8 CY for base for light pole bases						
40	31 23 16 13 0002	CY	12" Wide or Less, Excavation for Trenching by Machine in Soil						\$24,169.19
			Quantity	Unit Price	Factor	=	Total		
		Installation	2,100.00 x	10.46 x	1.1003	=	24,169.19		
			Trenching for Poles						
41	31 23 16 13 0010	CY	Backfilling or Placing Subbase for Trenches with Imported or Stockpiled Materials by Machine						\$8,618.65
			Quantity	Unit Price	Factor	=	Total		
		Installation	2,100.00 x	3.73 x	1.1003	=	8,618.65		
			backfill trenches. 700 CY of base (6" deep), then 1400 CY of space with stockpiled material.						
42	31 23 16 13 0013	CY	Compaction of Fill or Subbase for Trenches by Vibratory Plate, Air Tamper, Etcetera						\$16,636.54
			Quantity	Unit Price	Factor	=	Total		
		Installation	2,100.00 x	7.20 x	1.1003	=	16,636.54		
			compaction of backfill base and stockpiled dirt						
43	31 23 16 13 0016	CY	Load Excess Material by Machine for Removal from Excavation for Trenching						\$4,990.96
			Quantity	Unit Price	Factor	=	Total		
		Installation	700.00 x	6.48 x	1.1003	=	4,990.96		
			remove and haul away 700 CY of dirt from trenching						
44	31 23 16 36 0009	CY	Excavation For Building Foundations And Other Structures By Hand in Soil						\$3,270.80
			Quantity	Unit Price	Factor	=	Total		
		Installation	24.00 x	123.86 x	1.1003	=	3,270.80		
			3 CY of dirt to be removed per post for footings and bases						
45	31 23 16 36 0019	CY	Backfilling Around Building Foundations And Other Structures By Hand						\$519.25
			Quantity	Unit Price	Factor	=	Total		
		Installation	8.00 x	58.99 x	1.1003	=	519.25		
			Placing subbase for 8 light poles. 1 Cy per pole.						
46	33 71 19 13 0011	EA	14" x 20" x 12", Electric Pull Boxes, Precast Concrete						\$6,344.26
			Quantity	Unit Price	Factor	=	Total		
		Installation	6.00 x	960.99 x	1.1003	=	6,344.26		
			Electrical Boxes						
47	34 41 13 00 0362	EA	#6 pull box lid (Concrete, Bolt down) (Christy N36T)						\$781.39
			Quantity	Unit Price	Factor	=	Total		
		Installation	6.00 x	118.36 x	1.1003	=	781.39		
			Electrical Box Lids						

Subtotal for Lighting and Security

\$467,575.85

Parking Lot

48	01 22 23 00 0178	WK	10' Wide Paving Machine With Full-Time Operator						\$15,110.65
			Quantity	Unit Price	Factor	=	Total		
		Installation	1.00 x	13,733.21 x	1.1003	=	15,110.65		
			to pave new parking lot						
49	01 22 23 00 0219	WK	3 Ton, Double Smooth Drums, Ride-On Self-Propelled Vibratory Roller With Full-Time Operator						\$5,484.67
			Quantity	Unit Price	Factor	=	Total		
		Installation	1.00 x	4,984.70 x	1.1003	=	5,484.67		
			for finish work of new parking lot						

Contractor's Price Proposal - Detail Continues..

Work Order Number: 111841.00

Work Order Title: Compton - Community Security Services

Parking Lot

50	01 22 23 00 0329	WK	140 HP, D6 Bulldozer With Full-Time Operator						\$9,720.85
		Installation	Quantity	Unit Price	Factor	=	Total		
			1.00	8,834.73	1.1003		9,720.85		
			for rough and finish grading of lot						
51	01 74 19 00 0019	EA	15 CY Low-Boy Dumpster Mixed RecyclableFor mixed dirt, rock, concrete brick or asphalt with no trash or organics. Includes service to deliver and pick-up dumpster, hauling, rental and disposal fee.						\$36,938.92
		Installation	Quantity	Unit Price	Factor	=	Total		
			48.00	699.41	1.1003		36,938.92		
			20 (300 CY) for removal of dirt. 28 (427 CY -3850 SY @ 4") for existing pavement removal						
52	02 41 13 13 0020	SY	>3" To 6" By Machine, Break-up And Remove Bituminous Paving						\$84,723.10
		Installation	Quantity	Unit Price	Factor	=	Total		
			3,850.00	20.00	1.1003		84,723.10		
			3850 SY of parking lot						
53	31 23 16 33 0002	CY	Bulk Excavation by Dozer in Soil						\$13,291.44
		Installation	Quantity	Unit Price	Factor	=	Total		
			1,281.00	9.43	1.1003		13,291.44		
			12" of excavation for grading and leveling entire area						
54	31 23 16 33 0007	CY	Spreading, Shaping, and Rough Grading Imported or Stockpiled Material for Bulk Excavation by Machine						\$8,203.20
		Installation	Quantity	Unit Price	Factor	=	Total		
			1,281.00	5.82	1.1003		8,203.20		
			12" of excavation for grading and leveling entire area						
55	31 23 16 33 0009	CY	Cutting, Shaping and Rough Grading Existing Elevations For Bulk Excavation by Machine						\$9,119.36
		Installation	Quantity	Unit Price	Factor	=	Total		
			1,281.00	6.47	1.1003		9,119.36		
			12" of excavation for grading and leveling entire area						
56	31 23 16 33 0016	SY	Finish Grading for Bulk Excavation by Machine						\$2,711.14
		Installation	Quantity	Unit Price	Factor	=	Total		
			3,850.00	0.64	1.1003		2,711.14		
			3850 SY of parking lot						
57	31 23 16 33 0018	SY	Compaction of Fill or Subbase for Bulk Excavation by MachinePer Lift						\$2,795.86
		Installation	Quantity	Unit Price	Factor	=	Total		
			3,850.00	0.66	1.1003		2,795.86		
			3850 SY of parking lot						
58	31 23 16 33 0020	CY	Loading Excess Material For Removal From Bulk Excavation						\$1,825.40
		Installation	Quantity	Unit Price	Factor	=	Total		
			300.00	5.53	1.1003		1,825.40		
			expect 300 CY of material to be removed						
59	32 11 16 16 0009	SY	4" Crushed Aggregate Base Course For Roadways And Parking Areas						\$32,660.76
		Installation	Quantity	Unit Price	Factor	=	Total		
			3,850.00	7.71	1.1003		32,660.76		
			3850 SY of parking lot						
60	32 11 26 19 0002	CY	Bituminous Stabilized Base Course3/4" ASTM C33.						\$50,746.13
		Installation	Quantity	Unit Price	Factor	=	Total		
			427.00	108.01	1.1003		50,746.13		
			3850 SY of parking lot @ 4" thick						

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61	32	12	13	13	0006	SY	Tack Coat, 0.11 Gallon/SY						\$3,770.18
						Installation	Quantity 3,850.00	x	Unit Price 0.89	x	Factor 1.1003	=	Total 3,770.18
							3850 SY of parking lot						
62	32	12	13	19	0003	SY	Surface Prime Coat, 0.30 Gallon/SY						\$6,862.57
						Installation	Quantity 3,850.00	x	Unit Price 1.62	x	Factor 1.1003	=	Total 6,862.57
							3850 SY of parking lot						
63	32	12	16	13	0009	SY	4" Thick Bituminous Hot Mix Binder CourseIncludes placement, rolling, finishing and sweeping.						\$139,708.39
						Installation	Quantity 3,850.00	x	Unit Price 32.98	x	Factor 1.1003	=	Total 139,708.39
							3850 SY of parking lot						
64	32	12	36	13	0015	SY	>1,000 To 5,000 SY, Medium Fine Screenings - PMCRS-2h, Asphalt Emulsion Seal Coat (Chip Seal)						\$15,970.30
						Installation	Quantity 3,850.00	x	Unit Price 3.77	x	Factor 1.1003	=	Total 15,970.30
							3850 SY of parking lot						

Security Fencing

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Contractor's Price Proposal - Detail Continues..

Work Order Number: 111841.00

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Security Fencing

71	01 71 13 00 0004	EA	First 25 Miles, Equipment Delivery, Pickup, Mobilization And Demobilization Using A Tractor Trailer With Up To 53' BedIncludes loading, tie-down of equipment, delivery of equipment, off loading on site, rigging, dismantling, loading for return and transporting away. For equipment such as bulldozers, motor scrapers, hydraulic excavators, gradalls, road graders, loader-backhoes, heavy duty construction loaders, tractors, pavers, rollers, bridge finishers, straight mast construction forklifts, telescoping boom rough terrain construction forklifts, telescoping and articulating boom man lifts with >40' boom lengths, etc.						\$1,028.36
		Installation	Quantity	Unit Price	Factor	=	Total		
			1.00	934.62	1.1003		1,028.36		
			delivery and pickup of skid steer						
72	01 74 19 00 0016	EA	40 CY Dumpster (5 Ton) "Construction Debris"Includes delivery of dumpster, rental cost, pick-up cost, hauling, and disposal fee. Non-hazardous material.						\$2,244.55
		Installation	Quantity	Unit Price	Factor	=	Total		
			3.00	679.98	1.1003		2,244.55		
			for construction debris, wrought iron fencing and gates, forms, ...						
73	01 74 19 00 0019	EA	15 CY Low-Boy Dumpster Mixed RecyclableFor mixed dirt, rock, concrete brick or asphalt with no trash or organics. Includes service to deliver and pick-up dumpster, hauling, rental and disposal fee.						\$19,239.02
		Installation	Quantity	Unit Price	Factor	=	Total		
			25.00	699.41	1.1003		19,239.02		
			for CMU wall demolition (3600 SF @ 8") 88 CY, concrete wall foundation (1800 SF @ 3') 200 CY, asphalt removal (555 SF @ 4") 7 CY, and trench dirt removal 300 CY. 595 CY Divided by 15 CY per low boy = 39 dumpsters. Some of the dirt can be used to backfill, QTY lowered to account for this.						
74	02 41 13 13 0040	SF	>3" To 6" By Hand, Break-up And Remove Bituminous Paving						\$2,967.84
		Installation	Quantity	Unit Price	Factor	=	Total		
			555.00	4.86	1.1003		2,967.84		
			185 LF 3' wide break up and removal of existing asphalt						
75	02 41 16 13 0020	CCF	Sorting Of Material Debris For Recycling Prior To Hauling Off						\$3,592.70
		Installation	Quantity	Unit Price	Factor	=	Total		
			360.00	9.07	1.1003		3,592.70		
			to sort rebar from concrete prior to dumpsters hauling away. 5400 SF of debris 8" thick						
76	02 41 16 13 0020 0004		For Up To 500, Add						\$640.46
		Installation	Quantity	Unit Price	Factor	=	Total		
			214.00	2.72	1.1003		640.46		
77	02 41 16 13 0050	SF	16" Thick Reinforced Concrete Block Foundation Wall Demolition						\$19,924.23
		Installation	Quantity	Unit Price	Factor	=	Total		
			1,800.00	10.06	1.1003		19,924.23		
			foundation for existing CMU wall 600 Feet long						
78	02 41 19 13 0028	SF	Demolish 6" Thick Reinforced Concrete Block Exterior Wall						\$24,915.19
		Installation	Quantity	Unit Price	Factor	=	Total		
			3,600.00	6.29	1.1003		24,915.19		
			600' existing sting CMU wall						
79	03 11 13 00 0003	SF	Continuous Footings Foundation Wood Formwork						\$20,439.17
		Installation	Quantity	Unit Price	Factor	=	Total		
			2,700.00	6.88	1.1003		20,439.17		
			formwork for footing for security wall						
80	03 21 13 00 0068	LF	#5, Grade 60, Footings, Galvanized Steel Reinforcement Bar						\$10,160.17
		Installation	Quantity	Unit Price	Factor	=	Total		
			5,400.00	1.71	1.1003		10,160.17		
			rebar for reinforcement						

Contractor's Price Proposal - Detail Continues..

Work Order Number: 111841.00

Work Order Title: Compton - Community Security Services

Security Fencing

81	03	31	13	00	0018	CY	Direct Chute, Place 3,000 PSI Concrete Continuous Footings							\$70,989.16
							Installation	Quantity	Unit Price	Factor	=	Total		
								300.00	x	215.06	x	1.1003	70,989.16	
							concrete footing for new wall							
82	04	05	16	26	0009	SF	Grout Concrete Block Cores- 8" Block, Grout Fill Block Solid (0.258 CF/SF)							\$65,060.74
							Installation	Quantity	Unit Price	Factor	=	Total		
								9,000.00	x	6.57	x	1.1003	65,060.74	
							900 LF 10' tall							
83	04	05	19	26	0037	LF	#5, Grade 60, Horizontal Placed, Galvanized Steel Masonry Reinforcement Bar							\$23,172.32
							Installation	Quantity	Unit Price	Factor	=	Total		
								9,000.00	x	2.34	x	1.1003	23,172.32	
							every 12". 900 LF x 10" tall							
84	04	05	19	26	0049	LF	#5, Grade 60, Vertical Placed, Galvanized Steel Masonry Reinforcement Bar							\$26,638.26
							Installation	Quantity	Unit Price	Factor	=	Total		
								9,000.00	x	2.69	x	1.1003	26,638.26	
							every 12". 900 LF x 10" tall							
85	04	22	23	13	0019	SF	8" x 8" x 16", Cored, Normal Weight, Concrete Block							\$118,931.43
							Installation	Quantity	Unit Price	Factor	=	Total		
								9,000.00	x	12.01	x	1.1003	118,931.43	
							900 LF 10' tall							
86	04	22	23	13	0019	0024	For Stacked Bond, Add							\$27,529.51
							Installation	Quantity	Unit Price	Factor	=	Total		
								9,000.00	x	2.78	x	1.1003	27,529.51	
87	31	05	16	00	0002	CY	#2 Stone Aggregate Fill (1-1/2" To 2-1/2" Clean)							\$1,208.40
							Installation	Quantity	Unit Price	Factor	=	Total		
								25.00	x	43.93	x	1.1003	1,208.40	
							aggregate for base of footings							
88	31	23	16	13	0003	CY	Over 12" Wide, Excavation for Trenching by Machine in Soil							\$2,280.92
							Installation	Quantity	Unit Price	Factor	=	Total		
								300.00	x	6.91	x	1.1003	2,280.92	
							trenching for footings							
89	31	23	16	13	0010	CY	Backfilling or Placing Subbase for Trenches with Imported or Stockpiled Materials by Machine							\$102.60
							Installation	Quantity	Unit Price	Factor	=	Total		
								25.00	x	3.73	x	1.1003	102.60	
							placing base in trench for footings							
90	31	23	16	13	0010	0066	For >20 To 50, Add							\$51.44
							Installation	Quantity	Unit Price	Factor	=	Total		
								25.00	x	1.87	x	1.1003	51.44	
91	31	23	16	13	0013	CY	Compaction of Fill or Subbase for Trenches by Vibratory Plate, Air Tamper, Etcetera							\$198.05
							Installation	Quantity	Unit Price	Factor	=	Total		
								25.00	x	7.20	x	1.1003	198.05	
							compaction of base for footings							
92	31	23	16	13	0013	0071	For >20 To 50, Add							\$99.03
							Installation	Quantity	Unit Price	Factor	=	Total		
								25.00	x	3.60	x	1.1003	99.03	

Work Order Number: 111841.00
Work Order Title: Compton - Community Security Services

Proposal Total	\$1,863,265.36
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The Percentage of NPP on this Proposal: %

Subcontractor Listing

Date: March 27, 2023

Re: IQC Master Contract #: CA-R8-GB13-123021-MDJ
Work Order #: 111841.00
Owner PO #:
Title: Compton - Community Security Services
Contractor: MDJ Management
Proposal Value: \$1,863,265.36

Name of Contractor	Duties	Amount	%
Express Energy Services, Inc.		\$475,000.00	25.49
Horizons Construction Company Intl. Inc		\$375,000.00	20.13
Refined Construction		\$600,000.00	32.20



City of Compton

Community Security Services site improvements
404 N. Alameda Street, Compton, CA 90221

Who is Gordian?

Gordian is the leading provider of facility and construction cost **data, software and expertise.**

**30+ year
history**
delivering
procurement
solutions

**\$3.2 billion in
construction**
volume
annually

**30,000
construction
projects** each
year

**\$270 million
Job Order
Contracting
projects**
healthcare



Effectively Manage the Entire **Building Lifecycle**



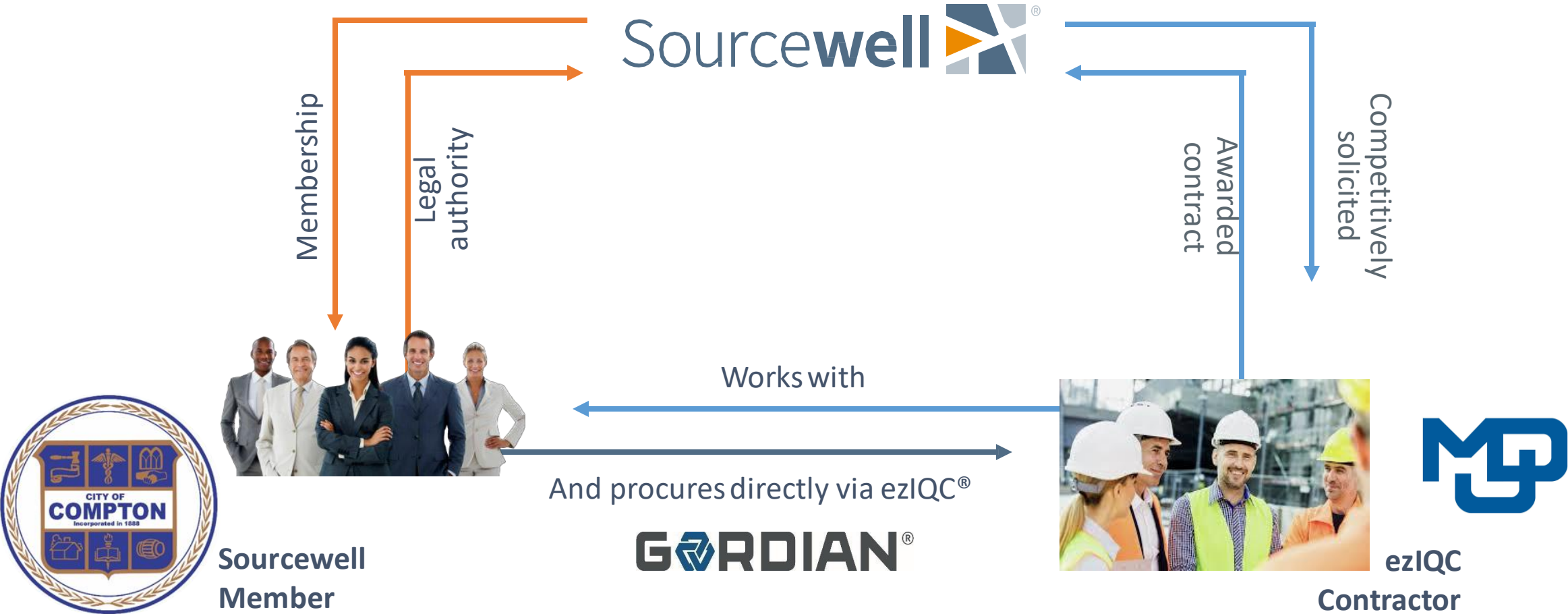
Sourcewell is a leading, independent
government agency

- Governed by a board of directors
- Staff are public employees
- Have Legislative Authority to facilitate the Competitive Bidding Process Competitively Solicit & Award Contracts to Create Efficiency

www.sourcewell-mn.gov

How it works

A legal contracting pathway between buyers & contractors



Gordian Team



Tamiko Gutierrez
Director of Operations, ezIQ CA



Maribel Olivares
Account Manager, ezIQ CA



Randy Horn
Director
Business Development, West



Michael Celesta
Account Executive,
Business Development



MDJ Management

- Founded in 2017
- Local South Los Angeles contractor, located in El Segundo
- **CSLB B-License #1044711** (*active*)
- **DIR Registration #1000061313** (*active*)
- High performing contractor within ezIQC JOC program in California, since 2018
- Maintains a positive procurement and construction record for projects performed within ezIQC program in California
- Experienced in water damage/abatement, demolition and removal, new construction, interior remodels/modernizations, exterior site and specialty work

MDJ Management – project resume

City of Pomona Transit Center beautification project



Scope of Work Details: Security Wall



Exterior Security Wall

- Demolish existing exterior wall and haul away
- Install 10-foot tall CMU wall
 - Reinforce footings per specifications
 - CMU cells to be concrete filled
- Install 5-foot no climb fencing on top of CMU wall
- Install four new K12 anti-ram and anti-climb sliding gates
- Install one new 10-foot pedestrian metal gate to match sliding gates

Interior Security Wall

- Demolish existing interior wall and haul away
- Install 10-foot tall CMU wall
 - Reinforce footings per specifications
 - CMU cells to be concrete filled
- Install 5-foot no climb fencing on top of CMU wall





New installation of CMU wall and No Climb Fence to be similar as above picture.

Reinforced CMU wall - 10' tall

Reinforced CMU wall - 10' tall
with 5' no climb fence on top

Reinforced
wrought iron gate

Reinforced
wrought iron gate

Select starting point

Building excluded
from scope

Building excluded
from scope

2300 sqft

Demo existing building

Reinforced wrought
iron pedestrian gate

50'

230'

20'

30'

137'

185'

35'

175'



Scope of Work Details: Building Demolition

Building Demolition

- Demolish existing 2,300 SF building
- Existing building to be considered positive for lead paint and asbestos containing material
 - Demolition of building to be completed by certified hazmat demolition company



Scope of Work Details: Lighting & Security Cameras



- Installation of new 400 amp main panel on wall of existing building.
- Installation of new light poles to light up entire facility with insurance of no “dark” areas.
- Demolition of existing light poles and installation of 8 light poles with 24 LED fixtures.
- Installation of 4 Wall LED and 2 Canopy LED light fixtures mounted on existing building.
- All six exterior poles will have 2 HD Cameras installed and both entrance poles will have license plate readers.
- Both middle poles will have 3 HD Cameras installed
- Installation of new security cameras
 - DVR recorder
 - Camera types to include:
 - License plate reader
 - High definition cameras

Luminaire Schedule							
Symbol	Qty	Description	Label	LLF	Luminaire Lumens	Luminaire Watts	Total Watts
	4	WPE-60 50_ XE G3-277V	L5	1.000	8062	52.1	208.4
	2	RPC-55 CT-277V-14	L4	1.000	7339	52.26	104.52
	4	AL-200-50K-D_XE_G3-T3-277V	L1_3	1.000	28847	193.2	2318.4
	2	AL-200-50K-D_XE_G3-T3-277V	L1_2	1.000	28847	193.2	772.8
	2	AL-200-50K-D_XE_G3-T3-277V	L1_4	1.000	28847	193.2	1545.6

New Lighting Installation Fixture Schedule



LED Wall Pack Luminaire (WPE Series): WPE-60-50K



Round LED Parking Garage Canopy (RPC Series): RPC-55-50K



LED Area Luminaire (AL XE G3 Series): AL-200-50K

New Security Cameras Installation Fixture Schedule



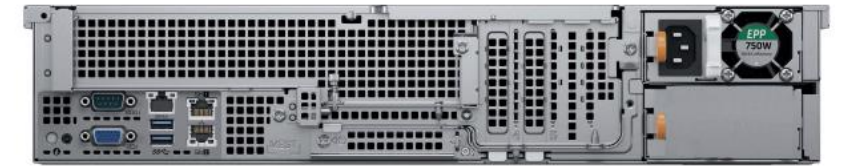
WISENET X Series: XNP-6550RH



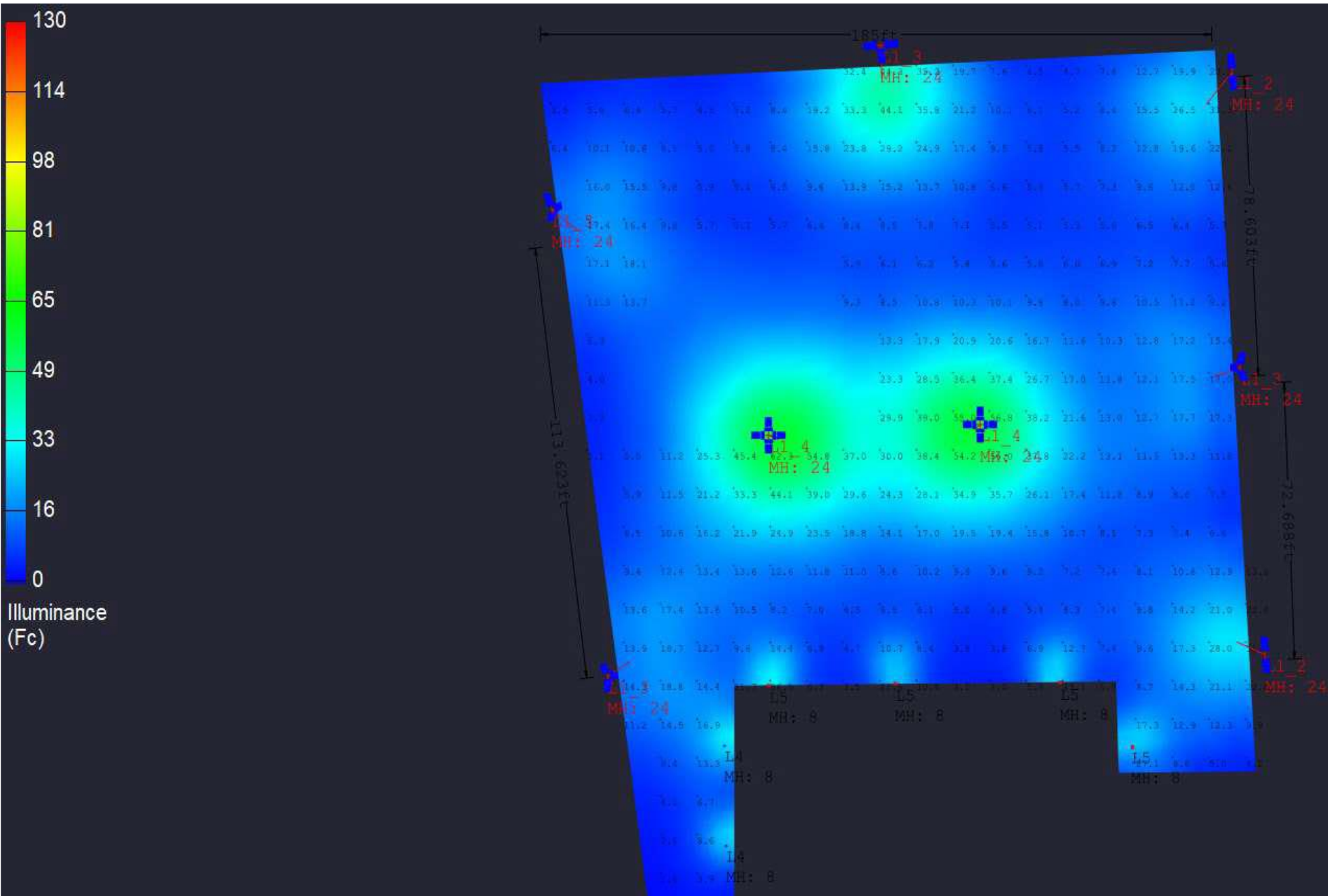
WISENET P Series: PNV-A9081RLP



WISENET WAVE Network Video
Recorder: WRR-Q-A200W



New Lighting Installation Footcandles



Scope of Work Details:

Asphalt

Asphalt

- Demo all existing asphalt and concrete
- Regrade entire site with proper drainage
- Installation of new asphalt for lot
- Install of new striping throughout parking lot





Select starting point

Area for new asphalt



Striping to be approved and finalized by City.

Project Timeline





Thank you

Questions?