



Tuesday, June 13, 2023

ROLL CALL:

Mayor/Chairman/President:

Erik Lutz

Mayor Pro Tempore/Vice Chairman/Vice President:

Andrew C. Lara

Councilmembers/Directors/Commissioners:

Gustavo V. Camacho

John R. Garcia

Dr. Monica Sanchez

Meeting jointly and regularly with the Pico Rivera Successor Agency to the Pico Rivera Redevelopment Agency (as needed); Pico Rivera *Housing Assistance Agency (as needed); Pico Rivera Water Authority (as needed); and Public Financing Authority (as needed)

Regular Meeting 6:00 p.m.
Parks and Recreation Community Room

6767 Passons Boulevard

Next Resolution No. 7283

Next Ordinance No. 1173

Next Agreement No. 23-2195

Successor Agency to PRRA

Next Resolution No. SA-23-27

Next Ordinance No. SA-01

Next Agreement No. S23-006

Housing Assistance Agency

Next Resolution No. HA-107

Next Ordinance No. HA-16

Water Authority

Next Resolution No. 23-36

Next Ordinance No. 23-01

Next Agreement No. 23-71

Public Financing Authority

Next Resolution No. PFA-23-13

INVOCATION:

PLEDGE OF ALLEGIANCE:

SPECIAL PRESENTATION(S):

- Certificate of Recognition – Pico Rivera Utility Box Art Program Winners
- Proclamation – Pride Month

IF YOU PLAN TO SPEAK DURING PUBLIC COMMENT VIA ZOOM PLEASE JOIN IN 30 MINUTES PRIOR TO THE START OF THE MEETING @ 6:00 p.m.

ZOOM REGISTRATION IN ADVANCE FOR THIS MEETING IS REQUIRED. After registering, you will receive a confirmation email containing information about joining the meeting.

ZOOM INFORMATION BELOW:

https://us06web.zoom.us/meeting/register/tZludemgqDMtHdWxoFWpFDUID_se5f8Z30z

PLEASE TURN OFF OR SILENCE CELL PHONES WHILE MEETING IS IN SESSION AND PLEASE REFRAIN FROM TEXTING DURING THE MEETING

In compliance with the Americans with Disabilities Act of 1990, the City of Pico Rivera is committed to providing reasonable accommodations for a person with a disability. Please call the City Clerk's office at (562) 801-4389, if special accommodations are necessary and/or if information is needed in an alternative format. Special requests must be made in a reasonable amount of time in order that accommodations can be arranged (within 24 to 48 hours' notice).

*Commissioners receive a \$30.00 stipend per each meeting held and attended.

PUBLIC HEARING(S):

City Council:

1. **Public Hearing – Fiscal Year 2023-25 Biennial Preliminary (Proposed) Budget.** (700)
 - a) Open public hearing
 - b) Memo from City Manager
 - c) Written Communications
 - d) Oral Communications
 - e) Close public hearing
 - f) **Recommendation:**
 1. Conduct a public hearing; and
 2. Provide direction on the Capital Improvement Projects (CIP) funding.

PUBLIC COMMENTS:

IF YOU WOULD LIKE TO COMMENT ON ANY LISTED AGENDA ITEMS OR NON-AGENDA ITEMS, PLEASE FILL OUT A GREEN PUBLIC COMMENT REQUEST FORM AND PROVIDE IT TO THE STAFF MEMBER AT THE BACK TABLE BEFORE THE MEETING STARTS.

When you are called to speak, please come forward and state your name and city of residency for the record. You have three (3) minutes to make your remarks. In accordance with Government Code Section 54954.2, members of the City Council may only: **1)** respond briefly to statements made or questions posed by the public; **2)** ask a question for clarification; **3)** provide a reference to staff or other resources for factual information; **4)** request staff to report to the City Council at a subsequent meeting concerning any matter raised by the public; and **5)** direct staff to place a matter of business on a future agenda. City Council members cannot comment on items that are not listed on a posted agenda.

CONSENT CALENDAR ITEMS:

All items listed on the Consent Calendar may be acted on by a single motion without separate discussion. Any motion relating to a Resolution or Ordinance shall also waive the reading of the titles in full and include its adoption as appropriate. If discussion or separate vote on any item is desired by a Councilmember or staff, that item may be pulled from the Consent Calendar for separate consideration.

CONSENT CALENDAR:

City Council:

2. **Minutes:**
 - City Council regular meeting May 9, 2023 and special meetings of May 9, 2023 and May 31, 2023**Recommendation:** Approve

3. **18th Warrant Register of the 2022-2023 Fiscal Year.** (700)

Check Numbers: 291623-291928
Special Check Numbers: 11955-11956; 11997-11997
Recommendation: Approve

4. Second Reading – Adoption of Ordinance No. 1171 Prohibiting Spectators and Participants at Illegal Motor Vehicle Speed Contests or Exhibitions of Speed Known as “Street Takeovers”. (1400)

Recommendation:

1. Adopt Ordinance No. 1171 adding Chapter 10.84 to the Pico Rivera Municipal Code to prohibit spectators and participants at illegal motor vehicle speed contests or exhibitions of speed and to establish the forfeiture of nuisance vehicles engaged therein; and
2. Authorize the City Manager or authorized designee to accept and execute all documents necessary to implement and enforce the ordinance.

Ordinance No. 1170 AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PICO RIVERA, CALIFORNIA, ADDING CHAPTER 10.84 OF TITLE 10 OF THE PICO RIVERA MUNICIPAL COE TO PROHIBIT SPECTATORS AND PARTICIPANTS AT ILLEGAL MOTOR VEHICLE SPEED CONTESTS OR EXHIBITIONS OF SPEED AND TO ESTABLISH THE FORFEITURE OF NUISANCE VEHICLES ENGAGED THEREIN

5. Rescind Resolution No. 7200, Approve a Resolution Reflecting the Correct Fiscal Year 2022-23 GANN Appropriations Limit and Adopt the Fiscal Year 2023-24 Gann Appropriations Limit. (700)

Recommendation:

1. Rescind Resolution No. 7200 and approve a proposed resolution in its place reflecting the correct fiscal year (FY) 2022-23 GANN Appropriations Limit; and
2. Approve a resolution adopting the FY 2023-24 GANN Appropriations Limit.

Resolution No. _____ A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PICO RIVERA, CALIFORNIA, RESCINDING RESOLUTION NO. 7200 AND IN ITS PLACE, APPROVING AND ADOPTING A PROPOSED RESOLUTION REFLECTING THE CORRECT ANNUAL APPROPRIATIONS LIMIT FOR THE FISCAL YEAR 2022-23

Resolution No. _____ A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PICO RIVERA, CALIFORNIA, APPROVING AND ADOPTING THE ANNUAL APPROPRIATIONS LIMIT FOR FISCAL YEAR 2023-24

6. Approve a Resolution Updating the City’s Capital Asset Capitalization Policy. (700)

Recommendation:

1. Approve a resolution updating the City’s Capitalization Policy.

Resolution No. _____ A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PICO RIVERA, CALIFORNIA, UPDATING THE CITY OF PICO RIVERA’S CAPITAL ASSET CAPITALIZATION POLICY

7. Approve a Resolution to Adopt Projects for Road Repair and Accountability Act of 2017 for Fiscal Year 2023-24. (700)

Recommendation:

1. Approve a resolution ratifying the road repair project(s) for fiscal year 2023-24 funded by Senate Bill 1 – The Road Repair and Accountability Act of 2017 (SB1).

Resolution No. _____ A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PICO RIVERA, CALIFORNIA, ADOPTING A LIST OF PROJECTS FOR FISCAL YEAR 2023-24 FUNDED BY SENATE BILL 1 – ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017 FUNDS

- 8. Approve a Resolution Authorizing the Submission of Three (3) Potential Applications for the State of California Department of Parks and Recreation – Recreational Trails Program Fund Grant. (700)**

Recommendation:

1. Approve a resolution authorizing the submission of three (3) potential applications for the State of California’s Department of Parks and Recreation – Recreational Trails Program; and
2. Authorize the City Manager to conduct all negotiations, execute and submit all documents reasonably necessary for the completion of the awarded project and/or agreement in a form approved by the City Attorney.

Resolution No. _____ A RESOLUTION OF THE CITY COUNCIL OF THE CITY PICO RIVERA, CALIFORNIA, APPROVING THE SUBMITTAL OF A GRANT APPLICATION FOR THE STATE OF CALIFORNIA DEPARTMENT OF PARKS AND RECREATION “RECREATIONAL TRAILS PROGRAM” FUND GRANT

- 9. Award a Professional Services Agreement to Public Restroom Company for the Pico Park Outdoor Field Restroom Replacement Project (CIP No. 50085).**

Recommendation: (500)

1. Award a Professional Services Agreement to Public Restroom Company, a vendor with Sourcewell (Contract No. 081721-PRM), for the purchase of one (1) SP-132 prefabricated restroom building including site supervision for installation in the amount of \$353,296, and authorize the City Manager to execute all documents in a form approved by the City Attorney; and
2. Authorize the transfer of Capital Improvement Project Fund (CIP) appropriation of \$50,000 from the Rio Hondo Park Handball Court Repair project to the Pico Park Outdoor Field Restroom Replacement project.

Agreement No. _____

- 10. Approve two (2) Lease-Purchase Agreements with Leaf Capital Funding, LLC and a Maintenance Agreement with IBE Digital for a Production Copier for Specialized Printing. (500)**

Recommendation:

1. Approve a 63-month lease-purchase agreement with Leaf Capital Funding, LLC. For a Konica Minolta C4070 Copier in the amount of \$79,406 for the lease plus \$8,130 for estimated taxes for a total of \$87,535;
2. Approve a 63-month lease-purchase agreement with Leaf Capital Funding, LLC for a Programmable Cutter and Friction Feed folder for the Konica

Minolta C4070 Copier in the amount of \$33,636 for the lease plus \$3,438 forestimated taxes for a total of \$37,073;

3. Approve a 63-month maintenance agreement with IBE Digital for maintenance and operations of the Konica Minolta C4070 copier machine and related equipment in the Parks and Recreation Department in the amount of \$63,000; and
4. Authorize the City Manager to execute all documents related to the copier lease and maintenance agreement in a form approved by the City Attorney.

Agreement No. _____ Agreement No. _____ Agreement No. _____

11. Award a Professional Services Agreement to Passage Entertainment Inc. for Sound and Audio Engineering at all City Special Events. (500)

Recommendation:

1. Award a Professional Services Agreement (PSA) to Passage Entertainment Inc. for sound and audio engineering at all City Special Events, in the amount not-to-exceed amount of \$100,000 per year with the option to extend for a total of two (2) years; and
2. Authorize the City Manager to execute all documents necessary for the purchase and PSA submission and/or related agreement in a form approved by the City Attorney.

Agreement No. _____

12. Award a Professional Services Agreement to VCS Sound and Lighting for Stage, Lighting, and an LED Screen at all City Special Events. (500)

Recommendation:

1. Award a Professional Services Agreement (PSA) to VCS Sound and Lighting for the stage, lighting, and an LED screen at all City Special Events, in the amount not-to-exceed \$300,000, for a three-year term with a not-to-exceed amount of \$100,000 per year with the option to extend for a total of two (2) years;
2. Authorize the City Manager to execute all documents necessary for the PSA submission and/or related agreement in a form approved by the City Attorney.

Agreement No. _____

13. Hot Spot Intersection Improvements at Rosemead Boulevard and Beverly Boulevard (CIP No. 21276), Lindell Avenue Block Wall (Project) – Award of Construction Contract. (500)

Recommendation:

1. Award a construction contract for a not-to-exceed amount of \$107,000 to HZS Engineering dba HZS Construction for the Project and authorize the City Manager to execute the contract in a form approved by the City Attorney;
2. Authorize the City Manager to approve change orders, as needed, in an amount not-to-exceed \$10,700, (approximately 10% of the total contract amount) for construction contingency.

Agreement No. _____

- 14. Amend a Memorandum of Understanding Between the City of Pico Rivera and Service Employees' International Union Local 721 – Directors Unit Members for a Three-Year Term, July 1, 2021 through June 30, 2023. (500)**

Recommendation:

1. Approve Amendment No. 1 to the Memorandum of Understanding (MOU) between the City of Pico Rivera and the Service Employees International Union Local 721 – Directors Union (SEIU Directors).

- 15. ADA City Hall/City Hall West Project – Approve Construction Change Order No. 3. (500)**

Recommendation:

1. Amend fiscal year (FY) 2022-23 Adopted Budget by appropriating \$220,000 from the Public Image Enhancement Fund to CIP No. 50073;
2. Approve Change Order No. 3 for changes to the contract plans and specifications for the ADA City Hall/City Hall West Project, CIP No. 50073 project, in the amount of \$164,772 for a new total not-to-exceed construction contract amount of \$858,869; and
3. Authorize the City Manager or his designee to issue Change Order No. 3 for the project.

- 16. Local Roadway Safety Plan LRSPL-5351 (039) (NONCIP NO. 4700) – Receive and file. (500)**

Recommendation:

1. Receive and file the Local Roadway Safety Plan.

- 17. Treasurer's Monthly Investment Transaction Report as of April 30, 2023. (700)**

Recommendation:

1. Receive and file the Treasurer's Monthly Investment Transaction Report as of April 30, 2023.

Water Authority:

- 18. Minutes:**

- Water Authority regular meeting May 9, 2023

Recommendation: Receive and file

- 19. PFAS Treatment System Project (CIP No. 50042) – Execute Professional Services Agreements for Ion Exchange Resin and Design Services. (500)**

Recommendation:

1. Approve a Professional Services Agreement to complete the scope of work under Agreement No. 21-58, in the amount not-to-exceed \$1,746,134, to Calgon Carbon Corporation (Calgon Corporation), for procurement of Ion Exchange (IX) resin for treatment of per and polyfluoroalkyl substances (PFAS) for the PFAS Treatment System Project (CIP No. 50042), and authorize the Executive Director to execute the agreement in a form approved by the General Counsel; and

2. Approve a Professional Services Agreement to complete the scope of work under Agreement No. 20-50, in the amount not-to-exceed \$1,289,194, to Jacobs Engineering Group, Inc. (Jacobs Engineering), to provide engineering design and construction support services for treatment the PFAS Treatment System Project (CIP No. 50042) and authorize the Executive Director to execute the agreement in a form approved by the General Counsel.

Agreement No. _____ Agreement No. _____

CONSENT CALENDAR ITEMS PULLED FOR FURTHER DISCUSSION

REGULAR AGENDA: None

CITY MANAGER/STAFF REPORTS

GOOD OF THE ORDER (INTERGOVERNMENTAL AGENCY MEETINGS, AB 1234 REPORTS, NEW BUSINESS, OLD BUSINESS)

CLOSED SESSION:

a. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION

Pursuant to Government Code Section 54956.9(d)(2)
BKK Working Group Confidential Agreement related to the BKK Class I Landfill Cost Recovery Efforts
One Matter

b. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION

Pursuant to Government Code Section 54956.9(d)(1)
City of Pico Rivera vs. 3M Company, et al.
U.S. District Court Case No. 2:22-cv-0066-RMG

c. PUBLIC EMPLOYEE EVALUATION

Pursuant to Government Code Section 54957(b)(1)
Title: City Manager

ADJOURNMENT:

AFFIDAVIT OF POSTING

I, Cynthia Ayala, Jr. Deputy City Clerk, for the City of Pico Rivera, DO HEREBY CERTIFY, under penalty of perjury under the laws of the State of California, that the foregoing notice was posted at the Pico Rivera City Hall bulletin board, Pico Rivera website www.pico-rivera.org, Parks and Recreation Office, Pico Rivera Post Office and Parks: Smith, Pico and Rivera which are available for the public to view on this 8th, day of June 2023.

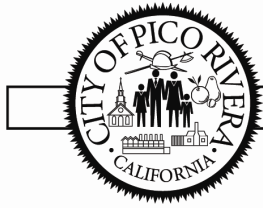
Dated this 8th, day of June 2023.



Cynthia Ayala
Jr. Deputy City Clerk

SB343 NOTICE

In compliance with and pursuant to the provisions of SB343 any public writing distributed by the City Clerk to at least a majority of the City Council Members regarding any item on this regular meeting agenda will be available on the City's website.



To: Mayor and City Council
From: City Manager
Meeting Date: June 13, 2023
Subject: PUBLIC HEARING – FISCAL YEAR 2023-25 BIENNIAL PRELIMINARY (PROPOSED) BUDGET

Recommendation:

1. Conduct a public hearing for the fiscal year (FY) 2023-25 Proposed Budget; and
2. Provide direction to staff on Capital Improvement Projects (CIP) funding.

Fiscal Impact:

The Proposed Budget includes \$151,606,253 in total revenues and \$154,696,723 in total expenditures for FY 2023-24, and \$147,076,464 in total revenues and \$154,703,081 in total expenditures for FY 2024-25. The General Fund (GF) portion of this Proposed Budget totals \$59,564,653 in revenues and \$59,564,653 in expenditures for FY 2023-24, and \$61,240,769 in revenues and \$61,240,769 in expenditures for FY 2024-25.

Background:

On May 9, 2023, a Study Session was held to provide a first look at the Preliminary FY 2023-25 Operating Budget, with an emphasis and discussion on the General Fund and Enterprise Funds. Included in this session was a high-level summary of the City of Pico Rivera’s (City) proposed spending plan for the General Fund, for FY’s 2023-25, with a separate discussion for each of the two (2) fiscal years.

The summary for FY 2023-24 and FY 2024-25 is included below:

Table 1. General Fund Total Budget Summary

GENERAL FUND	FY 2022-23 ADOPTED	FY 2022-23 YEAR-END EST.	FY 2023-24 PROPOSED	FY 2024-25 PROPOSED
Revenues	\$ 51,833,428	\$ 55,004,212	\$ 59,564,653	\$ 61,240,769
Expenditures	\$ 51,833,428	\$ 50,750,336	\$ 59,564,653	\$ 61,240,769
TOTAL SURPLUS/ (DEFICIT)	\$ -	\$ 4,253,876	\$ -	\$ -

Guiding Principles

The following City Council priorities are the governing principles that establish the roadmap for constructing our FY 2023-25 General Fund Operating Budget:

- **Fiscal and Organizational Sustainability** ensures we have the financial, human, and technological resources needed to carry out the remaining priorities and to be adequately padded for unforeseen economic downturns.
- **Economic Development and Land Use** are key to revenue enhancement, strengthening the City's fiscal stability, encouraging the development of underutilized space, planning for growth, and engaging businesses to transform the City as an economic and cultural hub.
- A dedication to **Infrastructure** ensures that we provide the community with safe and well-maintained facilities, roads, and utility systems; and that we plan, fund, build, and maintain the reliable and cost-effective infrastructure that enhances the quality of life.
- This City also stressed prioritizing **Health, Wellness, and Safety** to create a safe and thriving City with low crime and high standards for health and wellness.
- An ongoing commitment to **Community Engagement** to foster a connected, collaborative, and actively participating City and workforce.

Based on the City's strategic priorities and guiding principles above, the FY 2023-25 has been developed using thoughtful and fiscally responsible balancing measures to provide exceptional services to our community and ensure ongoing attention to city facilities and infrastructure.

The remainder of the discussion provides a high-level summary of the City's proposed spending plan for fiscal years 2023-24 and 2024-25.

The Preliminary FY 2023-2025 (Proposed) Operating Budget has been distributed to Council. It has been made available to the public on May 8, 2023, at the City Clerk's Office and on the City's website at <https://www.pico-rivera.org/>.

Discussion:

As part of the City Council approved Budget Calendar, the initial public hearing is designed to provide the City Council with an additional opportunity to provide input on planned expenditures. Having reviewed the operating budget including Revenues, Salaries and Benefits Expenditures, Maintenance and Operations (M&O) Expenditures, and Unfunded Capital Project Needs at the last meeting, this deep dive will present the organizational structure planned for the next two (2) years and the proposed staffing needs. Furthermore, the updated proposed budget encompasses any further modifications made to the M&O expenditures after the Study Session and the discussion on the Five (5) Year Capital Improvement Project (CIP). The following is a summary of the estimated costs, funding sources, and unfunded needs.

Organizational Charts and Proposed Master Position Control

Keeping the City Council's organizational stability priorities in mind, staff provides their recommendation below on the full-time staffing needed by this organization to advance the City priorities in the next two (2) year budget cycle. A full discussion of the proposed position changes is provided in the remaining portion of this section.

The City had 154 authorized, full-time positions for FY 2022-23. Table 2 shows the number of authorized positions by the department for the Adopted FY 2022-23 and Proposed for FY 2023-25. These authorized positions are documented annually within the City Budget, identified as the "Adopted Positions, By Classification, and Department". As with any organization of this size, some positions become vacant and remain unfilled during the fiscal year as the City actively engages in recruitment efforts to fill those vacancies.

As described in the Preliminary (Proposed) General Fund Budget Report presented to the City Council on May 9, 2023, a total of six (6) full-time positions are proposed to be added, one (1) position to be eliminated, and twelve (12) proposed reclassifications to the Full-Time Equivalent (FTE) position control. Since the Study Session, staff proposes to modify one (1) of the positions to be added and request an additional reclassification. This will result in a net of six (6) full-time positions proposed to be added, one (1) position to be eliminated, and thirteen (13) reclassifications to ensure optimal service levels. The net fiscal impact of the position changes is estimated to be about \$762,100, a reduction of \$16,900 from the \$779,000 presented at the Study Session.

The City will meet and confer over the effects of this proposed action with the labor groups. This may result in "closed promotional" recruitments instead of reclassifications for some classifications.

The revised personnel requests are as follows:

Administrative Services (1 Modification of Position Addition):

Senior Financial Systems Analyst to an Analyst– Modify the original addition request proposed during the Study Session for a Senior Financial Systems Analyst for the Information Technology (IT) division of the Administrative Services department. After careful assessment, it has been determined that the department's current needs are better fulfilled with an Analyst position within the Budget and Research division. This position will primarily assist with budget preparation, financial analysis, reporting, etc.

Administrative Services (1 Additional Reclassification):

Reclassify Senior Analyst to Senior Manager – the Senior Manager position reflects the duties and expanded responsibilities being performed by the current employee, including managing the budgetary processes, overseeing budget planning and execution, long-range planning, and providing recommendations to senior management. The reclassification will enhance the department's capacity to manage complex budgets

and align financial resources to ensure optimal service levels. Reclassification would result in the lower-level position being eliminated.

Table 2. Staffing Summary

Department	FY 2022-23 Adopted	Additions	Deletions	FY 2023-25 Proposed
Administration	12.00	0.00	0.00	12.00
Administrative Services	16.00	1.00	0.00	17.00
Community and Economic Development	31.00	1.00	-1.00	31.00
Human Resources	4.00	0.00	0.00	4.00
Parks and Recreation	27.00	1.00	0.00	28.00
Public Works	64.00	3.00	0.00	67.00
TOTAL	154.00	6.00	-1.00	159.00

The FY 2023-25 Preliminary (Proposed) Organizational Charts and Proposed Positions, by Classification and Department, are attached to this report as Enclosure 1.

All Other Changes

Since the May 9, 2023 Study Session, certain expenditure adjustments have been identified and recommended to better meet the community’s needs. Below is a summary of the significant adjustments to the Community & Economic Development Strategic Plans and Studies and Golf Course Enterprise Fund.

Community & Economic Development Strategic Plans and Studies

During the Study Session, the FY 2023-25 Proposed Community & Economic Development Strategic Goals (Fund 180) budget included some modifications. While assessing the priority of the projects, Community & Economic Development (CED) proposes further changes. The revision is shown in Table 3.

- i. **Zoning Code Update:** The CED Department is requesting an additional \$65,000 instead of an additional \$300,000 to update Title 18, Zoning, of the Pico Rivera Municipal Code, which includes updates to the Land Use Section, parking, signage, and development standards, etc.
- ii. **Durfee Corridor Design Guidelines:** This new proposed project was designed to create design guidelines for the properties along the Durfee Avenue corridor to preserve or improve the architectural aesthetic. Staff will utilize FY 2022-23 budget for this project.
- iii. **Business Retention/Attraction Program:** To better describe the program’s objectives, CED proposes to rename the Small Business Grant Program to a new Business Expansion, Attraction, and Retention Program that will work

directly with key businesses in targeted industries to provide assistance and incentives that result in the retention and creation of jobs and investment. The program is also intended to assist and educate businesses to learn to meet local, state, and federal laws. Staff has been working on the parameters and guidelines of the program and will take them to the City Council for approval. Staff is requesting \$620,000 instead of \$185,000 for this program.

Table 3. Summary of Changes to Economic Development Strategic Goals

Pending Projects	Original Amount	Adjustment	Adjusted Amount	
Community & Economic Development Strategic Plans & Studies				
Required by the State:				
General Plan Update	300,000		300,000	
Housing Element Land Use	115,000	(115,000)	-	
Zoning Code Update	150,000	65,000	215,000	(i)
Impact Fee Update (PIE, Open Space)	200,000		200,000	
Promote Economic Development/Land Use:				
North Slauson/East Rosemead Specific Plan	200,000		200,000	
Economic Development - Land Acquisition	300,000	(300,000)	-	
New: Durfee Corridor Design Guidelines		-	-	(ii)
New: Business Retention/Attraction Program		620,000	620,000	(iii)
Revenue Enhancement Initiatives:				
Business Improvement District Study	100,000	(100,000)	-	
Sustainability Financing Study	100,000	(100,000)	-	
Infrastructure and Revitalization Financing District Study	20,000	(20,000)	-	
Study - EIFD, Community Revitalization and Investment Authority	50,000	(50,000)	-	
Subtotal Pending Projects	1,535,000	-	1,535,000	
Projects in Progress				
Policy Direction:				
Citywide Design Guidelines	300,000	(300,000)	-	
Subtotal Projects in Progress	300,000	(300,000)	-	
Total Community & Economic Development Strategic Plans & Studies	1,835,000	(300,000)	1,535,000	

Golf Course Enterprise Fund

Following the Study Session on May 9, 2023, the proposed budget for the Golf Course in FY 2023-25 underwent additional analysis. Upon evaluation, it was concluded by staff that adjustments are necessary to accurately represent the rising expenses associated with supplies, materials, and personnel.

To facilitate the operation of the Golf Course, staff recommends the leasing and acquisition of essential equipment, including but not limited to Golf Carts, Gators,

Mower/tractors, and Cushman, among others. This will contribute to the overall efficiency and effectiveness of the Golf Course's functioning.

Another noteworthy update includes the City's intent to enhance security measures on the premises by introducing security monitors. The Golf Course has experienced repeated burglaries in recent years. This has negatively impacted the City's ability to provide adequate maintenance and operation to the course. In an effort to combat the excessive vandalism and break in's, and to keep the golf equipment safe and secure, staff will be contracting a 24-Hour surveillance company, which encompasses a complete and thorough camera system and 24-hour on-demand – real-time-surveillance monitoring service. Staff anticipates that this new additional service will help the City to monitor the area that is often comprised. The Los Angeles County Sheriff's Department has endorsed this new pilot program to help supplement their patrol efforts. This security measure will cost approximately \$30,000 annually.

Table 4 presents a summary of the changes to the Golf Course's proposed budget.

Table 4. Summary of Changes to Golf Course Proposed Budget

	Golf Course Study on 5/9/2023	Adjustments	Golf Course Adjusted Amounts
Estimated Fund Balance 7/1/23:	\$ (3,618,389)	\$ -	\$ (3,618,389)
Proposed FY 2023-24:			
Revenues:	809,850	365,950	1,175,800
Expenses:	(1,527,604)	(168,452)	(1,696,056)
Operating Income (Loss):	(717,754)	197,498	(520,256)
Capital Outlay:	-	(219,800)	(219,800)
Transfer to Capital Assets:	-	219,800	219,800
Net Income (Loss):	(717,754)	197,498	(520,256)
Estimated Fund Balance 7/1/24:	\$ (4,336,143)	\$ 197,498	\$ (4,138,645)
Proposed FY 2024-25:			
Revenues:	834,147	448,953	1,283,100
Expenses:	(1,530,152)	(168,452)	(1,698,604)
Operating Income (Loss):	(696,005)	280,501	(415,504)
Capital Outlay:	-	(25,000)	(25,000)
Transfer to Capital Assets:	-	25,000	25,000
Net Income (Loss):	(696,005)	280,501	(415,504)
Estimated Fund Balance 6/30/25	\$ (5,032,148)	\$ 477,999	\$ (4,554,149)

Five-Year Capital Improvement Program

The Capital Improvement Program (CIP) is a long-range fiscal forecast identifying major public improvements to the City's infrastructure over the next five (5) years. The CIP is

important for planning, managing, and maintaining the City’s existing infrastructure. The City has a five (5) year CIP that encompasses bridge and roadways, parks and open spaces, stormwater quality, water production, treatment and delivery, sanitary sewer, City buildings, and other facilities, Americans with Disabilities Act (ADA) improvements, and other large-scale capital projects.

This proposed five (5) year CIP plan has been developed utilizing input from various departments, community needs identified over the past year, and consideration of City Council priorities. It also incorporated recommendations set forth in the following master plans completed over the last several years; water, wastewater, storm drain, ADA, Pavement Management Program (PMP), urban water, reclaimed water, median landscaping, fiber optic, facilities, and security.

A study session was held on April 18, 2023, to provide the City Council and the community with a preview of the proposed capital projects for the five (5) fiscal years included in the period of July 1, 2023, through June 30, 2028 (FY 2023-28). The total CIP budget for the five (5) year period, FY 2023-28 is \$275 million. Of this amount, \$86 million represents funds carried over from FY 2022-23. The City is sustainable only if both its capital infrastructure assets and its financial assets can be maintained over the long term.

Following the study session, a supplementary request has been made to allocate an additional \$400,000 from the Water Fund for the Advanced Metering Infrastructure Project.

Table 5. Five (5) Year CIP Project Summary

Project Type	Existing CIP	Proposed CIP	Total
Streets	\$ 23,080,681	\$ 63,445,000	\$ 86,525,681
Bridges	\$ 75,405,655	\$ -	\$ 75,405,655
Water	\$ 40,533,965	\$ -	\$ 40,533,965
Parks	\$ 46,247,753	\$ 315,000	\$ 46,562,753
Facilities	\$ 11,752,523	\$ 1,144,400	\$ 12,896,923
Traffic Signal	\$ 1,765,257	\$ 5,324,390	\$ 7,089,647
Storm Water	\$ 1,544,425	\$ 2,630,000	\$ 4,174,425
Wastewater	\$ 2,071,991	\$ -	\$ 2,071,991
Total	\$ 202,402,250	\$ 72,858,790	\$ 275,261,040

The City's CIP is funded utilizing a variety of restricted and special funding, as well as appropriations from the General Fund. Some of the special revenue funds used for CIP's are Proposition C, Measure R, Measure M, Community Development Block Grant (CDBG), the American Rescue Plan Act (ARPA) Fund, Water Fund, and various Federal, State, and regional grants. The following table details the various CIP funding sources.

Table 6. – Five (5) Year CIP Funding Sources

Source	Amount	% of Total
General Fund	\$431,364	0.16%
ARPA	\$4,272,455	1.55%
Water Fund	\$33,603,108	12.21%
Certificates of Participation	\$3,201,103	1.16%
Local Return	\$18,168,842	6.60%
CIP	\$15,917,916	5.78%
Grants	\$119,982,462	43.59%
SB1	\$5,643,711	2.05%
Measure W	\$4,752,461	1.73%
Measure A	\$958,356	0.35%
CDBG	\$1,067,138	0.39%
Other Special Funds	\$718,133	0.26%
Unfunded	\$66,543,991	24.17%
Total	\$275,261,040	100.00%

Unfunded Capital Project Needs

The City has identified \$66.5 million in unfunded projects for streets, parks, facilities, and wastewater CIPs. The unfunded requests will need to be addressed and incorporated into current and future budgets to ensure that the City meets its critical needs and plans effectively for the future.

Table 7. Unfunded CIP by Category and Fiscal Year

Category	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	Total
ADA Improvements	\$1,350,000	\$800,000	\$800,000	\$800,000	\$800,000	\$4,550,000
Facilities Projects	\$1,750,000	\$120,000				\$1,870,000
Parks Projects	\$6,390,000	\$900,000		\$500,000		\$7,790,000
Street Resurfacing	\$10,162,000	\$10,300,000	\$10,100,000	\$9,900,000	\$9,800,000	\$50,262,000
Sewer Main Improvements	\$1,185,991	\$439,000	\$447,000			\$2,071,991
Total	\$20,837,991	\$12,559,000	\$11,347,000	\$11,200,000	\$10,600,000	\$66,543,991

The majority of the estimated FY 2023-24 and FY 2024-25 General Fund Surpluses are attributed to additional Business License (BL) revenues resulting from the approval of Measure AB by the City voters in November 2022. With the City’s commitment to utilizing the additional BL revenues to enhance public safety, infrastructure, and park maintenance, staff recommends allocating the estimated General Fund surpluses to the unfunded CIPs, including street resurfacing, sewer main improvement, and Smith Park/Rio Vista fence replacement. These projects align with the goals and objectives outlined in Measure AB.

CIP Projects Aligned with Measure AB

Pavement Rehabilitation and Resurfacing Program

The City has unfunded street resurfacing needs of about \$50.3 million over the next five (5) years, as depicted in Table 6. The unfunded amount for FY 2023-24 is \$10.2 million. As street pavement has been a high priority of the residents and the City Council, staff recommends allocating a GF surplus of \$4 million for this CIP in FY 2023-24 and \$4 million in FY 2024-25.

Wastewater Improvements

To avoid deferring the sewer main project, which will lead to substantially higher costs in the future, staff recommends allocating approximately \$861,500 GF surplus for this CIP in FY 2023-24 and \$552,647 in FY 2024-25.

Smith Park/Rio Vista Fence Replacement

The fences in Field #3 of Smith Park and Fields #2 and #3 at Rio Vista Park show signs of bending outward and protruding. This poses a danger to individuals who climb or crawl under the fences. Staff recommends allocating the GF surplus of \$150,000 to promptly address the fence repairs as a preventive measure against potential risks.

Rio Vista Musco Lighting

Currently, no light poles are installed on Field #2 in Rio Vista Park, which restricts the usability of the field, particularly during daylight saving time. This creates a hazardous environment for user groups who continue to play with limited visibility. It will take approximately \$100,000 to install lights for Field #2, ensuring improved visibility and safety for the groups utilizing the field.

CIP Projects Needing City Council's Direction

Following the CIP Study Session held on April 18, 2023, the City Council requested staff to look into the cost and scope of additional projects. Staff have been gathering relevant information, including estimated costs, for these projects. The details of the projects and their corresponding estimated costs are provided below:

i. **Pico Park Playground Resurfacing**

The playground surface at Pico Park has visibly aged. The estimated cost is \$250,000 to replace the existing surface with either new rubberized material or synthetic turf to improve the overall appearance of the playground and create a more pleasant environment for park visitors.

ii. **Rivera Park Playground Resurfacing**

To enhance visitors' enjoyment at Rivera Park playgrounds, the estimated cost is \$100,000 to replace the existing sand surfaces with either a rubberized material or synthetic turf to upgrade the quality of the playground surface and provide park visitors with an elevated and enjoyable experience.

iii. Rivera Park Batting Cage

The pitching machines and fencing surrounding the batting cages at Rivera Park are significantly aged, with warping and breakage issues. Since the batting cages are frequently utilized, it is imperative to have appropriate fencing to prevent balls from escaping and ensure that unauthorized individuals do not enter the area. The estimated cost is \$600,000 to replace the pitching machines, remove the current fencing and install new fencing and gates at the Rivera Park batting cages.

iv. Park Exercising Equipment

Outdoor fitness stations are only available at Pico Park. The estimated cost is \$900,000 to install park exercise equipment and outdoor fitness stations in Rivera, Smith, and Rio Vista Park to promote health and wellness throughout the City and to provide healthy spaces.

v. Monument Markers

The City is currently undertaking efforts to enhance the aesthetics of our median corridors, focusing on beautification. The estimated cost for implementing monument markers at strategic locations throughout the City is approximately \$250,000. The City is also applying for a Clean California Grant, which could potentially cover this request if approved and deemed necessary by the City Council. The installation locations for the monument markers have not yet been finalized. If the grant cannot cover the associated expenses, the staff will seek guidance from the City Council on how to proceed. The monument markers would preserve the City's identity and history while serving as meaningful symbols for residents and visitors.

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Table 8 below summaries these CIPs by category:

Table 8. General Fund Operating Summary

General Fund Operating Summary	FY 2023-24		FY 2024-25	
	Proposed Budget		Proposed Budget	
Revenues	\$	59,564,653	\$	61,240,769
Expenditures		54,453,150		56,688,122
Amount Available for Capital Projects	\$	5,111,503	\$	4,552,647
Capital Projects - City Manager's Recommended List of Capital Projects:				
Measure AB:				
Street Resurfacing	Unfunded	4,000,000		4,000,000
Sewer Main Improvement	Unfunded	861,503		552,647
Smith Park/Rio Vista Fence Replacement	Unfunded	150,000		
Rio Vista Musco Lighting	Unfunded	100,000		
CIP Allocation - Measure AB		\$ 5,111,503	\$	4,552,647
Amounts Available for City Council Requested Projects		-		-
City Council Requested Projects:				
Pico Park Playground Resurfacing	New	250,000		
Rivera Park Playground Resurfacing	New	100,000		
Rivera Park Batting Cage	New	600,000		
Park Exercising Equipment	New	900,000		
Monument Markers	New	250,000		
CIPs Needing City Council Direction		\$ 2,100,000	\$	-

Based on careful evaluation, the City Manager recommends allocating the projected surpluses from the FY 2023-24 and FY 2024-25 General Fund budgets to fund several critical projects. These projects encompass Street Resurfacing, Sewer Main Improvement, Smith Park/Rio Vista Fence Replacement, and Rio Vista Musco Lighting. Such allocation is in line with the established objectives and goals of the City, as well as Measure AB, aimed at enhancing safety and infrastructure.

Staff requests the City Council's guidance on prioritizing the additional requested CIPs totaling \$2,100,000. Should the City Council decide to proceed with any of these CIPs, staff will diligently research potential funding options, which may include grants available through federal, state, and regional agencies. The findings will then be presented to the City Council for consideration.

The decisions and recommendations provided by the City Council will be incorporated into the final version of the budget, which is scheduled to be presented to the City Council on June 27, 2023. By incorporating the City Council's input, staff aims to

ensure that the budget accurately reflects their guidance and aligns with the overall objectives and priorities of the City Council.

Conclusion:

With all funds combined, the FY 2023-25 Proposed Budget shows a total revenue of \$151,606,253 and a total expenditure of \$154,296,723 for FY 2023-24. For FY 2024-25, the total revenue is \$147,076,464, and the total expenditure is \$154,703,081. The General Fund portion of this Proposed Budget totals \$59,564,653 in revenues and \$59,564,653 in expenditures for FY 2023-24, and \$61,240,769 in revenues and \$61,240,769 in expenditures for FY 2024-25.

The next step in the FY 2023-25 budget process is the final budget adoption on June 27, 2023. As part of the final budget adoption, staff will reconcile changes from the preliminary to the final adopted budget. The FY 2023-25 Proposed Budget is constructed to ensure financial sustainability. It strategically positions the City to execute its 21st Century Vision of a sustainable, equitable, and vibrant community to live and work.

Remaining on the path to structural balance through fiscal discipline is essential in light of the projected capital needs. Staff will continue to monitor each revenue source and expenditure activity closely and will evaluate opportunities to enhance revenues and reduce expenditures.



Steve Carmona

SC:AG:JG:DS:ep:smc

Enclosure: 1) FY 2023-25 Preliminary (Proposed) Budget

CITY OF PICO RIVERA

PICO RIVERA
CITY HALL



PROPOSED BUDGET FY 2023-2025



City of Pico Rivera

Fiscal Year 2023-25

Proposed Budget

CITY COUNCIL

Erik Lutz, Mayor

Andrew C. Lara, Mayor Pro Tem

Gustavo V. Camacho, Councilmember

John R. Garcia, Councilmember

Dr. Monica Sanchez, Councilmember

Steve Carmona
CITY MANAGER

Angelina Garcia
ASSISTANT CITY MANAGER

Jane Guo
DIRECTOR
ADMINISTRATIVE SERVICES

Alvaro Betancourt
DIRECTOR
COMMUNITY AND ECONOMIC DEVELOPMENT

Karine Shirinian
DIRECTOR
HUMAN RESOURCES

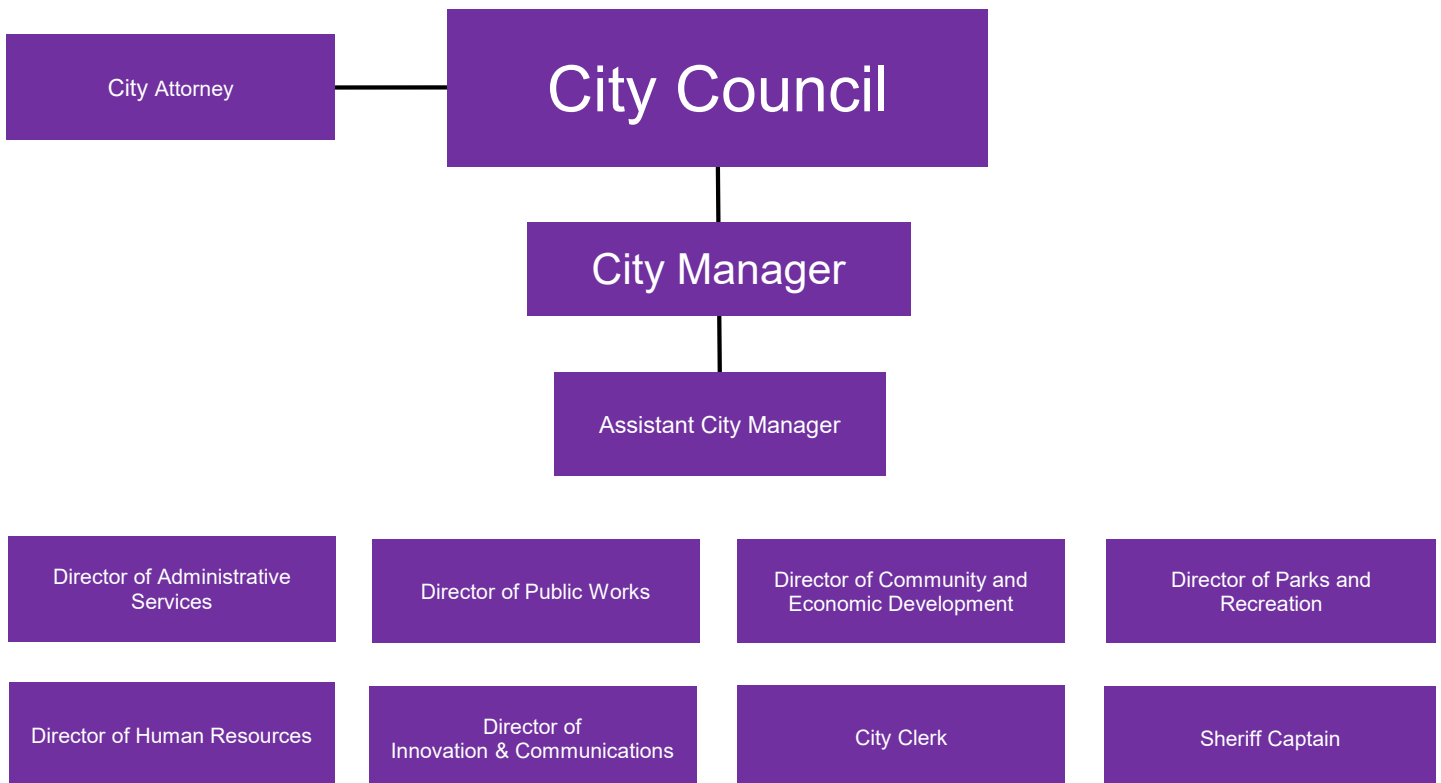
Noe Negrete
DIRECTOR
PUBLIC WORKS

Pamela Yugar
DIRECTOR
PARKS AND RECREATION

Vacant
CITY CLERK



Residents of the City of Pico Rivera





City of Pico Rivera Budget Preparation Calendar and Proposed Budget Modification Process FY 2023-25 Budget (Year One)

JANUARY

FY 2021-22 Annual Comprehensive Financial Report (ACFR) presented to City Council

FY 2023-25 Biennial Budget Calendar presented to City Council

Prepare FY 2022-23 mid-year budget report and agenda report for City Council meeting

Distribute FY 2023-25 Budget Guidelines with fiscal direction to Departments for review / update

Distribute Maintenance and Operations (M&O) justifications to Departments

MARCH

Review of Five-Year Capital Improvement Program budgets and projects with City Manager

City Manager meetings with Departments (budget request reviews)

MAY

FY 2022-23 Third-Quarter Review presented to City Council

FY 2023-25 Biennial Preliminary Budget (Proposed) Budget Study Session

2nd Five-Year Capital Improvement Program Study Session with City Council (if needed)

Update Preliminary Budget based on Study Session feedback

Public Hearing: Landscaping and Lighting Assessment District No. 1 and Paramount Mines Assessment District presented to City Council for approval

FEBRUARY

Finalize FY 2022-23 Mid-Year budget projections for City Council presentation

Mid-year review of FY 2022-23 revenue and expenditures presented to City Council

Department M&O justifications due / initial review of budget requests

Budget Development Based on Council Priorities

APRIL

Five-Year Capital Improvement Program Study Session with City Council

Landscape and Lighting Assessment District No. 1 and Paramount Mines Assessment District - Annual Renewal Consideration presented to City Council

JUNE

Final Department review of proposed budget

Public Hearing: FY 2023-25 Biennial Preliminary Budget (Proposed) Budget

Two-Year Budget and Five-Year Capital Improvement Program presented to City Council for review and adoption

Five-Year Forecast Update to City Council

FY 2023-24 User Fee Schedule Update presented to City Council

Adjustments to the Adopted Budget

During the fiscal year, certain situations arise that may cause changes in a Department's spending priority that necessitates appropriations be moved to a different Division or Object Code. The Budget Adoption Resolution -- included in the adopted budget book in the Appendix Section -- outlines the specific process for making budget adjustments. Department Directors are authorized to move appropriations within each program/division and within the same fund for their respective departments, so long as appropriations are not being increased. The City Manager may transfer operating budget appropriations within the same fund between departments, so long as total appropriations are not being increased. Any changes to total appropriations and any changes to Capital Improvement Program appropriations must be approved by a majority of the City Council.



City of Pico Rivera Budget Preparation Calendar and Proposed opted Budget Modification Process FY 2024-25 Budget (Year Two)

JANUARY

FY 2022-23 Annual Comprehensive Financial Report (ACFR) presented to City Council

Prepare FY 2023-24 mid-year budget report and agenda report for City Council meeting

FEBRUARY

FY 2023-24 Mid-year review of revenue and expenditures presented to City Council

Departments to review FY 2024-25 User Fee Schedule

MARCH

Year Two Review of FY 2023-25 Biennial Budget adjustments

Year Two Review of Five-Year Capital Improvement Program budgets and projects

APRIL

FY 2023-24 Third-Quarter Review presented to City Council

FY 2024-25 User Fee Schedule Update presented to City Council

Landscape and Lighting Assessment District No. 1 and Paramount Mines Assessment District - Annual Renewal Consideration presented to City Council

MAY

Final Department review of Year Two Budget

Year Two Budget and Five-Year Capital Improvement Program presented to City Council for review and adoption

Public Hearing: Landscaping and Lighting Assessment District No. 1 and Paramount Mines Assessment District presented to City Council for approval

JUNE

Five-Year Forecast Update to City Council

Adjustments to the Adopted Budget

During the fiscal year, certain situations arise that may cause changes in a Department's spending priority that necessitates appropriations be moved to a different Division or Object Code. The Budget Adoption Resolution -- included in the adopted budget book in the Appendix Section -- outlines the specific process for making budget adjustments. Department Directors are authorized to move appropriations within each program/division and within the same fund for their respective departments, so long as appropriations are not being increased. The City Manager may transfer operating budget appropriations within the same fund between departments, so long as total appropriations are not being increased. Any changes to total appropriations and any changes to Capital Improvement Program appropriations must be approved by a majority of the City Council.



City of Pico Rivera
Citywide (All Funds) Summary
FY 2023-24 Proposed Budget (Expenditures and Revenue)

	Expenditures		Revenue		Surplus / (Deficit)
General Fund *	\$	60,237,153	\$	60,297,034	\$ 59,881
Special Revenue Funds	\$	19,412,502	\$	17,844,671	\$ (1,567,831)
Grant Funds**	\$	33,787,188	\$	33,200,835	\$ (586,353)
Capital Project Funds	\$	770,390	\$	-	\$ (770,390)
Enterprise Funds	\$	39,219,481	\$	37,211,125	\$ (2,008,356)
Assessment District Funds	\$	1,035,722	\$	1,865,668	\$ 829,946
Trust and Agency Funds	\$	234,287	\$	1,186,920	\$ 952,633
TOTAL CITY BUDGET	\$	154,696,723	\$	151,606,253	\$ (3,090,470)

* Includes Equipment Replacement (Fund 170) and other funds supported by the General Fund.

**Grant Reimbursement Funds



City of Pico Rivera
Citywide (All Funds) Summary
FY 2024-25 Proposed Budget (Expenditures and Revenue)

	Expenditures		Revenue		Surplus / (Deficit)
General Fund *	\$ 61,913,269	\$	61,964,890	\$	79,203,202
Special Revenue Funds	\$ 22,025,444	\$	21,923,607	\$	32,034,281
Grant Funds **	\$ 20,985,740	\$	20,299,585	\$	(2,321,052)
Capital Project Funds	\$ 7,019,632	\$	-	\$	4,945,928
Enterprise Funds	\$ 41,502,754	\$	39,801,454	\$	31,594,056
Assessment District Funds	\$ 1,071,857	\$	1,917,827	\$	4,481,923
Trust and Agency Funds	\$ 184,385	\$	1,169,100	\$	(97,761,931)
TOTAL CITY BUDGET	\$ 154,703,081	\$	147,076,464	\$	52,176,406

* Includes Equipment Replacement (Fund 170) and other funds supported by the General Fund.

**Grant Reimbursement Funds



City of Pico Rivera
Revenue and Expenditure Summary (All Funds)
Summary of Resources and Requirements
Fiscal Year 2023-24 Proposed Budget

	Starting Fund	Estimated	Estimated	Estimated	Operating	Transfers In	TOTAL	Operating	Capital	Transfers	TOTAL	Estimated
	Balance	Revenue & Transfers-In	Expenditures & Transfers-Out	Fund Balance	Revenues		REVENUES	Expenditures	Projects	Out	EXPENDITURES	Fund Balance
	July 1, 2022	FY 22-23	FY 22-23	July 1, 2023								June 30, 2024
General Fund												
100 General Fund - Operating	54,281,327	55,004,212	50,750,336	58,535,204	57,807,556	1,757,097	59,564,653	53,388,150	-	6,176,503	59,564,653	58,535,204
105 Liability Claims	(126,329)	282,829	122,339	34,161	170,000	-	170,000	170,000	-	-	170,000	34,161
106 Workers Compensation Claims	(347,676)	519,176	115,882	55,618	171,500	-	171,500	171,500	-	-	171,500	55,618
551 Water Enterprise	18,234,148	7,689	-	18,241,837	41,600	-	41,600	-	-	-	-	18,283,437
875 Section 115 PRSP-Trust	1,180,688	52,266	3,448	1,229,506	-	-	-	-	-	-	-	1,229,506
Sub Total	73,222,158	55,866,172	50,992,005	78,096,325	58,190,656	1,757,097	59,947,753	53,729,650	-	6,176,503	59,906,153	78,137,925
Equipment Replacement Fund												
170 Equipment Replacement	1,045,212	223,922	273,760	995,374	349,281	-	349,281	331,000	-	-	331,000	1,013,655
Sub Total	1,045,212	223,922	273,760	995,374	349,281	-	349,281	331,000	-	-	331,000	1,013,655
Special Revenue Funds												
200 Air Quality Improvement	454,527	43,023	33,452	464,097	90,030	-	90,030	34,600	-	-	34,600	519,527
201 State Gas Tax	-	1,083,838	957,004	126,834	1,757,098	-	1,757,098	-	-	1,757,098	1,757,098	126,834
202 SB1 - Traffic Congestion Relief	4,543,892	817,156	911,332	4,449,716	1,536,363	-	1,536,363	1,513,154	-	-	1,513,154	4,472,925
205 Proposition A	3,319,585	1,570,323	748,231	4,141,677	1,847,270	-	1,847,270	2,220,188	-	-	2,220,188	3,768,759
206 Proposition C	3,154,910	1,326,032	599,369	3,881,572	1,543,750	-	1,543,750	1,398,000	-	-	1,398,000	4,027,322
207 Measure R	1,682,726	1,160,987	345,717	2,497,995	1,148,087	-	1,148,087	1,315,015	-	-	1,315,015	2,331,067
208 Measure M	387,615	1,107,219	67,939	1,426,895	1,270,180	-	1,270,180	877,767	-	831,669	1,709,436	987,639
209 Measure W	1,161,998	901,754	136,193	1,927,559	954,810	-	954,810	1,080,000	-	-	1,080,000	1,802,369
210 Transportation Development Act	(5,492)	-	17,984	(23,476)	71,888	-	71,888	50,000	-	-	50,000	(1,588)
215 Measure A	-	-	-	-	150,000	-	150,000	150,000	-	-	150,000	-
220 Public Image Enhancement (PIE)	567,732	141,844	-	709,575	162,500	-	162,500	-	-	-	-	872,075
221 California Beverage Container	46,060	150	5,702	40,508	15,780	-	15,780	15,500	-	-	15,500	40,788
225 Sewer Maintenance	(20,547)	77	16,687	(37,158)	-	-	-	-	-	-	-	(37,158)
250 Cable/PEG Support	300,872	36,855	7,673	330,054	-	-	-	37,355	-	-	37,355	292,699
255 Economic Development Sustainability	963,014	3,444	-	966,458	18,630	-	18,630	-	-	-	-	985,088
263 Passons Grade Separation	15,158	-	-	15,158	-	-	-	-	-	-	-	15,158
270 Park Development	229,025	(1,885)	227,000	140	4,430	-	4,430	-	-	-	-	4,570
280 Community Development Block Grant (CDBG)	(1,763)	695,000	695,846	(2,609)	641,377	-	641,377	641,377	-	-	641,377	(2,609)
282 Home Program	2,579,298	34,115	-	2,613,414	9,000	-	9,000	-	-	-	-	2,622,414
283 CallHome	703,303	700	-	704,003	-	-	-	-	-	-	-	704,003
290 L&M Income Housing Asset	2,668,604	9,796	-	2,678,401	20,040	-	20,040	-	-	-	-	2,698,441
291 Housing Assistance Program (Section 8)	475,050	6,183,687	6,129,251	529,486	5,771,769	-	5,771,769	6,121,110	-	-	6,121,110	180,145
305 2018 Series A Certificates of Participation	12,376,792	148,864	6,262,006	6,263,649	-	831,669	831,669	1,369,669	-	-	1,369,669	5,725,649
640 American Recovery Plan	(0)	-	-	(0)	-	-	-	-	-	-	-	(0)
Sub Total	35,602,358	15,262,978	17,161,387	33,703,949	17,013,002	831,669	17,844,671	16,823,735	-	2,588,767	19,412,502	32,136,118



Revenue and Expenditure Summary (All Funds)
Summary of Resources and Requirements
Fiscal Year 2023-24 Proposed Budget

	Starting Fund	Estimated	Estimated	Estimated	Operating	Transfers In	TOTAL	Operating	Capital	Transfers	TOTAL	Estimated
	Balance	Revenue & Transfers-In	Expenditures & Transfers-Out	Fund Balance	Revenues		REVENUES	Expenditures	Projects	Out	EXPENDITURES	Fund Balance
	July 1, 2022	FY 22-23	FY 22-23	July 1, 2023								June 30, 2024
Grant Funds												
637 Gateway Cities Council of Governments (COG)	17,334	-	-	17,334	-	-	-	-	-	-	-	17,334
638 Surface Transportation Program Local (STPL) Federal	(343)	-	-	(343)	-	-	-	-	-	-	-	(343)
661 Highway Bridge Program (HBP)	(1,836)	270,861	267,887	1,138	3,869,647	-	3,869,647	3,869,647	-	-	3,869,647	1,138
670 Used Oil Recycle	73,129	262	-	73,391	10,420	-	10,420	26,562	-	-	26,562	57,249
671 Cal Recycle	7,309	315,530	109,396	213,443	215,655	-	215,655	226,777	-	-	226,777	202,321
690 Recreation & Education Accelerating Children's Hopes (REACH)	492,505	363,346	870,681	(14,830)	1,265,914	-	1,265,914	1,324,821	-	-	1,324,821	(73,737)
697 Miscellaneous Local Grants	(124,579)	-	232,073	(356,652)	10,093,531	-	10,093,531	10,195,591	-	-	10,195,591	(458,712)
698 Miscellaneous Federal Grants	(225,253)	431,927	771,934	(565,260)	8,379,390	-	8,379,390	8,379,390	-	-	8,379,390	(565,260)
699 Miscellaneous State Grants	(282,053)	5,651	140,363	(416,765)	9,366,278	-	9,366,278	9,764,400	-	-	9,764,400	(814,887)
Sub Total	(43,786)	1,387,576	2,392,334	(1,048,544)	33,200,835	-	33,200,835	33,787,188	-	-	33,787,188	(1,634,897)
Capital Projects Fund												
400 Capital Improvement	11,678,523	1,147,695	90,268	12,735,950	-	-	-	770,390	-	-	770,390	11,965,560
450 Financial System Replacement	(87,913)	87,913	-	-	-	-	-	-	-	-	-	-
Sub Total	11,590,609	1,235,608	90,268	12,735,950	-	-	-	770,390	-	-	770,390	11,965,560
Assessment District Funds												
230 Lighting Assessment District	1,309,912	1,766,102	333,862	2,742,152	1,864,468	-	1,864,468	1,035,722	-	-	1,035,722	3,570,899
231 Paramount/Mines Assessment District	57,636	6,217	-	63,853	1,200	-	1,200	-	-	-	-	65,053
Sub Total	1,367,548	1,772,320	333,862	2,806,006	1,865,668	-	1,865,668	1,035,722	-	-	1,035,722	3,635,952
Enterprise Funds												
550 Water Authority	33,378,487	9,735,886	15,480,074	27,634,299	12,049,675	-	12,049,675	18,623,929	-	-	18,623,929	21,060,045
560 Pico Rivera Innovative Municipal Energy (PRIME)	4,930,136	24,352,389	18,675,360	10,607,164	23,655,274	-	23,655,274	18,741,010	-	-	18,741,010	15,521,428
570 Golf Course	(2,939,360)	600,640	1,279,670	(3,618,389)	1,175,800	-	1,175,800	1,696,056	-	-	1,696,056	(4,138,645)
590 Recreation Area Complex	368,009	308,595	(4,035)	680,638	330,376	-	330,376	158,486	-	-	158,486	852,528
Sub Total	35,737,271	34,997,509	35,431,069	35,303,712	37,211,125	-	37,211,125	39,219,481	-	-	39,219,481	33,295,356
Successor Agency												
851 Successor - DS FUND	(107,053,667)	1,164,737	338,827	(106,227,757)	-	1,065,000	1,065,000	234,287	-	-	234,287	(105,397,044)
852 Redevelopment Obligation Retirement Fund	4,339,247	1,124,230	-	5,463,478	121,920	-	121,920	-	-	-	-	5,585,398
854 Successor Sales Tax	1,065,000	-	-	1,065,000	-	-	-	-	-	-	-	1,065,000
Sub Total	(101,649,420)	2,288,967	338,827	(99,699,279)	121,920	1,065,000	1,186,920	234,287	-	-	234,287	(98,746,646)
GRAND TOTAL	56,871,951	113,035,053	107,013,511	62,893,493	\$ 147,952,487	\$ 3,653,766	\$ 151,606,253	\$ 145,931,453	\$ -	\$ 8,765,270	\$ 154,696,723	\$ 59,803,024

City of Pico Rivera
Revenue and Expenditure Summary (All Funds)
Summary of Resources and Requirements
Fiscal Year 2024-25 Proposed Budget



		Beginning Fund	Estimated	Estimated	Estimated	Operating	Transfers In	TOTAL	Operating	Capital	Transfers	TOTAL	Estimated
		Balance	Revenue & Transfers-In	Expenditures & Transfers-Out	Fund Balance	Revenues		REVENUES	Expenditures	Projects	Out	EXPENDITURES	Fund Balance
		July 1, 2023	FY 23-24	FY 23-24	July 1, 2024								June 30, 2025
General Fund													
100	General Fund - Operating	58,535,204	59,564,653	59,564,653	58,535,204	59,448,529	1,792,240	61,240,769	55,623,122	-	5,617,647	61,240,769	58,535,204
105	Liability Claims	34,161	170,000	170,000	34,161	170,000	-	170,000	170,000	-	-	170,000	34,161
106	Workers Compensation Claims	55,618	171,500	171,500	55,618	171,500	-	171,500	171,500	-	-	171,500	55,618
551	Water Enterprise	18,241,837	41,600	-	18,283,437	35,520	-	35,520	-	-	-	-	18,318,957
875	Section 115 PRSP-Trust	1,229,506	-	-	1,229,506	-	-	-	-	-	-	-	1,229,506
Sub Total		78,096,325	59,947,753	59,906,153	78,137,925	59,825,549	1,792,240	61,617,789	55,964,622	-	5,617,647	61,582,269	78,173,445
Equipment Replacement Fund													
170	Equipment Replacement	995,374	349,281	331,000	1,013,655	347,101	-	347,101	331,000	-	-	331,000	1,029,756
Sub Total		995,374	349,281	331,000	1,013,655	347,101	-	347,101	331,000	-	-	331,000	1,029,756
Special Revenue Funds													
200	Air Quality Improvement	464,097	90,030	34,600	519,527	88,710	-	88,710	34,600	-	-	34,600	573,637
201	State Gas Tax	126,834	1,757,098	1,757,098	126,834	1,792,240	-	1,792,240	-	-	1,792,240	1,792,240	126,834
202	SB1 - Traffic Congestion Relief	4,449,716	1,536,363	1,513,154	4,472,925	1,567,090	-	1,567,090	1,317,930	-	-	1,317,930	4,722,085
205	Proposition A	4,141,677	1,847,270	2,220,188	3,768,759	1,916,719	-	1,916,719	2,259,056	-	-	2,259,056	3,426,422
206	Proposition C	3,881,572	1,543,750	1,398,000	4,027,322	1,599,672	-	1,599,672	1,465,000	-	-	1,465,000	4,161,994
207	Measure R	2,497,995	1,148,087	1,315,015	2,331,067	1,191,449	-	1,191,449	1,325,015	-	-	1,325,015	2,197,501
208	Measure M	1,426,895	1,270,180	1,709,436	987,639	4,523,860	-	4,523,860	3,551,500	-	831,669	4,383,169	1,128,330
209	Measure W	1,927,559	954,810	1,080,000	1,802,369	954,810	-	954,810	930,000	-	-	930,000	1,827,179
210	Transportation Development Act	(23,476)	71,888	50,000	(1,588)	75,123	-	75,123	90,000	-	-	90,000	(16,465)
215	Measure A	-	150,000	150,000	-	808,356	-	808,356	808,356	-	-	808,356	-
220	Public Image Enhancement (PIE)	709,575	162,500	-	872,075	150,670	-	150,670	-	-	-	-	1,022,745
221	California Beverage Container	40,508	15,780	15,500	40,788	670	-	670	-	-	-	-	41,458
225	Sewer Maintenance	(37,158)	-	-	(37,158)	-	-	-	-	-	-	-	(37,158)
250	Cable/PEG Support	330,054	-	37,355	292,699	-	-	-	37,355	-	-	37,355	255,344
255	Economic Development Sustainability	966,458	18,630	-	985,088	15,910	-	15,910	-	-	-	-	1,000,998
263	Passons Grade Separation	15,158	-	-	15,158	-	-	-	-	-	-	-	15,158
270	Park Development	140	4,430	-	4,570	3,780	-	3,780	-	-	-	-	8,350
280	Community Development Block Grant (CDBG)	(2,609)	641,377	641,377	(2,609)	600,000	-	600,000	600,000	-	-	600,000	(2,609)
282	Home Program	2,613,414	9,000	-	2,622,414	9,000	-	9,000	-	-	-	-	2,631,414
283	CalHome	704,003	-	-	704,003	-	-	-	-	-	-	-	704,003
290	L&M Income Housing Asset	2,678,401	20,040	-	2,698,441	17,110	-	17,110	-	-	-	-	2,715,551
291	Housing Assistance Program (Section 8)	529,486	5,771,769	6,121,110	180,145	5,771,769	-	5,771,769	6,146,054	-	-	6,146,054	(194,140)
305	2018 Series A Certificates of Participation	6,263,649	831,669	1,369,669	5,725,649	-	836,669	836,669	836,669	-	-	836,669	5,725,649
640	American Recovery Plan	(0)	-	-	(0)	-	-	-	-	-	-	-	(0)
Sub Total		33,703,949	17,844,671	19,412,502	32,136,118	21,086,938	836,669	21,923,607	19,401,535	-	2,623,909	22,025,444	32,034,281



Revenue and Expenditure Summary (All Funds)
Summary of Resources and Requirements
Fiscal Year 2024-25 Proposed Budget

	Beginning Fund	Estimated	Estimated	Estimated	Operating	Transfers In	TOTAL	Operating	Capital	Transfers	TOTAL	Estimated
	Balance July 1, 2023	Revenue & Transfers-In FY 23-24	Expenditures & Transfers-Out FY 23-24	Fund Balance July 1, 2024	Revenues		REVENUES	Expenditures	Projects	Out	EXPENDITURES	Fund Balance June 30, 2025
Grant Funds												
637 Gateway Cities Council of Governments (COG)	17,334	-	-	17,334	-	-	-	-	-	-	-	17,334
638 Surface Transportation Program Local (STPL) Fec	(343)	-	-	(343)	-	-	-	-	-	-	-	(343)
661 Highway Bridge Program (HBP)	1,138	3,869,647	3,869,647	1,138	14,173,154	-	14,173,154	14,173,154	-	-	14,173,154	1,138
670 Used Oil Recycle	73,391	10,420	26,562	57,249	10,410	-	10,410	26,562	-	-	26,562	41,097
671 Cal Recycle	213,443	215,655	226,777	202,321	258,786	-	258,786	233,815	-	-	233,815	227,292
690 Recreation & Education Accelerating Children's Hr	(14,830)	1,265,914	1,324,821	(73,737)	1,263,704	-	1,263,704	1,360,262	-	-	1,360,262	(170,296)
697 Miscellaneous Local Grants	(356,652)	10,093,531	10,195,591	(458,712)	93,531	-	93,531	196,789	-	-	196,789	(561,970)
698 Miscellaneous Federal Grants	(565,260)	8,379,390	8,379,390	(565,260)	-	-	-	-	-	-	-	(565,260)
699 Miscellaneous State Grants	(416,765)	9,366,278	9,764,400	(814,887)	4,500,000	-	4,500,000	4,995,158	-	-	4,995,158	(1,310,045)
Sub Total	(1,048,544)	33,200,835	33,787,188	(1,634,897)	20,299,585	-	20,299,585	20,985,740	-	-	20,985,740	(2,321,052)
Capital Projects Fund												
400 Capital Improvement	12,735,950	-	770,390	11,965,560	-	-	-	7,019,632	-	-	7,019,632	4,945,928
450 Financial System Replacement	-	-	-	-	-	-	-	-	-	-	-	-
Sub Total	12,735,950	-	770,390	11,965,560	-	-	-	7,019,632	-	-	7,019,632	4,945,928
Assessment District Funds												
230 Lighting Assessment District	2,742,152	1,864,468	1,035,722	3,570,899	1,916,797	-	1,916,797	1,071,857	-	-	1,071,857	4,415,839
231 Paramount/Mines Assessment District	63,853	1,200	-	65,053	1,030	-	1,030	-	-	-	-	66,083
Sub Total	2,806,006	1,865,668	1,035,722	3,635,952	1,917,827	-	1,917,827	1,071,857	-	-	1,071,857	4,481,923
Enterprise Funds												
550 Water Authority	27,634,299	12,049,675	18,623,929	21,060,045	12,011,345	-	12,011,345	17,960,464	-	-	17,960,464	15,110,926
560 Pico Rivera Innovative Municipal Energy (PRIME)	10,607,164	23,655,274	18,741,010	15,521,428	26,168,819	-	26,168,819	21,681,990	-	-	21,681,990	20,008,257
570 Golf Course	(3,618,389)	1,175,800	1,696,056	(4,138,645)	1,283,100	-	1,283,100	1,698,604	-	-	1,698,604	(4,554,149)
590 Recreation Area Complex	680,638	330,376	158,486	852,528	338,190	-	338,190	161,696	-	-	161,696	1,029,022
Sub Total	35,303,712	37,211,125	39,219,481	33,295,356	39,801,454	-	39,801,454	41,502,754	-	-	41,502,754	31,594,056
Successor Agency												
851 Successor - DS FUND	(106,227,757)	1,065,000	234,287	(105,397,044)	-	1,065,000	1,065,000	184,385	-	-	184,385	(104,516,429)
852 Redevelopment Obligation Retirement Fund	5,463,478	121,920	-	5,585,398	104,100	-	104,100	-	-	-	-	5,689,498
854 Successor Sales Tax	1,065,000	-	-	1,065,000	-	-	-	-	-	-	-	1,065,000
Sub Total	(99,699,279)	1,186,920	234,287	(98,746,646)	104,100	1,065,000	1,169,100	184,385	-	-	184,385	(97,761,931)
GRAND TOTAL	62,893,493	151,606,253	154,696,723	59,803,024	\$ 143,382,555	\$ 3,693,909	\$ 147,076,464	\$ 146,461,525	\$ -	\$ 8,241,556	\$ 154,703,081	\$ 52,176,406



City of Pico Rivera
General Fund Revenue Detail
Historical Actuals and Proposed Budget
Fiscal Years 2019-20 through 2024-25

OBJECT	DESCRIPTION	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2022-23	FY 2023-24	FY 2024-25
		ACTUALS	ACTUALS	ACTUALS	ADOPTED	YEAR-END ESTIMATES	PROPOSED	PROPOSED
Taxes and Franchises								
40100 - SALES AND USE TAXES		9,659,565	10,005,601	12,373,369	11,605,589	12,518,764	12,477,496	12,792,451
40101 - SALES AND USE TAXES - MEASURE P		9,704,707	11,319,835	12,177,951	12,877,000	12,900,000	12,460,000	12,775,000
40200 - FRANCHISE TAX		880,568	941,607	1,006,998	970,000	970,000	970,000	950,000
40400 - PROPERTY TRANSFER TAX		185,014	194,868	299,231	123,627	175,000	120,000	115,000
40500 - TRANSIENT OCCUPANCY TAX		438,232	433,797	533,482	565,020	565,020	560,000	571,200
40700 - UTILITY USERS TAX		3,064,500	3,157,258	3,567,128	3,159,400	3,846,818	4,178,135	4,505,627
40800 - RUBBISH FRANCHISE FEE		907,000	934,800	950,000	986,000	986,400	1,059,900	1,102,296
44200 - PROPERTY TAX-IN LIEU OF VLF		7,965,003	8,348,709	8,878,490	9,381,410	9,457,462	10,022,071	10,222,513
45400 - PROPERTY TAX-A.B. 1197 ALLOCATION		3,167,516	3,443,341	3,580,456	3,663,000	3,663,000	3,884,071	3,961,753
Subtotal - Taxes and Franchises		35,972,104	38,779,817	43,367,106	43,331,046	45,082,464	45,731,673	46,995,840
Licenses and Permits								
41000 - CERT. OF OCCUPANCY PERMITS		21,984	14,200	12,443	12,641	24,271	13,000	14,000
41100 - BUSINESS LICENSE TAX		1,015,753	1,488,390	1,162,270	1,362,115	2,000,000	6,386,628	6,674,027
41101 - BUSINESS LICENSE TAX - DELINQUENT		-	3,816	51	-	-	3,000	3,000
41105 - BUSINESS LICENSE PROCESSING FEE		83,763	97,990	94,995	73,450	90,000	80,000	90,000
41110 - BUSINESS LICENSE LATE FEE		109,683	25,035	135,819	23,497	25,000	24,000	25,000
41111 - BUSINESS LICENSE DELINQUENT FEE		43,256	6,904	-	-	15	-	-
41115 - SB1186 FEE		7,681	9,133	8,586	6,428	6,428	7,000	8,000
41120 - HOME OCCUPATION - PLANNING REVIEW		1,340	676	861	148	143	1,500	1,500
41200 - REGULATORY PERMIT		9,372	19,828	2,546	375	11,568	2,500	3,000
41300 - BUILDING PERMITS		313,402	516,635	478,270	474,003	474,003	700,000	700,000
41350 - AUTOMATED PERMIT SYSTEM		3,205	3,876	3,894	3,686	3,686	4,000	5,000
41400 - PLUMBING PERMITS		43,255	63,860	65,417	49,744	59,023	55,000	60,000
41500 - ELECTRICAL PERMITS		55,265	77,018	105,223	91,921	92,794	150,000	200,000
41700 - HEATING AIR COND PERMIT		31,706	34,748	44,668	36,462	42,940	40,000	45,000
41800 - DOG LICENSE		-	155,116	285,324	236,932	236,932	160,000	160,000
41900 - OTHER LICENSE & PERMITS		80,952	99,129	151,328	149,360	160,000	150,000	156,750
42000 - PLAN CHECK FEES		240,130	324,654	837,220	725,643	750,000	900,000	900,000
42300 - STORM DRAIN REVENUE		92,125	99,817	91,035	69,540	80,000	60,000	60,000
46100 - ZONING AND PLANNING FEES		108,205	185,825	132,279	309,681	160,000	170,000	170,000
46350 - RESIDENTIAL PARKING PERMIT		-	-	231	-	8,500	4,665	4,665
Subtotal - Licenses and Permits		2,261,078	3,226,650	3,612,461	3,625,626	4,225,303	8,911,293	9,279,942
Fines and Forfeitures								
42050 - ADMINISTRATIVE CITATION		28,030	5,350	84,955	14,470	20,401	7,000	7,000
42100 - VEHICLE CODE FINES		54,440	46,584	77,360	56,655	56,655	50,000	50,000
42200 - OTHER COURT FINES		869,125	1,056,634	1,036,941	1,242,951	1,242,951	1,250,000	1,250,000
42250 - FINES & VIOLATION- FIREWORKS		500	-	-	-	-	-	-
Subtotal - Fines and Forfeitures		952,096	1,108,569	1,199,257	1,314,076	1,320,007	1,307,000	1,307,000
Use of Money and Property								
43100 - INTEREST INCOME		810,972	147,154	(675,586)	222,560	381,176	664,380	567,250
43116 - INVESTMENT FAIR VALUE GAIN (LOSS)		-	-	-	-	(227,250)	-	-
43200 - RENTS AND CONCESSIONS		19,835	20,339	(3,567)	20,000	12,739	13,375	13,776
48820 - RENTALS		-	-	3	-	5	5	5
Subtotal - Use of Money and Property		830,807	167,492	(679,150)	242,560	166,670	677,760	581,031



City of Pico Rivera
General Fund Revenue Detail
Historical Actuals and Proposed Budget
Fiscal Years 2019-20 through 2024-25

OBJECT	DESCRIPTION	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2022-23	FY 2023-24	FY 2024-25
		ACTUALS	ACTUALS	ACTUALS	ADOPTED	YEAR-END ESTIMATES	PROPOSED	PROPOSED
Charges for Services								
42010 -	RECORD RETENTION SURCHARGE	2,853	3,250	3,037	3,560	3,560	4,000	4,000
46501 -	PARKS AND REC - ADMINISTRATION	1,910	-	-	434	-	-	-
46503 -	PARKS AND REC - CHILD SUPERVISION	35,027	-	-	-	-	-	-
46504 -	PARKS AND REC - SPECIAL EVENTS	43,262	1,000	41,197	21,700	50,000	44,000	45,320
46506 -	PARKS AND REC - AQUATICS	27,762	-	-	-	-	-	-
46508 -	PARKS AND REC - YOUTH SPORTS	26,626	-	17,790	54,033	30,000	28,935	29,803
46509 -	PARKS AND REC - ADULT SPORTS	6,675	-	20,976	21,658	35,000	36,750	37,853
46510 -	PARKS AND REC - CONTRACT PROGRAMS	84,090	10,962	42,068	86,800	75,000	82,000	84,460
46511 -	PARKS AND REC - FEES & PROGRAMS	3,466	-	-	4,297	-	-	-
46512 -	PARKS AND REC - FILED & FACILITY RENTALS	23,142	4,608	74,791	54,250	76,797	73,500	75,705
46513 -	PARKS AND REC - BATTING CAGES	1,389	178	2,093	1,953	500	735	757
46514 -	PARKS AND REC - TEEN SERVICES	560	-	-	434	-	-	-
46520 -	PARKS AND REC - GO GETTERS PROGRAM	6,360	5,400	(5,190)	6,510	4,860	5,103	5,256
46601 -	PARKS AND REC - TRIPS & TOURS	14,722	-	3,545	27,125	12,000	12,600	12,978
46602 -	PARKS AND REC - SENIOR CENTER	29,991	15	4,226	31,861	10,000	10,500	10,815
46603 -	PARKS AND REC - BUSINESS-FAMILY ENGAGE	1,840	-	-	5,642	-	7,400	7,622
46605 -	PARKS AND REC - COMMUNITY GARDEN	815	6,555	1,595	3,526	3,340	3,507	3,612
46607 -	PARKS AND REC - CAMPS	53,330	34,812	75,950	54,250	35,000	62,000	63,860
46800 -	OTHER CURRENT SERVICE CHARGES	859	-	989	1,218	-	-	-
46900 -	REPRODUCTION CHARGES	1,457	469	244	1,218	200	100	100
48670 -	VENDING MACHINE COMMISSION	271	-	-	1,085	-	-	-
48830 -	CREDIT CARD PROCESSING FEE	-	-	-	9,407	-	-	-
48835 -	TECHNOLOGY SURCHARGE	-	34,877	67,328	54,250	65,961	-	-
48836 -	TRAINING SURCHARGE	-	-	-	-	18,880	18,000	18,000
48840 -	CURRENT SERVICE CHARGES	5,612	8,217	8,697	-	10,123	6,000	6,000
Subtotal - Charges for Services		372,018	110,343	359,335	445,211	431,221	395,130	406,141
Other Revenue								
42302 -	FORECLOSURE PRGM-REGISTRATION	43,240	25,190	23,030	23,265	23,265	15,000	15,000
43210 -	LEASE REVENUE	-	-	20,082	-	-	-	-
46000 -	IMPOUND SERVICE CHARGE	43,475	54,990	41,093	30,016	39,062	30,000	35,000
46300 -	PARKING PERMIT	2,770	2,760	8,234	11,048	100	11,000	11,000
46310 -	INOPERATIVE VEHICLE EXTENSION	100	-	76	-	249	250	250
47100 -	SALES OF PROPERTY	-	-	-	-	928,625	-	-
47200 -	MISCELLANEOUS REVENUE	20,630	15,465	228,581	185,213	337,049	150,000	150,000
47220 -	DONATION & SPONSORSHIP	-	-	-	-	5,000	-	-
47300 -	DAMAGES TO CITY PROPERTY	-	4,441	48,854	-	-	5,000	5,000
47310 -	RESTITUTION	765	1,488	200	-	2,284	2,000	2,000
47500 -	ST MANDATED COSTS/REIMB	91	154	17,266	-	-	-	-
47610 -	COST REIMBURSEMENTS	269,686	115,242	61,995	56,405	281,724	60,000	60,000
47612 -	COST RECOVERY-ROAD IMPACTS (RUBBISH VEHICLES)	18,100	18,700	19,000	-	19,700	21,200	21,200
47630 -	COST REIMBURSEMENTS-NON CIP DEPOSITS	26,678	9,384	108,868	37,500	-	-	-
47920 -	RECYCLING PROGRAM REVENUE	9,104	245	324	1,932	600	250	250
48970 -	CBC REBATE PROGRAM	-	32,589	26,404	-	28,158	15,000	15,675
Subtotal - Other Revenue		434,639	280,648	604,007	345,379	1,665,816	309,700	315,375
Intergovernmental Revenue								
44000 -	STREET & HWY MAINT. SB	-	-	447,368	-	-	-	-
44800 -	FEDERAL GRANTS	62,823	919,448	33,428	-	1	-	-
45000 -	STATE GRANTS	47,481	201,073	156,409	554,230	68,000	315,000	400,000
45500 -	C.O.P.S. PRGM ALLOCATION	155,948	156,727	161,285	150,000	170,000	160,000	163,200
Subtotal - Intergovernmental Revenue		266,251	1,277,247	798,489	704,230	287,432	475,000	563,200
TOTAL - OPERATING REVENUE		41,088,993	44,950,765	49,261,505	50,008,128	53,178,912	57,807,556	59,448,529
47900	Non-Operating Transfers In	1,960,954	1,375,868	12,587,213	1,825,300	1,825,300	1,757,097	1,792,240
TOTAL - GENERAL FUND REVENUE		43,049,947	46,326,633	61,848,718	51,833,428	55,004,212	59,564,653	61,240,769



City of Pico Rivera General Fund Expenditure Detail Historical Actuals and Proposed Budget Fiscal Years 2019-20 through 2024-25

OBJECT	DESCRIPTION	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2022-23	FY 2023-24	FY 2024-25
		ACTUALS	ACTUALS	ACTUALS	ADOPTED	YEAR-END ESTIMATE	PROPOSED	PROPOSED
51100 - SALARIES		8,713,325	8,713,985	8,347,852	10,396,375	9,444,193	11,619,811	12,146,779
51120 - VACATION/SICK LEAVE ACCT		397,875	470,835	486,269	250,000	572,535	250,000	250,000
51200 - HOURLY SALARIES		1,291,087	736,227	1,238,167	1,759,029	1,303,071	2,296,156	2,371,847
51300 - OVERTIME		138,905	56,237	105,547	108,000	144,257	108,000	108,000
51500 - PUBLIC EMPLOYEE'S RETIREMENT		2,763,273	2,879,775	3,004,883	3,607,416	3,462,463	3,609,651	3,673,577
51501 - PUBLIC AGENCY RETIREMENT		57,462	31,922	44,709	65,157	50,415	90,948	93,827
51504 - DEFERRED COMPENSATION		40,937	37,098	34,644	39,650	64,309	115,419	120,665
51600 - WORKER'S COMPENSATION INS		200,878	117,742	91,978	94,613	-	101,831	122,138
51700 - DISABILITY INSURANCE		78,470	77,232	71,320	97,417	82,805	107,967	111,210
51800 - UNEMPLOYMENT INSURANCE		97,014	207,880	35,459	-	4,863	-	-
51900 - GROUP HEALTH & LIFE INS		2,652,531	2,463,440	2,447,558	3,193,415	2,692,874	3,300,607	3,516,087
51901 - CASH BACK INCENTIVE PAY		289,694	281,888	268,505	289,127	267,218	256,897	269,738
51903 - AUTO ALLOWANCE		44,828	53,270	50,345	57,480	51,464	56,280	59,094
51904 - TECHNOLOGY STIPEND		14,129	15,937	14,888	18,750	15,530	17,430	18,303
51905 - BILINGUAL PAY		15,810	14,883	13,393	15,315	25,460	21,240	22,304
51906 - POST EMPLOYMENT HEALTH PLAN		8,437	8,900	9,728	12,531	11,347	11,999	12,597
51907 - OPEB COST ALLOCATION		-	-	721,310	822,352	565,304	386,385	353,729
51930 - MEDICARE/EMPLOYER PORTION		154,743	146,553	145,144	150,740	183,621	168,486	176,128
51960 - VACANCY SAVINGS		-	(300,000)	(279,000)	(400,000)	-	(400,000)	(400,000)
51961 - VACANCY SAVINGS OFFSET		-	300,000	279,000	-	-	-	-
Subtotal - Salaries and Benefits		16,959,397	16,313,804	17,131,699	20,577,367	18,941,729	22,119,107	23,026,023
52000 - CENTRAL STORES PURCHASE		-	-	-	-	-	-	-
52100 - POSTAGE		54,917	44,208	65,553	91,949	58,338	91,949	91,949
52200 - DEPARTMENTAL SUPPLIES		136,171	156,430	182,281	158,219	142,449	183,147	183,200
52205 - OFFICE SUPPLIES		22,147	25,989	21,264	33,743	27,326	35,791	36,291
52210 - SUPPLIES/CHEMICALS		8,017	4,065	13,169	25,895	2,775	25,895	25,895
52230 - SB 1186B ADA EXPENSES		724	1,427	2,585	1,000	500	1,000	1,000
52250 - UNIFORMS		39,684	29,478	40,571	49,627	48,600	54,627	54,627
52255 - PARTICIPANT UNIFORMS		8,183	7,677	3,383	25,497	17,057	30,294	30,294
52300 - ADVERTISING AND PUBLICATIONS		27,915	29,016	85,202	60,631	49,336	54,575	54,575
52400 - PRINT, DUPLICATE & PHOTO		171,551	78,576	126,283	257,252	156,575	295,246	295,246
52500 - ELECTION EXPENSE		421,382	140,684	-	200,000	117,591	-	150,000
52600 - MEMBERSHIP AND DUES		88,556	77,028	93,068	105,436	101,460	116,727	119,182
52700 - BOOKS AND PERIODICALS		1,696	1,720	405	3,050	1,200	3,050	3,050
52800 - SOFTWARE		15,104	108,170	84,609	2,761	66,625	661	661
52805 - SOFTWARE LICENSE		72,012	47,425	223,096	528,672	300,000	543,676	545,901
52900 - COMMISSION STIPENDS		2,200	5,525	3,400	7,500	3,258	9,500	8,500
53100 - AUTOMOBILE SUPPLIES		24,374	39,035	34,053	35,000	35,000	35,000	35,000
53150 - FUEL		120,444	129,249	170,602	152,500	152,500	165,250	180,250
53200 - MILEAGE REIMBURSEMENT		1,537	159	166	2,416	750	2,416	2,416
53300 - EQUIPMENT MAINTENANCE & REPAIRS		23,523	33,227	39,038	284,893	44,407	289,172	289,172
53301 - EQUIPMENT RENTAL		112,145	6,956	70,374	53,813	127,681	173,590	175,590
53400 - BUILDING AND GROUNDS MAINTENANCE		146,581	105,341	139,577	182,000	182,000	203,900	218,400
53410 - ELECTRICAL MAINTENANCE		25,110	25,316	30,345	33,000	33,000	33,000	33,000
53430 - PAINT SUPPLIES		5,500	3,084	5,254	5,000	5,000	6,000	7,200
53440 - PLUMBING SUPPLIES		21,014	16,196	21,399	30,000	30,000	33,000	36,000
53450 - SWIMMING POOL MAINTENANCE		-	601	-	2,600	1,000	2,600	2,600
53500 - SMALL TOOLS & EQUIPMENT		41,352	65,964	129,321	95,952	137,079	148,749	149,969
53610 - COST REIMBURSEMENTS		43,276	12,075	-	150	150	150	150
53800 - C.O.P.S. PGRM COSTS		155,948	156,727	161,285	-	-	-	-
54100 - SPECIAL DEPARTMENTAL EXPENSES		658,506	458,510	435,866	1,131,907	371,264	436,454	568,237
54115 - COVID-19		-	48,000	-	-	-	-	-
54200 - UTILITIES		1,051,467	959,320	1,071,635	946,000	946,000	1,058,200	1,108,140
54300 - TELEPHONE		195,197	194,224	222,370	97,500	202,500	157,542	245,912
54400 - PROFESSIONAL SERVICES		402,919	326,678	514,487	2,684,404	800,595	2,199,907	1,977,607
54500 - CONTRACTED SERVICES		15,223,192	14,867,037	6,308,574	16,513,322	19,672,079	18,754,361	19,765,322
54510 - CONTRACT INSTRUCTORS		59,067	6,579	20,469	122,109	49,543	122,109	122,109
54530 - CREDIT CARD SERVICE CHARGE		40,093	6,106	1,194	3,736	2,000	3,736	3,736
54540 - COURT CHARGES		190,237	226,406	263,660	250,000	250,000	250,000	250,000
54605 - ASPHALT MAINTENANCE		34,418	24,457	20,185	35,000	35,000	35,000	35,000
54635 - GENERAL CONSTRUCTION		5,516	2,478	4,188	5,500	5,500	5,500	5,500



City of Pico Rivera
General Fund Expenditure Detail
Historical Actuals and Proposed Budget
Fiscal Years 2019-20 through 2024-25

OBJECT	DESCRIPTION	FY 2019-20 ACTUALS	FY 2020-21 ACTUALS	FY 2021-22 ACTUALS	FY 2022-23 ADOPTED	FY 2022-23	FY 2023-24 PROPOSED	FY 2024-25 PROPOSED
						YEAR-END ESTIMATE		
54640 -	GRAFFITI ABATEMENT	200,194	164,296	194,107	183,872	183,872	340,152	371,403
54645 -	MEDIAN ISLAND MAINTENANCE	4,346	1,976	3,657	296,600	245,600	296,600	296,600
54650 -	SIGNAGE	23,574	7,400	14,109	15,000	15,000	16,500	18,150
54655 -	STREET LIGHTS/SIGNALS	142,887	39,059	23,016	170,000	170,000	220,000	220,000
54660 -	STREET PAINTINGS/MARKINGS	6,835	10,021	9,577	15,000	15,000	15,000	15,000
54670 -	TREE CARE	6,874	3,138	2,984	5,000	5,000	5,000	5,000
54675 -	WEED ABATEMENT	10,716	6,897	12,425	15,000	15,000	15,600	15,600
54700 -	INSURANCE & SURETY BOND	254,428	333,986	647,727	972,083	937,441	973,710	1,021,183
54800 -	CONVENTION & MTG EXPENSES	20,403	3,509	49,263	70,989	44,523	75,344	76,344
54810 -	EMPLOYEE APPRECIATION	13,916	-	3,226	15,500	15,500	20,000	24,500
54900 -	PROFESSIONAL DEVELOPMENT	15,595	14,723	11,549	43,018	60,620	43,468	43,768
54910 -	TUITION REIMBURSEMENT	21,260	7,111	11,761	25,000	5,000	45,000	45,000
54911 -	TUITION ADVANCEMENT	20,761	18,635	4,597	20,000	-	-	-
54930 -	SAFETY PROGRAMS & MATER	11,380	9,801	19,124	26,700	26,700	26,180	26,380
54935 -	FIRST AID TREATMENT	1,826	715	1,791	6,000	6,000	7,500	9,000
54940 -	ORGANIZATIONAL LEARNING	6,467	7,370	975	104,850	103,350	111,850	124,850
55280 -	SENIOR CITIZEN COMMITTEE	21,385	14,428	51,098	56,668	26,796	56,641	56,641
55285 -	EVENT TICKETS	29,436	10,019	12,528	33,742	26,365	68,266	68,266
56105 -	LIABILITY CLAIM PAYMENTS	-	70,710	-	-	-	-	-
56205 -	PERMITS - FEES - LICENSES	27,882	29,056	51,966	75,450	72,458	75,450	75,450
56850 -	INTER DEPARTMENTAL CHARGES	-	-	236,861	226,950	226,950	341,500	341,500
56910 -	LEGAL SERVICE	403,739	255,430	504,126	476,660	506,957	589,310	589,810
56978 -	PRINCIPAL PAYMENT - 2016 BONDS	900,000	925,000	955,000	995,000	995,000	1,030,000	1,065,000
56979 -	INTEREST PAYMENT - 2016 BONDS	1,023,450	998,225	965,250	926,250	926,250	888,775	860,550
56989 -	LEASE PAYMENT-2009 LEAS	2,167	-	-	-	-	-	-
56992 -	BANK SERVICE CHARGES	5,994	9,881	41,204	37,500	37,000	46,500	46,500
56993 -	MISC. EXPENSES	51	-	-	-	(12)	-	-
57100 -	LAND	6,670	-	-	-	-	-	-
57220	LEASE PRINCIPAL EXPENDITURE	-	-	24,584	-	-	-	-
57230	LEASE INTEREST EXPENDITURE	-	-	2,497	-	-	-	-
57300 -	FURNITURE & EQUIPMENT	145,586	176,349	51,959	12,500	201,450	68,900	38,900
57850	CONTRA DEPOSIT ACCOUNTS	-	-	(1,816)	-	(11,835)	-	-
57900	REPLACEMENT ACCOUNT	-	-	-	-	-	330,023	330,023
58500 -	BAD DEBT	37,337	53,328	-	-	-	-	-
Subtotal - Maintenance and Operations		23,016,830	21,642,206	14,514,055	29,043,366	29,033,994	31,269,043	32,597,099
TOTAL - OPERATING EXPENDITURES		39,976,227	37,956,010	31,645,754	49,620,733	47,975,722	53,388,150	55,623,122
Non-Operating Transfer Out		-	801,650	18,642,135	2,212,695	2,774,613	6,176,503	5,617,647
TOTAL - GENERAL FUND EXPEND		39,976,227	38,757,660	50,287,889	51,833,428	50,750,336	59,564,653	61,240,769



City of Pico Rivera
General Fund Expenditures by Department
Historical Actuals and Proposed Budget
Fiscal Years 2019-20 through 2024-25

	FY 19-20	FY 20-21	FY 21-22	ADOPTED	VARIANCE	PROPOSED	PROPOSED
				FY 2022-23	FY 22-23	FY 2023-24	FY 2024-25
DEPARTMENT / EXPENDITURE CATEGORY	Actuals	Actuals	Actuals	ADOPTED BUDGET	vs FY 23-24	PROPOSED BUDGET	PROPOSED BUDGET
ADMINISTRATION							
Salaries & Benefits	1,143,000	1,405,067	1,477,530	1,597,743	59,066	1,656,809	1,744,206
Maintenance & Operations	13,309,622	12,942,062	13,369,498	13,476,322	1,234,855	14,711,177	15,835,923
TOTAL ADMINISTRATION	14,452,622	14,347,130	14,847,028	15,074,065	1,293,921	16,367,986	17,580,129
COMMUNITY & ECONOMIC DEVELOPMENT							
Salaries & Benefits	3,320,843	3,365,925	3,158,091	3,870,328	193,912	4,064,240	4,244,279
Maintenance & Operations	776,065	667,053	1,430,196	3,642,839	(421,934)	3,220,905	3,005,906
TOTAL COMMUNITY & ECONOMIC DEVELOPMENT	4,096,908	4,032,978	4,588,287	7,513,167	(228,022)	7,285,145	7,250,185
ADMINISTRATIVE SERVICES							
Salaries & Benefits	2,630,066	2,262,846	3,324,233	4,041,229	345,566	4,386,795	4,608,275
Maintenance & Operations	3,703,660	3,602,706	4,796,668	5,698,687	(127,053)	5,571,634	5,860,608
TOTAL ADMINISTRATIVE SERVICES	6,333,726	5,865,552	8,120,901	9,739,916	218,513	9,958,429	10,468,883
HUMAN RESOURCES							
Salaries & Benefits	515,398	638,026	678,682	670,160	129,215	799,375	840,930
Maintenance & Operations	465,970	314,414	383,834	386,632	47,505	434,137	467,062
TOTAL HUMAN RESOURCES	981,368	952,440	1,062,517	1,056,792	176,720	1,233,512	1,307,992
PARKS & RECREATION							
Salaries & Benefits	4,353,576	3,755,026	4,201,397	5,131,020	674,334	5,805,354	5,982,252
Maintenance & Operations	968,193	822,983	1,380,119	1,158,541	681,009	1,839,550	1,769,999
TOTAL PARKS & RECREATION	5,321,769	4,578,009	5,581,517	6,289,561	1,355,343	7,644,904	7,752,251
PUBLIC WORKS							
Salaries & Benefits	4,996,513	4,886,915	4,291,765	5,266,887	139,647	5,406,534	5,606,081
Maintenance & Operations	3,863,320	3,292,987	4,261,887	4,680,347	811,297	5,491,644	5,657,605
TOTAL PUBLIC WORKS	8,859,834	8,179,902	8,553,652	9,947,234	950,944	10,898,178	11,263,686
GENERAL FUND OPERATING EXPENDITURES	40,046,228	37,956,011	42,753,901	49,620,735	3,767,419	53,388,154	55,623,127
TRANSFERS OUT							
RDA Sales Tax Pledge	-	-	1,065,000	1,065,000	-	1,065,000	1,065,000
Interfund Transfer - Liability Claims	-	101,500	-	-	-	-	-
Interfund Transfer - Workers Compensation Claims	-	417,500	-	-	-	-	-
Interfund Transfer - Others	-	282,650	5,000,000	-	-	-	-
Equipment Replacement	-	-	1,000,000	-	-	-	-
Capital Improvement Program (CIP)	-	-	11,577,135	1,147,695	(1,147,695)	-	-
TOTAL TRANSFERS OUT	-	801,650	18,642,135	2,212,695	(1,147,695)	1,065,000	1,065,000
Salaries & Benefits	16,959,397	16,313,805	17,131,699	20,577,367	1,541,740	22,119,107	23,026,023
Maintenance & Operations	23,086,831	21,642,206	25,622,202	29,043,368	2,225,679	31,269,047	32,597,104
Transfers	-	801,650	18,642,135	2,212,695	(1,147,695)	1,065,000	1,065,000
TOTAL GENERAL FUND EXPENDITURES	40,046,228	38,757,661	61,396,036	51,833,430	2,619,724	54,453,154	56,688,127
GENERAL FUND OPERATING REVENUE							
GENERAL FUND OPERATING REVENUE	41,088,993	44,950,765	49,261,505	50,008,128	7,799,428	57,807,556	59,448,529
TOTAL GENERAL FUND REVENUE	43,049,947	46,326,633	61,848,718	51,833,428	7,731,225	59,564,653	61,240,769
OPERATING SURPLUS / (DEFICIT)	1,042,765	6,994,754	6,507,604	387,393	4,032,009	4,419,402	3,825,402
Vacancy Savings	461,208	300,000	279,000	400,000	(200,000)	200,000	400,000
TOTAL SURPLUS / (DEFICIT)	3,003,719	7,568,972	452,681	(2)	5,111,501	5,111,499	4,552,642



City of Pico Rivera
Summary of Transfers In/Out, All Funds
Fiscal Year 2023-24 Proposed Budget

Out/In	Fund #	Transfer Description	Transfer Out	Transfer In
OUT	201	GAS TAX FUND	1,757,098	
IN	100	GENERAL FUND		1,757,098
OUT	100	GENERAL FUND	1,065,000	
IN	851	SUCCESSOR AGENCY DEBT SERVICE FUND		1,065,000
<i>- To Transfer Received Funds for Payment of Enforceable Obligations -</i>				
			Transfer Out	Transfer In
			General Fund TOTAL	1,757,098
			Other Funds TOTAL	1,065,000
GRAND TOTAL TRANSFERS IN/OUT			2,822,098	2,822,098



City of Pico Rivera
Summary of Transfers In/Out, All Funds
Fiscal Year 2024-25 Proposed Budget

Out/In	Fund #	Transfer Description	Transfer Out	Transfer In
OUT	201	GAS TAX FUND	1,792,240	
IN	100	GENERAL FUND		1,792,240
OUT	100	GENERAL FUND	1,065,000	
IN	851	SUCCESSOR AGENCY DEBT SERVICE FUND		1,065,000
<i>- To Transfer Received Funds for Payment of Enforceable Obligations -</i>				

	Transfer Out	Transfer In
General Fund TOTAL	1,065,000	1,792,240
Other Funds TOTAL	1,792,240	1,065,000
GRAND TOTAL TRANSFERS IN/OUT	2,857,240	2,857,240



Proposed Positions, by Classification and Department Authorized, Filled and Vacant Fiscal Year 2023-25 (Proposed)

	FY 22-23 Adopted	FY 23-24 Proposed	Filled	Vacancies	FY 23-24 Proposed	FY 24-25 Proposed
City Manager / City Council						
City Manager	1.00	1.00	1.00	0.00	1.00	1.00
Assistant City Manager	1.00	1.00	1.00	0.00	1.00	1.00
Director	2.00	2.00	1.00	0.00	1.00	1.00
Principal Analyst	0.00	0.00	1.00	0.00	1.00	1.00
Analyst	1.00	1.00	1.00	0.00	1.00	1.00
Secretary	1.00	1.00	1.00	0.00	1.00	1.00
Sr. Executive Assistant	1.00	1.00	1.00	0.00	1.00	1.00
Coordinator	1.00	1.00	1.00	0.00	1.00	1.00
Administration Technician	1.00	1.00	0.00	-1.00	1.00	1.00
	9.00	9.00	8.00	-1.00	9.00	9.00
City Clerk						
City Clerk	1.00	1.00	0.00	-1.00	1.00	1.00
Deputy City Clerk	0.00	1.00	0.00	0.00	1.00	1.00
Junior Deputy City Clerk	2.00	1.00	1.00	0.00	1.00	1.00
	3.00	3.00	1.00	-1.00	3.00	3.00
Administrative Services						
Director of Administrative Services	1.00	1.00	1.00	0.00	1.00	1.00
Deputy Director of Administrative Services	1.00	1.00	0.00	-1.00	1.00	1.00
Coordinator	1.00	0.00	0.00	0.00	0.00	0.00
Executive Assistant	1.00	1.00	1.00	0.00	1.00	1.00
Administrative Clerk	0.00	0.00	0.00	0.00	0.00	0.00
Senior Analyst	1.00	0.00	0.00	0.00	0.00	0.00
Senior Manager - Accounting	1.00	1.00	1.00	0.00	1.00	1.00
Senior Manager - Budget	0.00	1.00	0.00	0.00	1.00	1.00
Accountant III	1.00	1.00	1.00	0.00	1.00	1.00
Accountant I	1.00	1.00	1.00	0.00	1.00	1.00
Finance Technician	3.00	3.00	3.00	0.00	3.00	3.00
I.T. Technician	1.00	1.00	1.00	0.00	1.00	1.00
I.T. Manager	1.00	0.00	0.00	0.00	0.00	0.00
Senior I.T. Manager	0.00	1.00	0.00	0.00	1.00	1.00
Account Clerk III	1.00	2.00	2.00	0.00	2.00	2.00
Account Clerk II	2.00	2.00	2.00	0.00	2.00	2.00
Supervisor	0.00	1.00	0.00	0.00	1.00	1.00
Analyst	0.00	1.00	0.00	0.00	1.00	1.00
	16.00	18.00	13.00	-1.00	18.00	18.00



Proposed Positions, by Classification and Department Authorized, Filled and Vacant Fiscal Year 2023-25 (Proposed)

	FY 22-23 Adopted	FY 23-24 Proposed	Filled	Vacancies	FY 23-24 Proposed	FY 24-25 Proposed
Human Resources						
Director of Human Resources	1.00	1.00	1.00	0.00	1.00	1.00
Human Resources Senior Analyst	1.00	1.00	1.00	0.00	1.00	1.00
Technician	1.00	0.00	0.00	0.00	0.00	0.00
Executive Assistant	1.00	0.00	0.00	0.00	0.00	0.00
Senior Technician	0.00	1.00	1.00	0.00	1.00	1.00
Coordinator	0.00	1.00	1.00	0.00	1.00	1.00
	4.00	4.00	4.00	0.00	4.00	4.00
Community and Economic Development						
Director of Community and Economic Development	1.00	1.00	1.00	0.00	1.00	1.00
Deputy Director	1.00	1.00	1.00	0.00	1.00	1.00
Executive Assistant	1.00	1.00	0.00	-1.00	1.00	1.00
Senior Analyst	1.00	1.00	1.00	0.00	1.00	1.00
Analyst (Economic Development)	2.00	2.00	1.00	-1.00	2.00	2.00
Principal Planner (Planning Manager)	1.00	0.00	0.00	0.00	0.00	0.00
Senior Planner	1.00	2.00	1.00	0.00	2.00	2.00
Planner	1.00	1.00	1.00	0.00	1.00	1.00
Assistant Planner	1.00	2.00	1.00	0.00	2.00	2.00
Technician (Building)	1.00	1.00	1.00	0.00	1.00	1.00
Technician (CED)	1.00	0.00	0.00	0.00	0.00	0.00
Technician (Planning)	1.00	0.00	0.00	0.00	0.00	0.00
Neighborhood Improvement Officer	4.00	4.00	4.00	-1.00	4.00	4.00
Coordinator (Parking Enforcement)	1.00	1.00	1.00	0.00	1.00	1.00
Parking Enforcement Officer	3.00	4.00	3.00	0.00	4.00	4.00
Supervisor (Housing)	1.00	0.00	0.00	0.00	0.00	0.00
Manager (Housing)	0.00	1.00	0.00	0.00	1.00	1.00
Coordinator (Housing)	1.00	0.00	0.00	0.00	0.00	0.00
Housing Program Specialist	2.00	2.00	2.00	0.00	2.00	2.00
Secretary	3.00	3.00	3.00	0.00	3.00	3.00
Senior Inspector	1.00	1.00	0.00	-1.00	1.00	1.00
Building Official	1.00	1.00	1.00	0.00	1.00	1.00
Counter Service Representative	1.00	1.00	1.00	0.00	1.00	1.00
	31.00	30.00	23.00	-4.00	30.00	30.00



Proposed Positions, by Classification and Department

Authorized, Filled and Vacant

Fiscal Year 2023-25 (Proposed)

	FY 22-23 Adopted	FY 23-24 Proposed	Filled	Vacancies	FY 23-24 Proposed	FY 24-25 Proposed
Parks and Recreation						
Director of Parks and Recreation	1.00	1.00	1.00	0.00	1.00	1.00
Manager	2.00	2.00	0.00	-2.00	2.00	2.00
Supervisor	6.00	6.00	6.00	0.00	6.00	6.00
Senior Analyst	1.00	1.00	1.00	0.00	1.00	1.00
Analyst	1.00	1.00	1.00	0.00	1.00	1.00
Caseworker	1.00	1.00	1.00	0.00	1.00	1.00
Coordinator	8.00	9.00	8.00	-1.00	9.00	9.00
Executive Assistant	1.00	1.00	0.00	-1.00	1.00	1.00
Administrative Clerk	3.00	3.00	3.00	0.00	3.00	3.00
Senior Technician	1.00	1.00	1.00	0.00	1.00	1.00
Technician	1.00	1.00	1.00	0.00	1.00	1.00
Digital and Media Assistant	1.00	1.00	1.00	0.00	1.00	1.00
	27.00	28.00	24.00	-4.00	28.00	28.00
Public Works						
Director of Public Works	1.00	1.00	1.00	0.00	1.00	1.00
Deputy Director	1.00	1.00	0.00	-1.00	1.00	1.00
Assistant City Engineer	1.00	1.00	0.00	-1.00	1.00	1.00
Deputy Director / City Engineer	0.00	0.00	0.00	0.00	0.00	0.00
Senior Engineer	1.00	1.00	1.00	0.00	1.00	1.00
Assistant Engineer	1.00	1.00	1.00	0.00	1.00	1.00
Associate Engineer	1.00	1.00	1.00	0.00	1.00	1.00
Senior Inspector	0.00	0.00	0.00	0.00	0.00	0.00
Public Works Inspector	1.00	1.00	1.00	0.00	1.00	1.00
Utilities Manager	1.00	0.00	0.00	0.00	0.00	0.00
Utilities Superintendent	0.00	1.00	1.00	0.00	1.00	1.00
Senior Water Supervisor	1.00	0.00	0.00	0.00	0.00	0.00
Supervisor	3.00	3.00	3.00	0.00	3.00	3.00
Field Services Manager	1.00	1.00	1.00	0.00	1.00	1.00
Water Systems Operator I	4.00	3.00	4.00	0.00	3.00	3.00
Water Systems Operator II	3.00	3.00	3.00	0.00	3.00	3.00
Water Systems Operator III	2.00	1.00	2.00	0.00	1.00	1.00
Water Treatment Operator I	0.00	1.00	0.00	0.00	1.00	1.00
Water Treatment Operator II	0.00	2.00	0.00	0.00	2.00	2.00
Water Treatment Operator III	0.00	1.00	0.00	0.00	1.00	1.00
Customer Service Representative	1.00	1.00	1.00	0.00	1.00	1.00
Water Distribution Supervisor	0.00	1.00	0.00	0.00	1.00	1.00
Water Treatment Supervisor	0.00	1.00	0.00	0.00	1.00	1.00
Facilities Maintenance Worker I	3.00	3.00	2.00	-1.00	3.00	3.00
Facilities Maintenance Worker II	2.00	2.00	2.00	0.00	2.00	2.00
Facilities Maintenance Worker III	3.00	3.00	3.00	0.00	3.00	3.00
Maintenance Crew Leader	6.00	6.00	6.00	0.00	6.00	6.00



Proposed Positions, by Classification and Department

Authorized, Filled and Vacant

Fiscal Year 2023-25 (Proposed)

	FY 22-23 Adopted	FY 23-24 Proposed	Filled	Vacancies	FY 23-24 Proposed	FY 24-25 Proposed
Maintenance Worker I / II	17.00	17.00	14.00	-3.00	17.00	17.00
Principal Analyst	1.00	1.00	1.00	0.00	1.00	1.00
Senior Analyst	1.00	1.00	1.00	0.00	1.00	1.00
Technician (Engineering)	1.00	1.00	1.00	0.00	1.00	1.00
Counter Service Representative	1.00	1.00	1.00	0.00	1.00	1.00
Executive Assistant	1.00	1.00	1.00	0.00	1.00	1.00
Secretary	2.00	2.00	2.00	0.00	2.00	2.00
Equipment Mechanic II	1.00	1.00	1.00	0.00	1.00	1.00
Custodian	2.00	2.00	2.00	0.00	2.00	2.00
	64.00	67.00	57.00	-6.00	67.00	67.00

TOTALS	154.00	159.00	130.00	-17.00	159.00	159.00
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Department	FY 22-23 Adopted	FY 23-24 Proposed	Filled	Vacancies	FY 23-24 Proposed	FY 24-25 Proposed
Administration	12.00	12.00	9.00	-2.00	12.00	12.00
Administrative Services	16.00	18.00	13.00	-1.00	18.00	18.00
Human Resources	4.00	4.00	4.00	0.00	4.00	4.00
Community and Economic Development	31.00	30.00	23.00	-4.00	30.00	30.00
Parks and Recreation	27.00	28.00	24.00	-4.00	28.00	28.00
Public Works	64.00	67.00	57.00	-6.00	67.00	67.00
TOTAL	154.00	159.00	130.00	-17.00	159.00	159.00



**Proposed New Positions, by Classification and Department
Proposed Position Additions
Fiscal Year 2023-25**

FY 23-25 Proposed New

Administrative Services

Analyst (New)	1.00
Total Administrative Services	1.00

Community & Economic Development

Parking Enforcement Officer (New)	1.00
Total Community & Economic Development	1.00

Parks & Rec

Manager (New)	1.00
Total Parks & Rec	1.00

Public Works - needs to be updated

Water Treatment Operator II	2.00
Water Treatment Supervisor (Distribution)	1.00
Total Public Works	3.00

TOTALS	6.00
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FY 23-25 Proposed New

Administrative Services	1.00
Community & Economic Development	1.00
Parks & Rec	1.00
Public Works	3.00
TOTAL	6.00

The Proposed FY 2023-25 budget includes 6 new positions.



Proposed Reclassification Positions, by Classification and Department
Proposed Position Reclassifications
Fiscal Year 2023-25

FY 23-25 Proposed Reclassifications	
Administration	
Junior Deputy City Clerk (Reclass to Deputy City Clerk)	1.00
Total Administration	1.00
Administrative Services	
I.T. Manager (Reclass to Senior I.T. Manager)	1.00
Coordinator (Reclass to Supervisor)	1.00
Senior Analyst (Reclass to Senior Manager)	1.00
Total Administrative Services	3.00
Community & Economic Development	
Technician (Reclass to Assistant Planner)	1.00
Principal Planner (Reclass to Senior Planner)	1.00
Housing Supervisor (Reclass to Manager)	1.00
Total Community & Economic Development	3.00
Human Resources	
Technician (Reclass to Senior Technician)	1.00
Executive Assistant (Reclass to Coordinator)	1.00
Total Human Resources	2.00
Public Works	
Water Systems Operator I (Reclass to Water Treatment Operator I)	1.00
Water Systems Operator III (Reclass to Water Treatment Operator III)	1.00
Utilities Manager (Reclass to Superintendent)	1.00
Senior Water Supervisor (Reclass to Water Treatment Supervisor)	1.00
Total Public Works	4.00
TOTALS	13.00
FY 23-25 Proposed Reclassifications	
Administration	1.00
Administrative Services	3.00
Community & Economic Development	3.00
Human Resources	2.00
Public Works	4.00
TOTAL	13.00

The Proposed FY 2023-25 budget includes 13 positions for reclassification.



Proposed Eliminations Positions, by Classification and Department

Proposed Position Eliminations Fiscal Year 2023-25

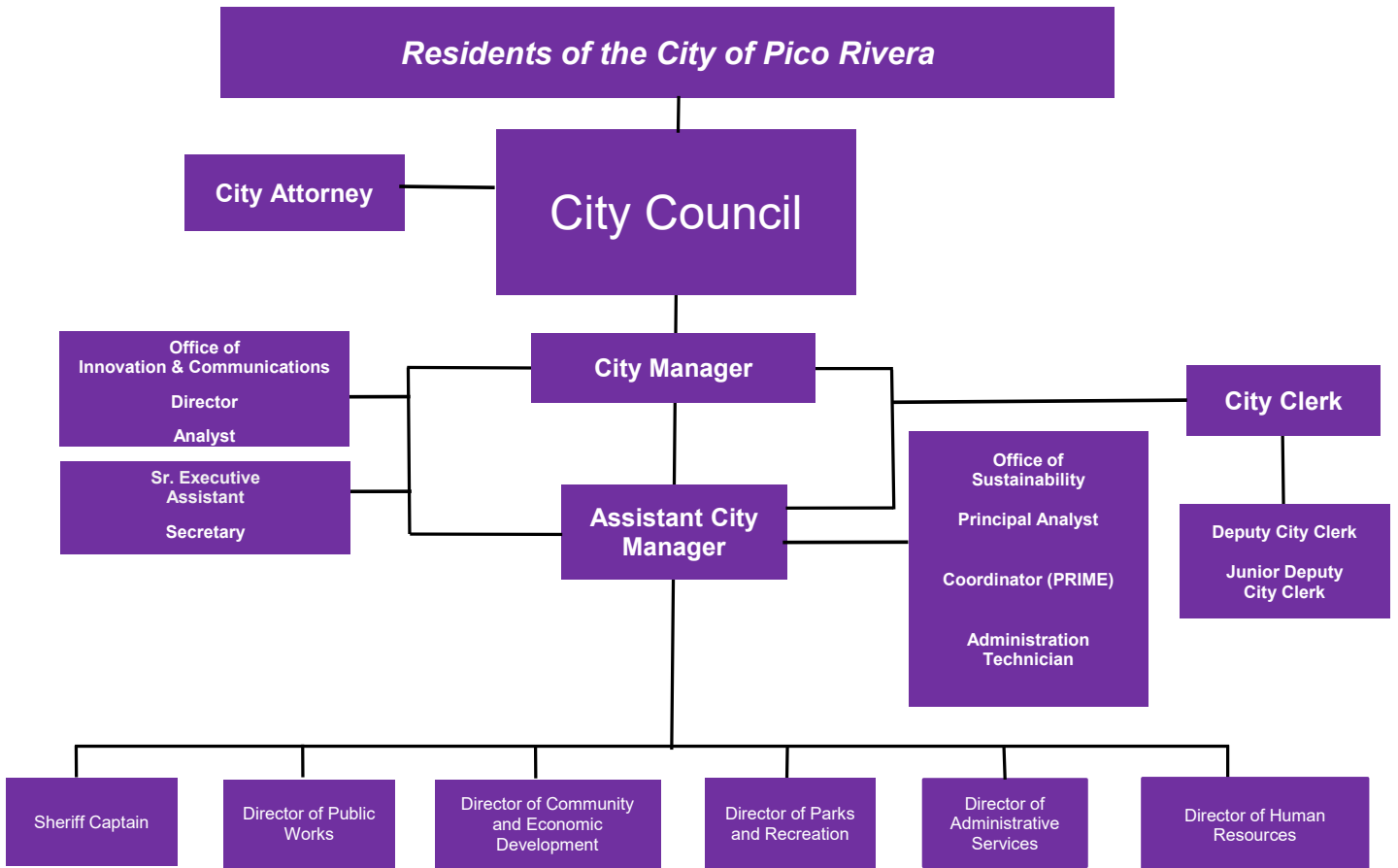
FY 23-25 Proposed Eliminations	
Administration	
Junior Deputy City Clerk	1.00
Total Administration	1.00
Administrative Services	
I.T. Manager	1.00
Coordinator	1.00
Senior Analyst	1.00
Total Administrative Services	3.00
Community & Economic Development	
Technician	1.00
Principal Planner	1.00
Housing Supervisor	1.00
Housing Coordinator	1.00
Total Community & Economic Development	4.00
Human Resources	
Technician	1.00
Executive Assistant	1.00
Total Human Resources	2.00
Public Works	
Utilities Manager	1.00
Senior Supervisor (Water)	1.00
Water Systems Operator I	1.00
Water Systems Operator III	1.00
Total Public Works	4.00
TOTALS	14.00

FY 23-25 Proposed Eliminations	
Administration	1.00
Administrative Services	3.00
Community & Economic Development	4.00
Human Resources	2.00
Public Works	4.00
TOTAL	14.00

The Proposed FY 2023-25 budget includes 14 positions for elimination.



ADMINISTRATION





Proposed Positions, by Classification and Department
Authorized, Filled and Vacant
Fiscal Year 2023-25 (Proposed)

	FY 22-23 Adopted	FY 23-24 Proposed	Filled	Vacancies	FY 23-24 Proposed	FY 24-25 Proposed
City Manager / City Council						
City Manager	1.00	1.00	1.00	0.00	1.00	1.00
Assistant City Manager	1.00	1.00	1.00	0.00	1.00	1.00
Director	2.00	2.00	1.00	0.00	1.00	1.00
Principal Analyst	0.00	0.00	1.00	0.00	1.00	1.00
Analyst	1.00	1.00	1.00	0.00	1.00	1.00
Secretary	1.00	1.00	1.00	0.00	1.00	1.00
Sr. Executive Assistant	1.00	1.00	1.00	0.00	1.00	1.00
Coordinator	1.00	1.00	1.00	0.00	1.00	1.00
Administration Technician	1.00	1.00	0.00	-1.00	1.00	1.00
	9.00	9.00	8.00	-1.00	9.00	9.00
City Clerk						
City Clerk	1.00	1.00	0.00	-1.00	1.00	1.00
Deputy City Clerk	0.00	1.00	0.00	0.00	1.00	1.00
Junior Deputy City Clerk	2.00	1.00	1.00	0.00	1.00	1.00
	3.00	3.00	1.00	-1.00	3.00	3.00



MISSION STATEMENT

Our mission is to safeguard the public's trust through open and transparent business practices that consistently maintain our credibility of strong ethical stewardship of all resources. We strive to provide responsive and outstanding customer service to the community and our employees; whom we trust to always own the problem and solution to all our business challenges.

We recognize that we must engage our workforce in a productive and respectful dialogue, as our success internally hinges on the dynamic and interdependent partnerships within, thus improving our chances of external success. Our ultimate goal is to positively impact our community by optimizing and engaging our workforce to improve the human experience and quality of life in the City of Pico Rivera.

The Administration Department is comprised of six principal operating divisions: City Council, City Attorney, City Manager, City Clerk, Office of Innovation and Communications, and the Sustainability Division which includes the Pico Rivera Innovative Municipal Energy (PRIME) program.

CITY COUNCIL

The five-member City Council is the legislative and policy body for the City of Pico Rivera, charged with providing comprehensive leadership and overall vision to the City by enacting ordinances and allocating City resources for programs, services, and activities. All elected officials must be registered voters situated within the City of Pico Rivera. The City Council is comprised of the Mayor, Mayor Pro Tem, and three City Council members who collectively are referred to as the "Council." All Council officials are elected at large.

CITY MANAGER

The City Manager interprets the City's visions, goals, objectives, and implements policy established by City Council while providing oversight, guidance, support & direction to all departments and city operations. To position the City for future growth and transparent operations, the Office of the City Manager is advancing strategic initiatives & special projects such as the Long Term Strategic Plan; Virtual City Hall; the Whittier Narrows Dam Safety Project; and the City's legislative program. The City Manager's Office has also submitted over \$185 million in funding requests to various legislative and grant-based opportunities.

CITY CLERK

The Office of the City Clerk is appointed by the City Council and supervised by the City Manager. The City Clerk prepares agendas and minutes for all five City legal entities including the City Council, Successor Agency, Housing Assistance Agency, Water Authority, and Public Financing Authority. The Office of the City Clerk is the central repository of the official records of the City and makes such information available pursuant to the Public Records Act. Pursuant to State law, the City Clerk also retains the City's legislative history, conducts all municipal elections, and enforces the disclosure of campaign finance and conflict-of-interest information. Over the past year, the Clerk's Office has implemented DocuSign, the Code of Ethics & Conduct Policy, and adopted a Trusted Governance Program for Electronic Content Management.

CITY ATTORNEY

The City Attorney's Office provides legal advice to City Boards and Commissions, including the City Council, Planning Commission, and Successor Agency.

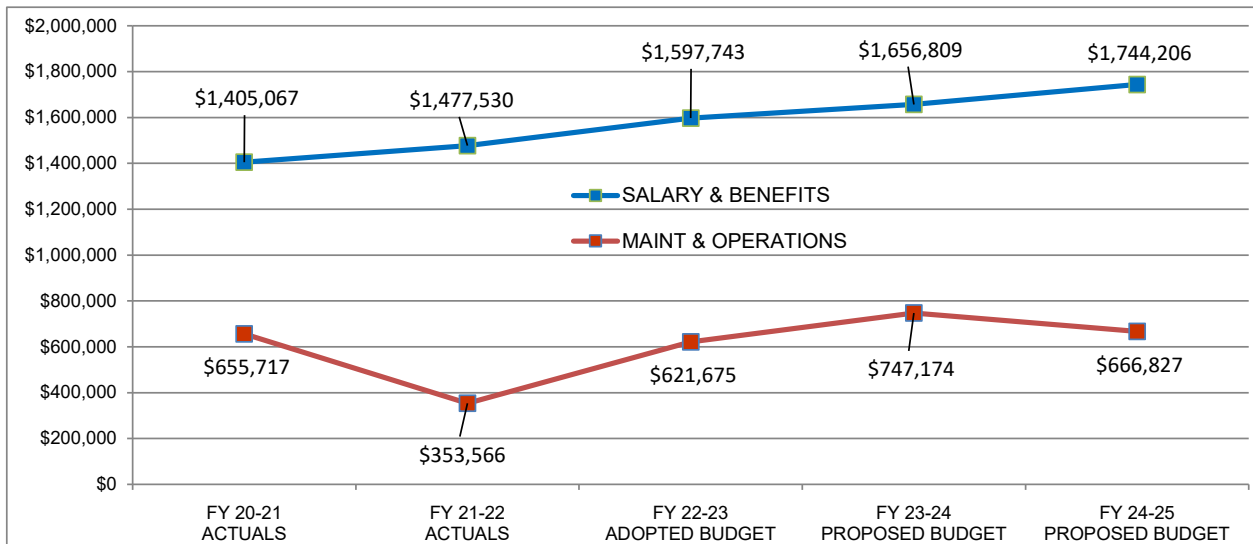
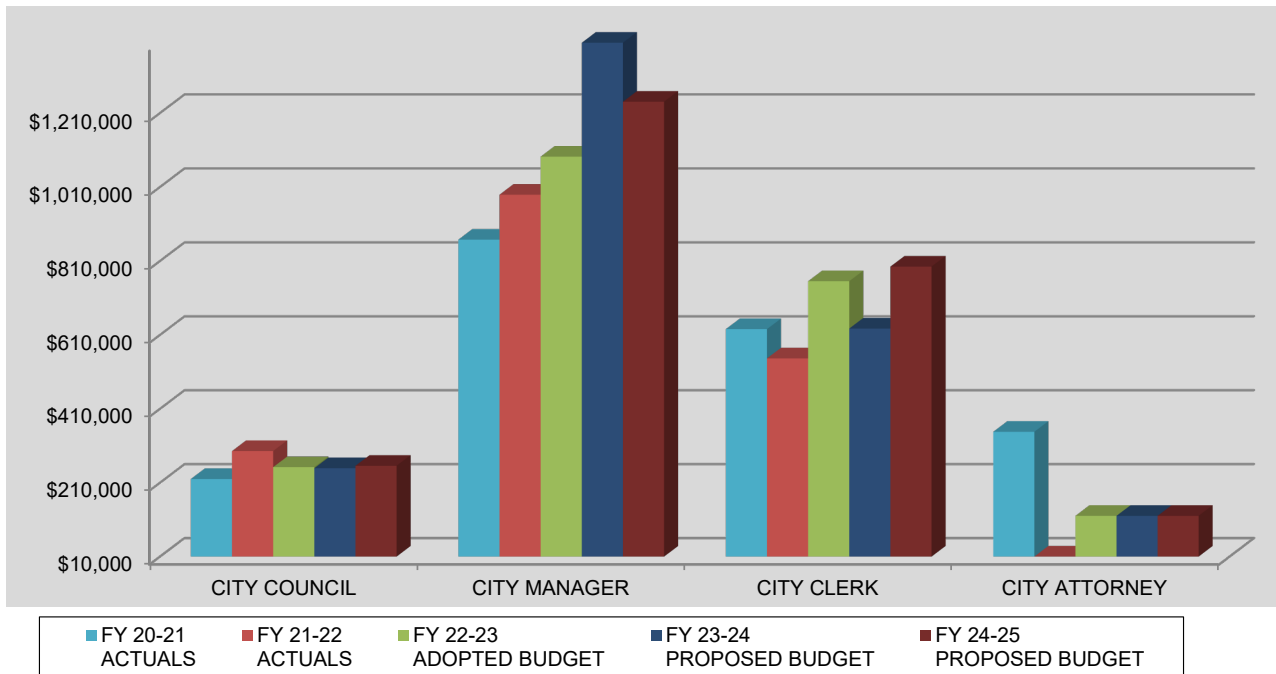
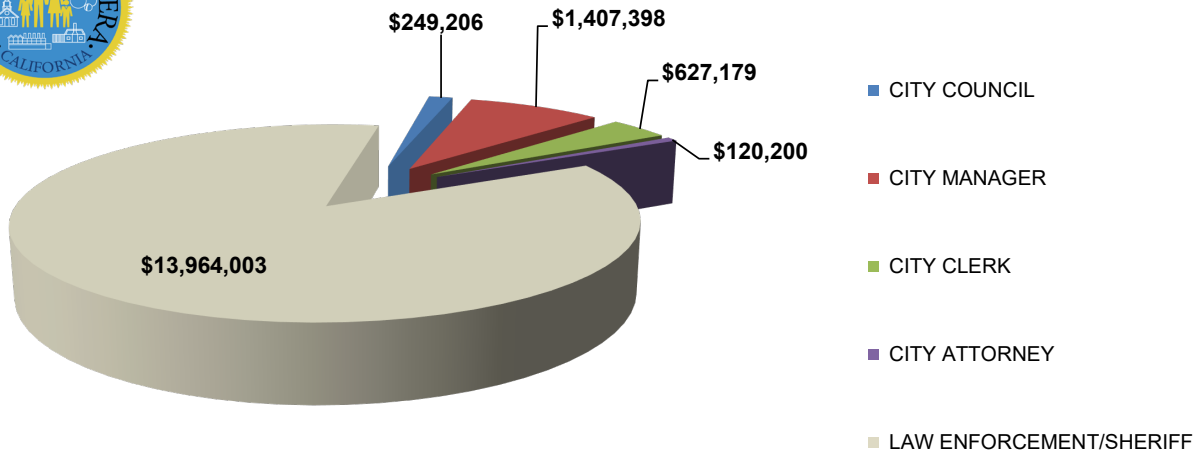
SUSTAINABILITY DIVISION

The City is committed to promoting environmental and social sustainability to protect natural resources, reduce carbon emissions, and safeguard the well-being of residents and businesses.

The Office of Sustainability oversees Pico Rivera Innovative Municipal Energy (PRIME) the City's locally-run energy program, solid waste management, and other environmental programs. Our objective is to promote environmental sustainability and quality of life for many generations to come.



Fiscal Year 2023-24 Proposed Budget



ADMINISTRATION - General Fund

Fiscal Year 2023-25 Proposed Budget

Account Information				FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2022-23	FY 2023-24	FY 2024-25
Dept	Div	Object	Description	ACTUALS	ACTUALS	ACTUALS	ADOPTED	YEAR-END ESTIMATES	DEPARTMENT PROPOSED	DEPARTMENT PROPOSED
CITY COUNCIL										
10	1000	51100	SALARIES	49,580	50,087	49,329	49,330	52,288	49,330	50,810
10	1000	51120	VACATION/SICK LEAVE ACCRUAL PAY-OUT	3,241	-	-	1,625	-	1,625	1,625
10	1000	51200	HOURLY SALARIES	-	32,480	-	-	-	-	-
10	1000	51300	OVERTIME	2,086	-	-	1,000	-	1,000	1,000
10	1000	51500	PUBLIC EMPLOYEE'S RETIREMENT	21,003	15,973	8,476	12,525	8,430	11,061	11,098
10	1000	51501	PUBLIC AGENCY RETIREMENT	10,774	8,416	3,591	3,591	3,771	3,591	3,591
10	1000	51600	WORKER'S COMPENSATION	1,275	614	568	458	-	432	511
10	1000	51700	DISABILITY INSURANCE	61	-	-	-	-	-	-
10	1000	51900	GROUP HEALTH & LIFE INSURANCE	27,579	35,227	41,967	45,316	53,995	66,667	70,000
10	1000	51901	CASH BACK INCENTIVE PAY	38,611	39,208	34,158	34,158	26,559	14,324	15,040
10	1000	51903	AUTO ALLOWANCE	13,750	15,250	15,000	15,000	14,788	15,000	15,750
10	1000	51904	TECHNOLOGY STIPEND	4,300	4,181	3,600	4,800	3,055	2,400	2,520
10	1000	51905	BILINGUAL PAY	13	-	-	-	-	-	-
10	1000	51907	OPEB COST ALLOCATION	-	-	3,871	3,902	2,682	1,640	1,480
10	1000	51930	MEDICARE/EMPLOYER PORTION	1,612	2,056	1,480	500	1,443	715	737
Salary and Benefits Subtotal				173,885	203,493	162,919	172,205	167,012	167,785	174,162
10	1000	52200	DEPARTMENTAL SUPPLIES	587	5,491	744	1,000	1,000	1,050	1,103
10	1000	52205	OFFICE SUPPLIES	409	907	2,013	500	500	500	500
10	1000	52300	ADVERTISING AND PUBLICATION	(543)	-	40	400	400	400	400
10	1000	52600	MEMBERSHIP AND DUES	115	205	4,501	4,500	5,269	4,500	4,500
10	1000	52700	BOOKS AND PERIODICALS	-	139	-	300	300	300	300
10	1000	53610	COST REIMBURSEMENT	158	-	-	150	150	150	150
10	1000	54100	SPECIAL DEPARTMENTAL EXPENSES	2,440	870	2,695	6,500	6,500	6,500	6,500
10	1000	54400	PROFESSIONAL SERVICES	-	8,094	8,188	13,500	13,500	13,500	13,500
10	1000	54800	CONVENTION & MTG EXPENSES	(14,922)	747	26,565	15,000	14,231	15,000	15,000
10	1000	56910	LEGAL SERVICES	-	-	87,867	38,000	38,000	38,000	38,000
10	1000	57900	REPLACEMENT ACCOUNT	-	-	-	-	-	1,521	1,521
Maintenance and Operations Subtotal				(11,755)	16,454	132,613	79,850	79,850	81,421	81,474
CITY COUNCIL				162,130	219,947	295,531	252,055	246,862	249,206	255,636
CITY MANAGER										
11	1110	51100	SALARIES	370,997	523,145	544,633	652,504	731,844	725,603	772,654
11	1110	51120	VACATION/SICK LEAVE ACCRUAL PAY-OUT	17,758	15,942	56,342	8,750	63,141	8,750	8,750
11	1110	51200	HOURLY SALARIES	-	-	140	-	-	-	-
11	1110	51300	OVERTIME	-	-	124	-	-	-	-
11	1110	51500	PUBLIC EMPLOYEE'S RETIREMENT	109,235	152,911	122,133	154,395	161,466	150,165	155,775
11	1110	51501	PUBLIC AGENCY RETIREMENT	-	-	33	-	-	-	-
11	1110	51504	DEFERRED COMPENSATION	1,000	1,000	1,000	2,075	4,208	7,256	7,726
11	1110	51600	WORKER'S COMPENSATION	7,100	6,388	6,086	6,056	-	6,359	7,769
11	1110	51700	DISABILITY INSURANCE	3,169	4,296	4,487	5,964	5,534	6,685	6,886
11	1110	51800	UNEMPLOYMENT INSURANCE	118	-	-	-	-	-	-
11	1110	51900	GROUP HEALTH & LIFE INSURANCE	12,648	10,177	19,204	53,430	50,812	61,087	64,141
11	1110	51901	CASH BACK INCENTIVE PAY	23,438	28,580	26,674	25,067	24,441	21,486	22,560
11	1110	51903	AUTO ALLOWANCE	5,325	7,450	6,563	6,300	10,839	6,000	6,300
11	1110	51904	TECHNOLOGY STIPEND	1,013	893	619	540	3,622	1,800	1,890
11	1110	51905	BILINGUAL PAY	675	300	300	300	991	600	630
11	1110	51906	POST EMPLOYMENT HEALTH PLAN	1,403	1,786	2,151	2,377	2,604	2,404	2,524
11	1110	51907	OPEB COST ALLOCATION	-	-	44,931	51,613	35,480	24,127	22,499
11	1110	51930	MEDICARE/EMPLOYER PORTION	5,991	8,281	8,939	9,450	12,858	10,521	11,203
11	1110	51961	MEDICARE/EMPLOYER PORTION	-	28,388	30,354	-	-	-	-
Salary and Benefits Subtotal				559,870	789,535	874,712	978,821	1,107,838	1,032,843	1,091,307
11	1110	52200	DEPARTMENTAL SUPPLIES	2,045	876	561	1,500	1,500	1,500	1,500
11	1110	52205	OFFICE SUPPLIES	550	987	1,624	500	500	500	500
11	1110	52300	ADVERTISING AND PUBLICATIONS	272	-	-	300	300	300	300
11	1110	52600	MEMBERSHIP AND DUES	1,365	2,001	3,989	4,500	4,500	4,500	4,500
11	1110	52800	SOFTWARE	-	50,124	26,525	-	14,625	-	-
11	1110	54100	SPECIAL DEPARTMENTAL EXPENSES	1,005	2,607	324	2,500	2,500	2,500	2,500
11	1110	54400	PROFESSIONAL SERVICES	23,868	18,930	21,864	30,000	30,000	30,000	30,000
11	1110	54500	CONTRACTED SERVICES	-	-	30,717	-	698,115	254,150	28,750
11	1110	54800	CONVENTION & MTG EXPENSES	10,274	2,500	9,585	10,000	10,000	10,000	10,000
11	1110	56993	MISC EXPENSES	51	-	-	-	-	-	-
11	1110	56910	LEGAL SERVICES	-	-	19,186	63,830	63,830	63,830	63,830
11	1110	57900	REPLACEMENT ACCOUNT	-	-	-	-	-	7,275	7,275
Maintenance and Operations Subtotal				39,429	78,025	114,374	113,130	825,870	374,555	149,155
CITY MANAGER				599,299	867,560	989,086	1,091,951	1,933,708	1,407,398	1,240,462

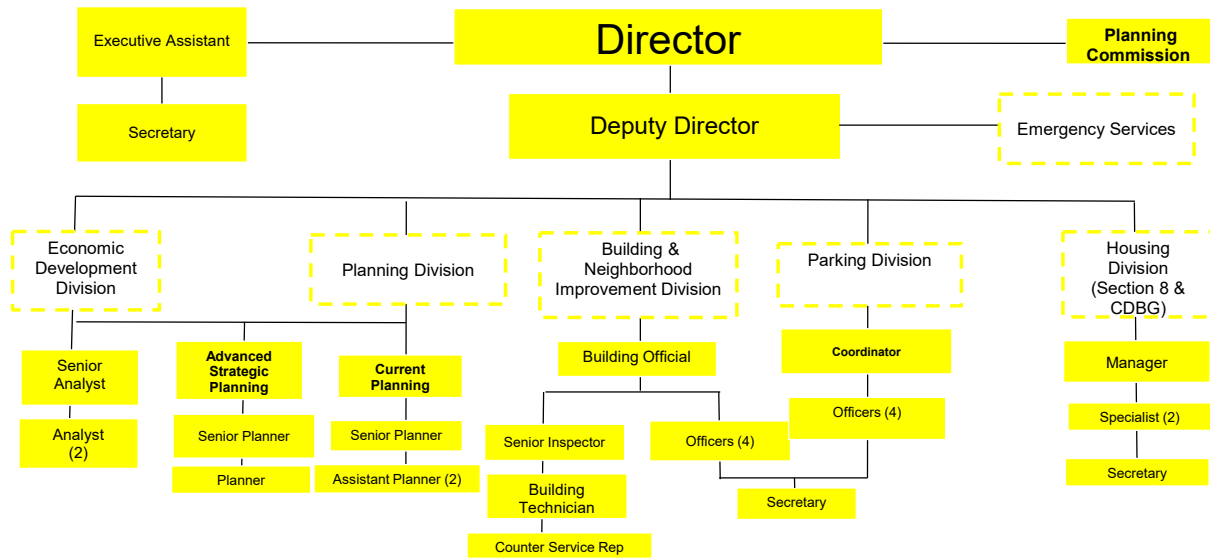
ADMINISTRATION - General Fund

Fiscal Year 2023-25 Proposed Budget

Account Information				FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2022-23	FY 2023-24	FY 2024-25
Dept	Div	Object	Description	ACTUALS	ACTUALS	ACTUALS	ADOPTED	YEAR-END ESTIMATES	DEPARTMENT PROPOSED	DEPARTMENT PROPOSED
CITY CLERK										
12	1200	51100	SALARIES	251,955	252,379	266,819	267,362	300,961	301,606	315,060
12	1200	51120	VACATION/SICK LEAVE ACCRUAL PAY-OUT	2,732	3,379	5,092	3,562	81,218	3,562	3,562
12	1200	51300	OVERTIME	417	-	1,582	-	2,668	-	-
12	1200	51500	PUBLIC EMPLOYEE'S RETIREMENT	80,694	83,146	70,252	67,892	79,764	62,418	68,148
12	1200	51504	DEFERRED COMPENSATION	500	500	500	500	2,353	3,016	3,151
12	1200	51600	WORKER'S COMPENSATION	4,768	3,111	3,002	2,481	-	2,643	3,168
12	1200	51700	DISABILITY INSURANCE	2,387	2,415	2,497	2,499	2,718	2,704	2,785
12	1200	51900	GROUP HEALTH & LIFE INSURANCE	54,708	55,935	58,980	69,966	59,443	58,022	60,923
12	1200	51903	AUTO ALLOWANCE	4,253	4,320	4,320	4,320	3,978	4,320	4,536
12	1200	51904	TECHNOLOGY STIPEND	1,620	1,620	1,620	1,620	1,492	1,620	1,701
12	1200	51905	BILINGUAL PAY	300	300	300	300	991	540	567
12	1200	51906	POST EMPLOYMENT HEALTH PLAN	1,156	1,157	1,157	1,157	1,282	1,328	1,394
12	1200	51907	OPEB COST ALLOCATION	-	-	19,835	21,148	14,538	10,029	9,174
12	1200	51930	MEDICARE/EMPLOYER PORTION	3,756	3,776	3,944	3,910	5,984	4,373	4,568
Salary and Benefits Subtotal				409,244	412,039	439,899	446,717	557,390	456,181	478,737
12	1200	52200	DEPARTMENTAL SUPPLIES	999	2,338	2,974	3,000	2,500	3,000	3,000
12	1200	52205	OFFICE SUPPLIES	160	1,016	-	-	-	-	-
12	1200	52300	ADVERTISING AND PUBLICATION	19,050	19,999	47,704	40,000	48,136	35,000	35,000
12	1200	52500	ELECTION EXPENSE	421,382	140,684	-	200,000	117,591	-	150,000
12	1200	52600	MEMBERSHIP DUES	609	755	1,045	1,055	700	1,055	1,055
12	1200	52700	BOOKS AND PERIODICALS	192	274	-	900	400	900	900
12	1200	52800	SOFTWARE	-	8,137	7,137	-	-	-	-
12	1200	53200	MILEAGE REIMBURSEMENT	-	-	-	300	300	300	300
12	1200	53300	EQUIPMENT MAINTENANCE	-	-	97	250	150	250	250
12	1200	54400	PROFESSIONAL SERVICES	28,155	18,940	10,905	11,000	11,000	11,000	11,000
12	1200	54500	CONTRACTED SERVICES	14,275	21,385	7,196	30,000	149,525	70,000	70,000
12	1200	54800	CONVENTION & MTG EXPENSES	1,454	-	-	4,640	4,090	4,640	4,640
12	1200	54900	PROFESSIONAL DEVELOPMENT	726	-	-	3,600	3,600	3,750	3,750
12	1200	56910	LEGAL SERVICES	-	-	29,453	13,750	75,750	40,000	35,000
12	1200	57900	REPLACEMENT ACCOUNT	-	-	-	-	-	1,103	1,103
Maintenance and Operations Subtotal				487,002	213,528	106,512	308,495	413,742	170,998	315,998
CITY CLERK				896,247	625,567	546,411	755,212	971,132	627,179	794,735
CITY ATTORNEY										
14	1400	54500	CONTRACTED SERVICES	203,092	115,590	68	120,200	65,000	120,200	120,200
14	1400	56910	LEGAL SERVICES	315,527	232,122	-	-	-	-	-
CITY ATTORNEY				518,618	347,711	68	120,200	65,000	120,200	120,200
LAW ENFORCEMENT - SHERIFF										
15	1500	53800	C.O.P.S. PGRM COSTS	155,948	156,727	161,285	-	-	-	-
15	1500	54500	CONTRACTED SERVICES	12,120,380	12,129,618	12,854,647	12,854,647	13,208,518	13,964,003	15,169,096
Maintenance and Operations Subtotal				12,276,328	12,286,345	13,015,932	12,854,647	13,208,518	13,964,003	15,169,096
LAW ENFORCEMENT/SHERIFF				12,276,328	12,286,345	13,015,932	12,854,647	13,208,518	13,964,003	15,169,096
ADMINISTRATION TOTAL				14,452,622	14,347,130	14,847,028	15,074,065	16,425,220	16,367,986	17,580,129



COMMUNITY AND ECONOMIC DEVELOPMENT





**Proposed Positions, by Classification and Department
Authorized, Filled and Vacant
Fiscal Year 2023-25 (Proposed)**

	FY 22-23 Adopted	FY 23-24 Proposed	Filled	Vacancies	FY 23-24 Proposed	FY 24-25 Proposed
Community and Economic Development						
Director of Community and Economic Development	1.00	1.00	1.00	0.00	1.00	1.00
Deputy Director	1.00	1.00	1.00	0.00	1.00	1.00
Executive Assistant	1.00	1.00	0.00	-1.00	1.00	1.00
Senior Analyst	1.00	1.00	1.00	0.00	1.00	1.00
Analyst (Economic Development)	2.00	2.00	1.00	-1.00	2.00	2.00
Principal Planner (Planning Manager)	1.00	0.00	0.00	0.00	0.00	0.00
Senior Planner	1.00	2.00	1.00	0.00	2.00	2.00
Planner	1.00	1.00	1.00	0.00	1.00	1.00
Assistant Planner	1.00	2.00	1.00	0.00	2.00	2.00
Technician (Building)	1.00	1.00	1.00	0.00	1.00	1.00
Technician (CED)	1.00	0.00	0.00	0.00	0.00	0.00
Technician (Planning)	1.00	0.00	0.00	0.00	0.00	0.00
Neighborhood Improvement Officer	4.00	4.00	4.00	-1.00	4.00	4.00
Coordinator (Parking Enforcement)	1.00	1.00	1.00	0.00	1.00	1.00
Parking Enforcement Officer	3.00	4.00	3.00	0.00	4.00	4.00
Supervisor (Housing)	1.00	0.00	0.00	0.00	0.00	0.00
Manager (Housing)	0.00	1.00	0.00	0.00	1.00	1.00
Coordinator (Housing)	1.00	0.00	0.00	0.00	0.00	0.00
Housing Program Specialist	2.00	2.00	2.00	0.00	2.00	2.00
Secretary	3.00	3.00	3.00	0.00	3.00	3.00
Senior Inspector	1.00	1.00	0.00	-1.00	1.00	1.00
Building Inspector	0.00	0.00	0.00	0.00	0.00	0.00
Building Official	1.00	1.00	1.00	0.00	1.00	1.00
Counter Service Representative	1.00	1.00	1.00	0.00	1.00	1.00
	31.00	30.00	23.00	-4.00	30.00	30.00



MISSION STATEMENT

The Community and Economic Development Department is committed to promoting innovative, sustainable, equitable and responsible land use planning, encouraging creative business investment opportunities and supporting business retention and attraction. These are key components in the City's endeavor to achieve a jobs-housing balance while adequately assessing and prioritizing the social and economic needs of the community, and safeguarding life, health, and property by adhering to quality construction and preparing the City for a state of readiness and prompt response during catastrophic events, large scale disasters, and emergencies.

The Department is comprised of Economic Development, Planning, Building and Safety, Parking Enforcement, Emergency Services, and Section 8 Housing divisions.

ECONOMIC DEVELOPMENT DIVISION

The Economic Development Division focuses on encouraging smart growth principles, transit oriented development and the revitalization of major corridors, neighborhoods and business districts for the City. Its main goals are to eliminate blighted conditions, develop economic incentives for existing businesses, attract new business development, and the continual improvement of processes and procedures to ensure a business-friendly environment. Also within the Economic Development Division, business license staff oversees the processing and approval of business licenses, certificates of occupancy, and other necessary regulatory permits. The Division is focused on cultivating a healthy and diverse economic climate to enable the growth and maintenance of a diversified tax base that supports strong employment opportunities for residents.

PLANNING DIVISION

The Planning Division is responsible for both Current and Advanced Planning functions involving the processing of ministerial and discretionary applications. The Advance Planning initiatives undertaken help the City meet future needs while the Current Planning functions help advance the day-to-day services. The Planning Division is the liaison to residents, homeowners, businesses, and developers for all zoning functions of the City. In order to improve the quality of life for people who live, work and shop in the City, the Division implements goals, objectives, and policies contained in the General Plan, Zoning Code, Specific Plans and other Long Range Plans. The Division actively pursues grants, innovative opportunities, and partnerships to offset the costs to the City coffers. The Division manages CDBG which includes funding for Capital Improvement Projects, social services such as senior meal programs, housing rights program, and housing rehabilitation. The Division also processes subordination agreements and Grant Deed titles for past loans the City has issued for housing rehabilitation.

BUILDING AND SAFETY DIVISION (BUILDING/CODE ENFORCEMENT)

The Building Division is responsible for promoting safety through enforcement of ordinances and laws regulating construction and occupancy of all commercial, industrial and residential structures within the community. To facilitate the plan check process, the Building Division has developed a concurrent plan check review program that expedites the review process and is continuously dedicated to implementing a customer oriented approach to ensure that all plans, permits and inspections are processed in an efficient, accurate and timely manner. The Division provides plan checking, permitting, and inspection services for new construction, additions, renovations, alterations, and remodels to assure all structures meet the minimum life safety standards of state and local building codes. The Division also includes the enforcement of provisions of the Municipal Code to ensure a safe, orderly and aesthetically pleasing community. Code Enforcement Officers enforce violations on private property, such as zoning violations, building code violations, and public nuisances. They focus on obtaining expeditious voluntary compliance in a fair and impartial manner through continuous case monitoring and by providing information and options to comply.

COMMUNITY & ECONOMIC DEVELOPMENT

PARKING ENFORCEMENT DIVISION

The Parking Enforcement Division works to ensure residents' safety and quality of life are not impacted by vehicle nuisance complaints. The primary function is to ensure the City's Municipal Code and California Vehicle Code are followed for safety purposes. Enforcement includes compliance with street sweeping and parking restrictions as well as permit parking districts. These efforts are carried out through the enforcement of codes, the education and involvement of residents, maintenance of the rights-of-way, and the monitoring of permits. The Division is committed to maintaining the high standards established for integrity, professionalism and dedicated service, while improving the quality of life for those who live, work, visit, and own property and businesses within the City.

EMERGENCY SERVICES DIVISION

The Emergency Services Division ensures that in the event of a major catastrophe, the City is able to provide resources and leadership to minimize the impact upon residents. The Division is tasked with facilitating training and providing training tools to staff that comprise the Emergency Operations Center (EOC) team and keep the City and EOC facilities equipped and operating in case of an emergency such as a flood or earthquake. The Division is responsible for the Emergency Operations Plan (EOP), Hazard Mitigation Plan (HMP), Flood Evacuation Plan, National Incident Management System (NIMS), Standardized Emergency Management System (SEMS), the Operational Area Recovery and Response System (OARRS) and public emergency notification system and other annexes that assist in emergency planning. The Division works towards discovering and applying for grants to offset funding impacts to the City.

SECTION 8 HOUSING DIVISION

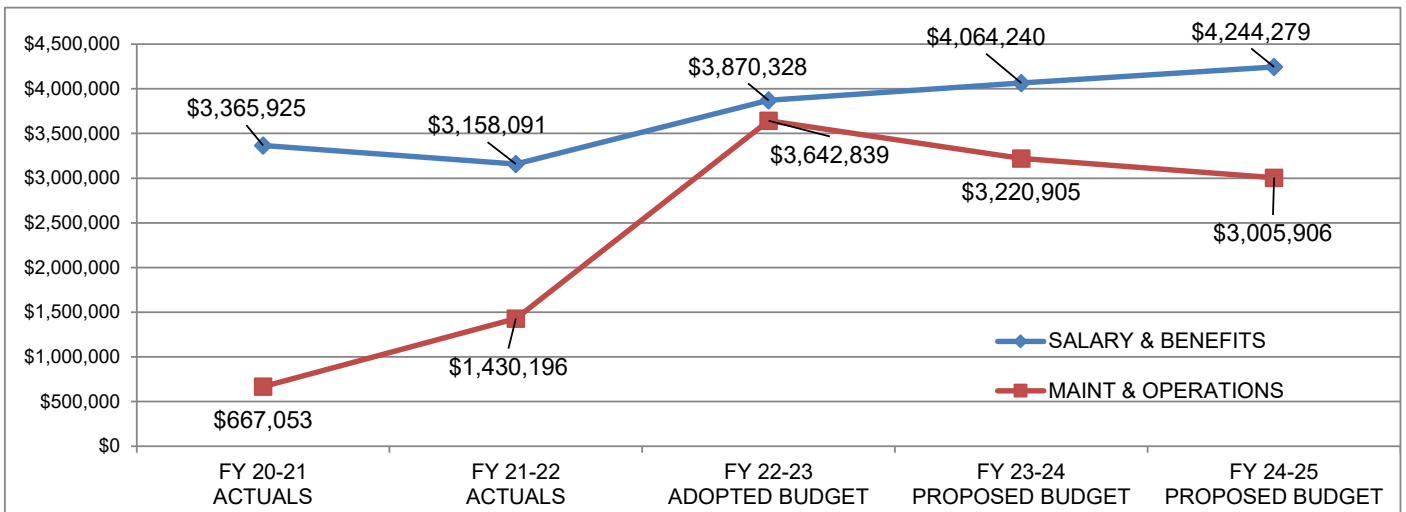
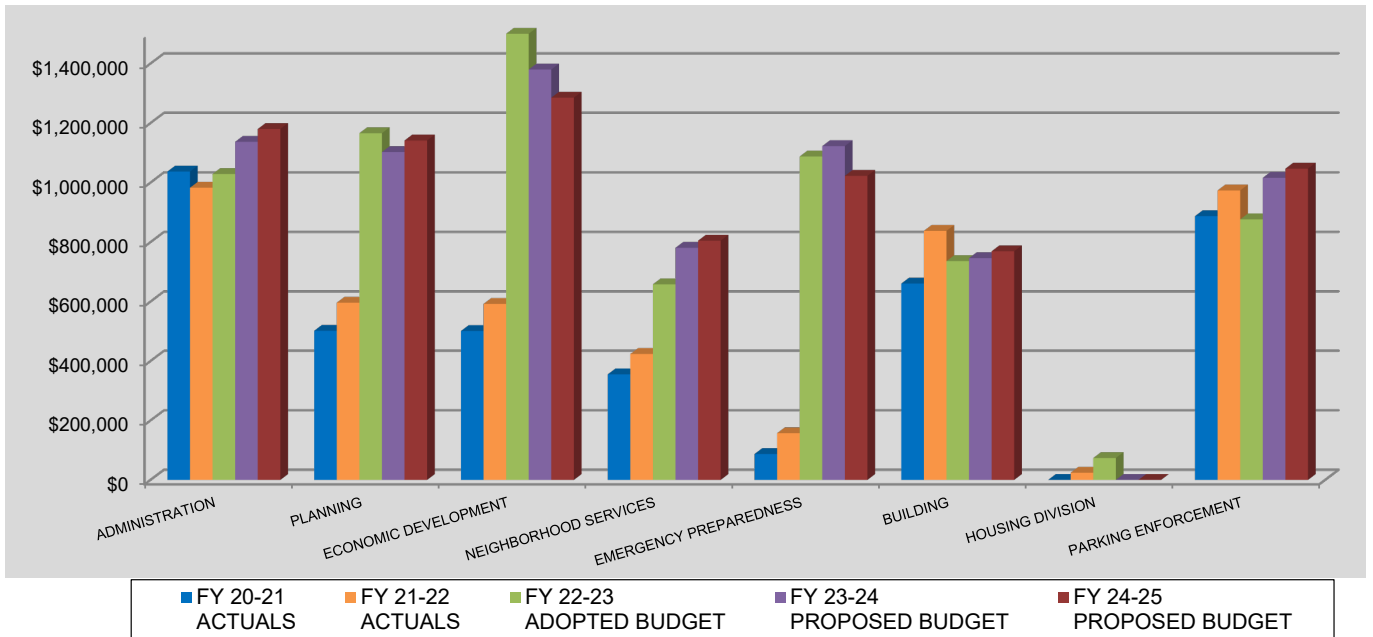
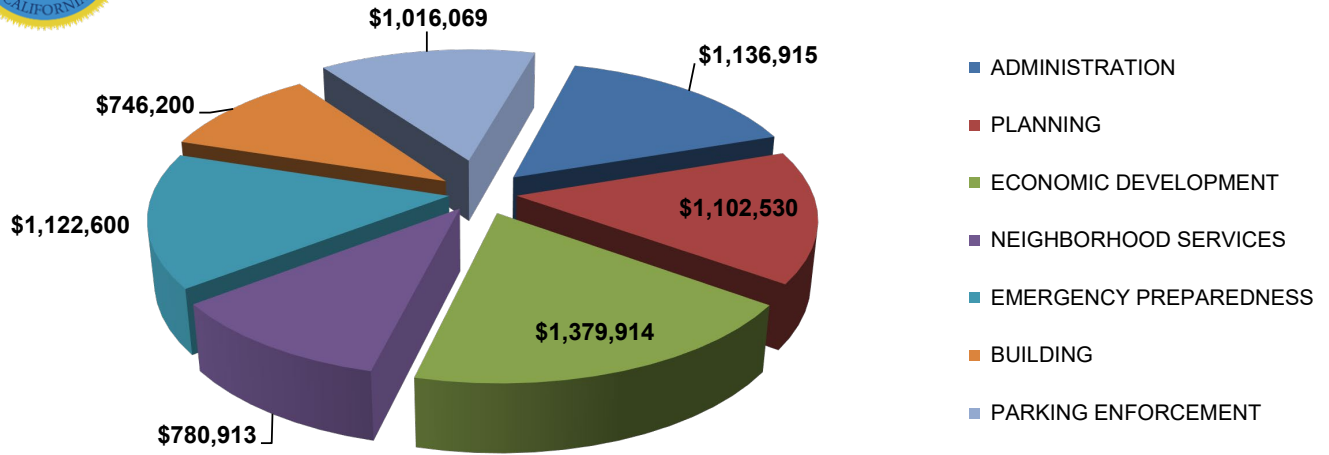
The Section 8 Housing Division administers the Section 8 Housing Choice Voucher (HCV) program. The Division oversees approximately \$5 million in Department of Housing and Urban Development (HUD) funds and manages approximately 515 vouchers. The program offers low income families rental assistance that allows them to live in affordable, safe and sanitary housing. In turn, the program provides landlords comparable rents and helps them keep up profitability. The Division also manages the Family Self Sufficiency (FSS) program. The FSS program is a component of the Section 8 HCV program that enables HUD-assisted families to develop a five-year plan to reduce their dependency on assistance and rental subsidies and work toward goals that lead to self-sufficiency, more commonly centered around educational or professional goals. The FSS program matches the income increases while enrolled in the program and deposits it into an escrow account. Participants may graduate and collect the escrow money if they meet their goals, obtain a full-time job, and are free from welfare assistance for the last twelve months before graduation.

PLANNING COMMISSION

The Planning Commission is a judicial decision-making body with authority over a variety of land use and legislative matters. The Planning Commission assists the City Council in developing policies for land use, zoning, and the City's General and Specific Plans. Under state law, the Commission also has decision-making authority for a variety of development applications. In addition to recommending broad development policies to the City Council, the Commission reviews all development applications to ensure they conform to the City's General Plan. Staff time (e.g., staff support) for these meetings is incurred under the Community and Economic Development Department.



Fiscal Year 2023-24 Proposed Budget



COMMUNITY & ECONOMIC DEVELOPMENT- General Fund

Fiscal Year 2023-25 Proposed Budget

Account Information				FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2022-23	FY 2023-24	FY 2024-25
Dept	Div	Object	Description	ACTUALS	ACTUALS	ACTUALS	ADOPTED	YEAR-END ESTIMATES	DEPARTMENT PROPOSED	DEPARTMENT PROPOSED
ADMINISTRATION										
<i>*New division created for FY 2018-19</i>										
30	3000	51100	SALARIES	566,081	605,577	530,915	543,004	607,537	611,505	640,155
30	3000	51120	VACATION/SICK LEAVE ACCRUAL PAY-OUT	39,368	54,926	46,914	22,000	47,031	22,000	22,000
30	3000	51300	OVERTIME	-	-	321	3,000	88	3,000	3,000
30	3000	51500	PUBLIC EMPLOYEE'S RETIREMENT	136,024	178,449	119,654	134,142	158,334	126,552	134,719
30	3000	51504	DEFERRED COMPENSATION	1,747	1,250	1,575	1,000	3,965	6,115	6,402
30	3000	51600	WORKER'S COMPENSATION	7,171	7,150	5,849	5,039	-	5,359	6,437
30	3000	51700	DISABILITY INSURANCE	4,367	4,679	3,948	5,174	4,063	5,717	5,889
30	3000	51800	UNEMPLOYMENT INSURANCE	-	-	12,150	-	-	-	-
30	3000	51900	GROUP HEALTH & LIFE INS	76,700	69,198	54,430	67,751	66,323	89,442	93,914
30	3000	51901	CASH BACK INCENTIVE PAY	5,249	2,755	5,349	14,324	13,966	14,324	15,040
30	3000	51903	AUTO ALLOWANCE	7,800	9,600	9,600	9,600	9,100	9,600	10,080
30	3000	51904	TECHNOLOGY STIPEND	2,925	3,600	3,600	3,600	2,730	3,600	3,780
30	3000	51905	BILINGUAL PAY	288	-	138	900	634	1,200	1,260
30	3000	51906	POST EMPLOYMENT HEALTH PLAN	2,369	3,206	3,206	3,206	2,244	3,539	3,716
30	3000	51907	OPEB COST ALLOCATION	-	-	44,341	42,952	29,526	20,334	18,641
30	3000	51930	MEDICARE/EMPLOYER PORTION	8,905	9,850	8,196	8,000	10,783	8,867	9,282
30	3000	51961	VACANCY SAVINGS OFFSET	-	-	30,000	-	-	-	-
Salary and Benefits Subtotal				858,993	950,241	880,185	863,692	956,324	931,154	974,315
30	3000	52100	POSTAGE	21	-	61	-	-	-	-
30	3000	52200	DEPARTMENTAL SUPPLIES	5,775	5,200	5,788	4,500	4,500	4,500	4,500
30	3000	52400	PRINT, DUPLICATE & PHOTOCOPYING	4,993	4,008	4,785	6,500	6,500	6,500	6,500
30	3000	52600	MEMBERSHIP AND DUES	10,989	10,374	12,413	15,650	12,000	15,650	15,650
30	3000	52900	COMMISSION STIPENDS	-	-	900	3,000	3,000	3,000	3,000
30	3000	53200	MILEAGE REIMBURSEMENT	-	107	105	500	200	500	500
30	3000	53500	SMALL TOOLS & EQUIPMENT	-	-	215	3,000	3,000	3,000	3,000
30	3000	54100	SPECIAL DEPARTMENTAL EXPENSES	43,457	42,866	44,278	42,500	42,500	42,500	42,500
30	3000	54400	PROFESSIONAL SERVICES	49,617	250	-	55,000	55,000	25,000	25,000
30	3000	54500	CONTRACTED SERVICES	12,158	616	-	-	-	-	-
30	3000	54800	CONVENTION & MTG EXPENSE	1,517	-	5,189	6,000	6,000	6,000	6,000
30	3000	54900	PROFESSIONAL DEVELOPMENT	8,011	2,435	5,613	12,500	12,000	12,500	12,500
30	3000	56910	LEGAL SERVICE	-	-	6,323	6,000	6,000	26,000	26,000
30	3000	57300	FURNITURE & EQUIPMENT	4,099	20,997	16,893	10,000	6,000	10,000	10,000
30	3000	57900	REPLACEMENT ACCOUNT	-	-	-	-	-	50,611	50,611
Maintenance and Operations Subtotal				140,638	86,853	102,563	165,150	156,700	205,761	205,761
ADMINISTRATION				999,631	1,037,094	982,749	1,028,842	1,113,024	1,136,915	1,180,076

PLANNING

30	3010	51100	SALARIES	301,446	246,934	175,524	490,814	289,662	538,190	567,477
30	3010	51120	VACATION/SICK LEAVE ACCRUAL PAY-OUT	41,842	23,922	21,342	15,000	16,593	15,000	15,000
30	3010	51200	HOURLY SALARIES	11,793	13,201	31,136	21,420	13,124	49,504	51,979
30	3010	51300	OVERTIME	-	70	488	-	154	-	-
30	3010	51500	PUBLIC EMPLOYEE'S RETIREMENT	105,980	103,089	40,901	116,136	71,322	111,380	114,409
30	3010	51501	PUBLIC AGENCY RETIREMENT	441	510	1,076	803	611	1,856	1,949
30	3010	51504	DEFERRED COMPENSATION	1,450	550	50	-	367	5,382	5,675
30	3010	51600	WORKER'S COMPENSATION	7,477	4,555	1,946	4,555	-	4,717	5,706
30	3010	51700	DISABILITY INSURANCE	2,467	2,066	1,270	4,853	2,659	4,893	5,040
30	3010	51800	UNEMPLOYMENT INSURANCE	154	307	-	-	-	-	-
30	3010	51900	GROUP HEALTH & LIFE INSURANCE	17,586	9,252	8,138	62,146	21,025	55,984	58,783
30	3010	51901	CASH BACK INCENTIVE PAY	22,919	24,112	15,756	28,648	13,966	14,324	15,040
30	3010	51905	BILINGUAL PAY	1,160	660	485	600	1,333	600	630
30	3010	51907	OPEB COST ALLOCATION	-	-	30,159	38,823	26,688	17,896	16,525
30	3010	51930	MEDICARE/EMPLOYER PORTION	5,487	4,517	3,395	7,100	5,172	7,804	8,228
30	3010	51961	VACANCY SAVINGS OFFSET	-	45,000	67,617	-	-	-	-
Salary and Benefits Subtotal				520,201	478,744	399,285	790,898	462,677	827,530	866,441

COMMUNITY & ECONOMIC DEVELOPMENT- General Fund

Fiscal Year 2023-25 Proposed Budget

Account Information				FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2022-23	FY 2023-24	FY 2024-25
Dept	Div	Object	Description	ACTUALS	ACTUALS	ACTUALS	ADOPTED	YEAR-END ESTIMATES	DEPARTMENT PROPOSED	DEPARTMENT PROPOSED
30	3010	52200	DEPARTMENTAL SUPPLIES	1,920	-	-	-	-	-	-
30	3010	52205	OFFICE SUPPLIES	1,274	910	-	-	-	-	-
30	3010	52400	PRINT, DUPLICATE & PHOTOCOPYING	744	99	-	-	-	-	-
30	3010	52700	BOOKS AND PERIODICALS	24	-	-	-	-	-	-
30	3010	52805	SOFTWARE LICENSES	800	1,189	-	2,000	-	2,000	2,000
30	3010	53200	MILEAGE REIMBURSEMENT	138	-	-	-	-	-	-
30	3010	54100	SPECIAL DEPARTMENTAL EXPENSES	1,964	32	503	3,000	3,000	3,000	3,000
30	3010	54400	PROFESSIONAL SERVICES	80,476	20,790	98,718	290,000	253,301	90,000	90,000
30	3010	54800	CONVENTION & MTG EXPENSES	8	-	-	-	-	-	-
30	3010	56910	LEGAL SERVICE	-	-	99,572	80,000	80,000	180,000	180,000
30	3010	57850	CONTRA DEPOSIT ACCOUNT	-	-	(1,816)	-	(6,387)	-	-
Maintenance and Operations Subtotal				87,347	23,020	196,977	375,000	629,914	275,000	275,000
PLANNING				607,548	501,764	596,262	1,165,898	1,092,592	1,102,530	1,141,441

ECONOMIC DEVELOPMENT

*New division created for FY 2016-17

30	3020	51100	SALARIES	190,253	248,932	305,700	395,328	369,764	337,811	353,558
30	3020	51120	VACATION/SICK LEAVE ACCRUAL PAY-OUT	2,468	14,334	22,622	5,429	3,195	5,429	5,429
30	3020	51500	PUBLIC EMPLOYEE'S RETIREMENT	90,894	78,361	63,840	93,542	92,728	69,911	71,281
30	3020	51504	DEFERRED COMPENSATION	1,347	1,300	1,190	1,500	2,999	3,378	3,536
30	3020	51600	WORKER'S COMPENSATION	6,644	3,146	3,405	3,669	-	2,960	3,556
30	3020	51700	DISABILITY INSURANCE	1,714	2,356	2,083	3,774	2,896	3,186	3,282
30	3020	51900	GROUP HEALTH & LIFE INSURANCE	4,631	7,910	14,790	52,138	38,241	60,808	63,849
30	3020	51901	CASH BACK INCENTIVE PAY	18,511	18,511	16,330	14,324	13,966	-	-
30	3020	51905	BILINGUAL PAY	173	360	360	300	991	300	315
30	3020	51907	OPEB COST ALLOCATION	-	-	26,902	31,270	21,496	11,232	10,295
30	3020	51930	MEDICARE/EMPLOYER PORTION	3,011	4,060	4,761	5,700	6,108	4,899	5,127
30	3020	51961	VACANCY SAVINGS OFFSET	-	-	10,000	-	-	-	-
Salary and Benefits Subtotal				319,646	379,270	471,983	606,974	552,384	499,914	520,228
30	3020	52100	POSTAGE	51	-	-	-	-	-	-
30	3020	52205	OFFICE SUPPLIES	86	-	-	-	-	-	-
30	3020	54100	SPECIAL DEPARTMENTAL EXPENSES	-	23,857	594	-	-	-	-
30	3020	54400	PROFESSIONAL SERVICES	11,920	25,188	24,893	1,251,547	550,000	855,000	740,000
30	3020	54500	CONTRACTED SERVICES	108,763	64,096	85,542	25,000	25,000	25,000	25,000
30	3020	56992	BANK SERVICE CHARGES	5,994	8,631	9,114	3,000	3,000	-	-
Maintenance and Operations Subtotal				126,814	121,772	120,143	1,279,547	578,000	880,000	765,000
ECONOMIC DEVELOPMENT				446,460	501,042	592,126	1,886,521	1,130,384	1,379,914	1,285,228

NEIGHBORHOOD SERVICES

30	3030	51100	SALARIES	138,013	149,761	177,302	276,864	252,884	308,945	321,977
30	3030	51120	VACATION/SICK LEAVE ACCRUAL PAY-OUT	7,692	7,650	3,161	2,713	4,311	2,713	2,713
30	3030	51200	HOURLY SALARIES	64,525	46,764	27,287	20,400	48,042	117,936	123,833
30	3030	51300	OVERTIME	4,110	400	728	-	-	-	-
30	3030	51500	PUBLIC EMPLOYEE'S RETIREMENT	42,427	60,562	45,404	65,511	74,033	63,939	64,914
30	3030	51501	PUBLIC AGENCY RETIREMENT	2,345	1,687	337	770	89	4,423	4,644
30	3030	51504	DEFERRED COMPENSATION	1,214	997	1,003	1,500	1,580	3,089	3,220
30	3030	51600	WORKER'S COMPENSATION	3,169	2,649	1,952	2,569	-	2,707	3,238
30	3030	51700	DISABILITY INSURANCE	1,322	1,402	1,906	2,640	2,880	2,950	3,039
30	3030	51900	GROUP HEALTH & LIFE INSURANCE	40,992	46,336	53,853	60,094	57,303	58,393	61,312
30	3030	51901	CASH BACK INCENTIVE PAY	-	-	-	14,324	13,966	14,324	15,040
30	3030	51905	BILINGUAL PAY	600	600	375	1,200	845	1,200	1,260
30	3030	51907	OPEB COST ALLOCATION	-	-	17,491	21,900	15,055	10,274	9,378

COMMUNITY & ECONOMIC DEVELOPMENT- General Fund

Fiscal Year 2023-25 Proposed Budget

Account Information				FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2022-23	FY 2023-24	FY 2024-25
Dept	Div	Object	Description	ACTUALS	ACTUALS	ACTUALS	ADOPTED	YEAR-END ESTIMATES	DEPARTMENT PROPOSED	DEPARTMENT PROPOSED
30	3030	51930	MEDICARE/EMPLOYER PORTION	3,098	2,960	2,908	4,000	4,964	4,480	4,669
30	3030	51961	VACANCY SAVINGS OFFSET	-	21,000	20,000	-	-	-	-
Salary and Benefits Subtotal				309,506	342,768	353,706	474,485	475,950	595,373	619,237
30	3030	52200	DEPARTMENTAL SUPPLIES	648	-	-	-	-	-	-
30	3030	52205	OFFICE SUPPLIES	174	-	-	-	-	-	-
30	3030	52250	UNIFORMS	2,493	1,545	1,912	4,500	4,500	6,500	6,500
30	3030	52400	PRINT, DUPLICATE & PHOTOCOPYING	99	-	-	-	-	-	-
30	3030	53500	SMALL TOOLS & EQUIPMENT	462	-	-	-	-	-	-
30	3030	54100	SPECIAL DEPARTMENTAL EXPENSES	1,723	20	-	-	-	-	-
30	3030	54400	PROFESSIONAL SERVICES	19,476	-	2,063	-	-	-	-
30	3030	54500	CONTRACTED SERVICES	(2,383)	10,828	10,368	126,000	126,000	126,000	126,000
30	3030	56910	LEGAL SERVICE	-	-	55,762	53,040	53,040	53,040	53,040
Maintenance and Operations Subtotal				22,692	12,393	70,105	183,540	183,540	185,540	185,540
NEIGHBORHOOD SERVICES				332,198	355,161	423,811	658,025	659,490	780,913	804,777

SPECIAL PROJECTS/GRANTS

*For FY 2016-17, various special projects functions moved to this division

30	3035	52400	PRINT DUPLICATE & PHOTOCOPYING	329	-	-	-	-	-	-
Maintenance and Operations Subtotal				329	-	-	-	-	-	-
SPECIAL PROJECTS				329	-	-	-	-	-	-

PARKING ENFORCEMENT

*For FY 2016-17, some functions from Public Safety Division moved to this division

30	3045	51100	SALARIES	401,814	370,913	384,322	323,993	347,625	417,913	438,560
30	3045	51120	VACATION/SICK LEAVE ACCRUAL PAY-OUT	8,492	6,731	6,595	4,031	2,346	4,031	4,031
30	3045	51200	HOURLY SALARIES	1,699	-	7,683	20,400	-	24,750	25,990
30	3045	51300	OVERTIME	2,225	-	87	-	51	-	-
30	3045	51500	PUBLIC EMPLOYEE'S RETIREMENT	144,444	114,564	92,539	76,663	85,476	86,491	88,418
30	3045	51501	PUBLIC AGENCY RETIREMENT	64	-	288	770	-	950	975
30	3045	51504	DEFERRED COMPENSATION	1,050	1,000	1,000	500	2,154	4,179	4,385
30	3045	51600	WORKER'S COMPENSATION	10,542	4,541	4,277	3,007	-	3,662	4,410
30	3045	51700	DISABILITY INSURANCE	3,786	3,523	3,591	3,065	3,311	4,290	4,419
30	3045	51900	GROUP HEALTH & LIFE INSURANCE	83,609	86,443	91,336	95,516	95,052	131,446	138,019
30	3045	51901	CASH BACK INCENTIVE PAY	14,324	14,324	14,324	-	-	-	-
30	3045	51905	BILINGUAL PAY	2,450	2,900	2,700	2,100	2,746	2,400	2,520
30	3045	51907	OPEB COST ALLOCATION	-	-	29,347	25,628	17,617	13,897	12,771
30	3045	51930	MEDICARE/EMPLOYER PORTION	5,347	4,730	4,851	4,800	4,458	6,060	6,359
Salary and Benefits Subtotal				679,846	609,670	642,941	560,473	560,837	700,069	730,857
30	3045	52200	DEPARTMENTAL SUPPLIES	324	-	-	-	-	-	-
30	3045	52250	UNIFORMS	4,218	2,579	5,046	6,000	6,000	6,000	6,000
30	3045	53500	SMALL TOOLS & EQUIPMENT	1,403	29	-	-	-	-	-
30	3045	54100	SPECIAL DEPARTMENTAL EXPENSES	2,370	123	-	-	-	-	-
30	3045	54500	CONTRACTED SERVICES	48,192	48,436	61,841	60,000	60,000	60,000	60,000
30	3045	54540	COURT CHARGES	190,237	226,406	263,660	250,000	250,000	250,000	250,000
30	3045	54900	PROFESSIONAL DEVELOPMENT	32	-	-	-	-	-	-
Maintenance and Operations Subtotal				246,775	277,573	330,546	316,000	316,000	316,000	316,000
PARKING ENFORCEMENT				926,621	887,243	973,488	876,473	876,837	1,016,069	1,046,857

EMERGENCY PREPAREDNESS

*New division created for FY 2016-17 to account for certain functions from Public Safety Division

30	3046	51100	SALARIES	43,230	54,921	56,352	-	-	-	-
30	3046	51500	PUBLIC EMPLOYEE'S RETIREMENT	13,260	16,723	13,677	-	-	-	-
30	3046	51504	DEFERRED COMPENSATION	800	400	400	-	-	-	-

COMMUNITY & ECONOMIC DEVELOPMENT- General Fund

Fiscal Year 2023-25 Proposed Budget

Account Information				FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2022-23	FY 2023-24	FY 2024-25
Dept	Div	Object	Description	ACTUALS	ACTUALS	ACTUALS	ADOPTED	YEAR-END ESTIMATES	DEPARTMENT PROPOSED	DEPARTMENT PROPOSED
30	3046	51600	WORKER'S COMPENSATION	850	663	648	-	-	-	-
30	3046	51700	DISABILITY INSURANCE	530	514	514	-	-	-	-
30	3046	51900	GROUP HEALTH & LIFE INSURANCE	924	889	907	-	-	-	-
30	3046	51901	CASH BACK INCENTIVE PAY	11,460	11,460	11,460	-	-	-	-
30	3046	51905	BILINGUAL PAY	480	480	480	-	-	-	-
30	3046	51907	OPEB COST ALLOCATION	-	-	4,177	-	-	-	-
30	3046	51930	MEDICARE/EMPLOYER PORTION	791	962	987	-	-	-	-
Salary and Benefits Subtotal				72,325	87,012	89,602	-	-	-	-
30	3046	52205	OFFICE SUPPLIES	-	-	-	4,600	2,000	4,600	4,600
30	3046	52800	SOFTWARE	-	-	20,615	-	-	-	-
30	3046	53300	EQUIPMENT MAINT & RENTAL	516	-	-	250,000	10,000	250,000	250,000
30	3046	54100	SPECIAL DEPARTMENTAL EXPENSES	-	210	3,000	10,000	3,000	10,000	10,000
30	3046	54400	PROFESSIONAL SERVICES	23,112	-	43,000	725,000	20,000	760,000	660,000
30	3046	54940	ORGANIZATIONAL LEARNING	-	-	975	98,000	100,000	98,000	98,000
Maintenance and Operations Subtotal				23,628	210	67,591	1,087,600	135,000	1,122,600	1,022,600
EMERGENCY PREPAREDNESS				95,954	87,222	157,193	1,087,600	135,000	1,122,600	1,022,600

HOUSING DIVISION

**New division created for FY 2021-22 to account for certain functions from the Department of Housing and Urban Development (HUD)*

30	3090	51100	SALARIES	-	-	10,358	45,316	49,505	-	-
30	3090	51120	VACATION/SICK LEAVE ACCRUAL PAY-OUT	-	-	-	-	4,279	-	-
30	3090	51500	PUBLIC EMPLOYEE'S RETIREMENT	-	-	2,102	10,723	11,100	-	-
30	3090	51504	DEFERRED COMPENSATION	-	-	-	250	-	-	-
30	3090	51600	WORKER'S COMPENSATION	-	-	115	-	-	-	-
30	3090	51700	DISABILITY INSURANCE	-	-	-	307	248	-	-
30	3090	51900	GROUP HEALTH & LIFE INSURANCE	-	-	1,189	12,836	11,606	-	-
30	3090	51907	OPEB COST ALLOCATION	-	-	2,561	3,584	2,464	-	-
30	3090	51930	MEDICARE/EMPLOYER PORTION	-	-	72	650	819	-	-
Salary and Benefits Subtotal				-	-	16,396	73,666	80,020	-	-
30	3090	56910	LEGAL SERVICE	-	-	7,782	-	-	-	-
Maintenance and Operations Subtotal				-	-	7,782	-	-	-	-
HOUSING DIVISION				-	-	24,178	73,666	80,020	-	-

BUILDING

30	4020	51100	SALARIES	347,972	299,015	191,665	324,976	225,317	350,273	368,590
30	4020	51120	VACATION/SICK LEAVE ACCRUAL PAY-OUT	11,040	34,725	6,339	6,000	6,626	6,000	6,000
30	4020	51300	OVERTIME	142	1,220	650	3,000	-	3,000	3,000
30	4020	51500	PUBLIC EMPLOYEE'S RETIREMENT	122,175	102,648	42,619	76,895	48,964	72,492	74,312
30	4020	51504	DEFERRED COMPENSATION	2,000	2,000	1,000	1,500	1,856	3,503	3,685
30	4020	51600	WORKER'S COMPENSATION	8,242	4,247	2,125	3,016	-	3,070	3,706
30	4020	51700	DISABILITY INSURANCE	3,186	2,816	1,771	2,670	2,142	3,281	3,380
30	4020	51900	GROUP HEALTH & LIFE INSURANCE	31,718	20,420	10,148	36,453	10,548	36,330	38,147
30	4020	51901	CASH BACK INCENTIVE PAY	28,648	28,648	16,115	14,324	13,966	14,324	15,040
30	4020	51905	BILINGUAL PAY	1,200	1,200	1,013	900	1,089	1,200	1,260
30	4020	51907	OPEB COST ALLOCATION	-	-	27,487	25,706	17,671	11,648	10,736
30	4020	51930	MEDICARE/EMPLOYER PORTION	4,003	4,048	3,060	4,700	3,843	5,079	5,345
30	4020	51961	VACANCY SAVINGS OFFSET	-	17,233	-	-	-	-	-
Salary and Benefits Subtotal				560,327	518,220	303,991	500,140	332,021	510,200	533,201
30	4020	52230	SB 1186B ADA EXPENSES	724	1,498	2,585	1,000	500	1,000	1,000
30	4020	52250	UNIFORMS	1,446	398	809	2,000	2,000	2,000	2,000
30	4020	52600	MEMBERSHIP AND DUES	4,503	-	-	-	-	-	-
30	4020	53200	MILEAGE REIMBURSEMENT	172	-	-	-	-	-	-
30	4020	53500	SMALL TOOLS & EQUIPMENT	243	-	-	-	-	-	-
30	4020	54100	SPECIAL DEPARTMENTAL EXPENSES	1,026	304	-	1,500	1,500	1,500	1,500
30	4020	54500	CONTRACTED SERVICES	119,627	140,134	530,394	230,000	230,000	230,000	230,000
30	4020	56910	LEGAL SERVICE	-	-	-	1,500	1,500	1,500	1,500
Maintenance and Operations Subtotal				127,740	142,333	533,787	236,000	235,500	236,000	236,000
BUILDING				688,067	660,553	837,779	736,140	567,521	746,200	769,201

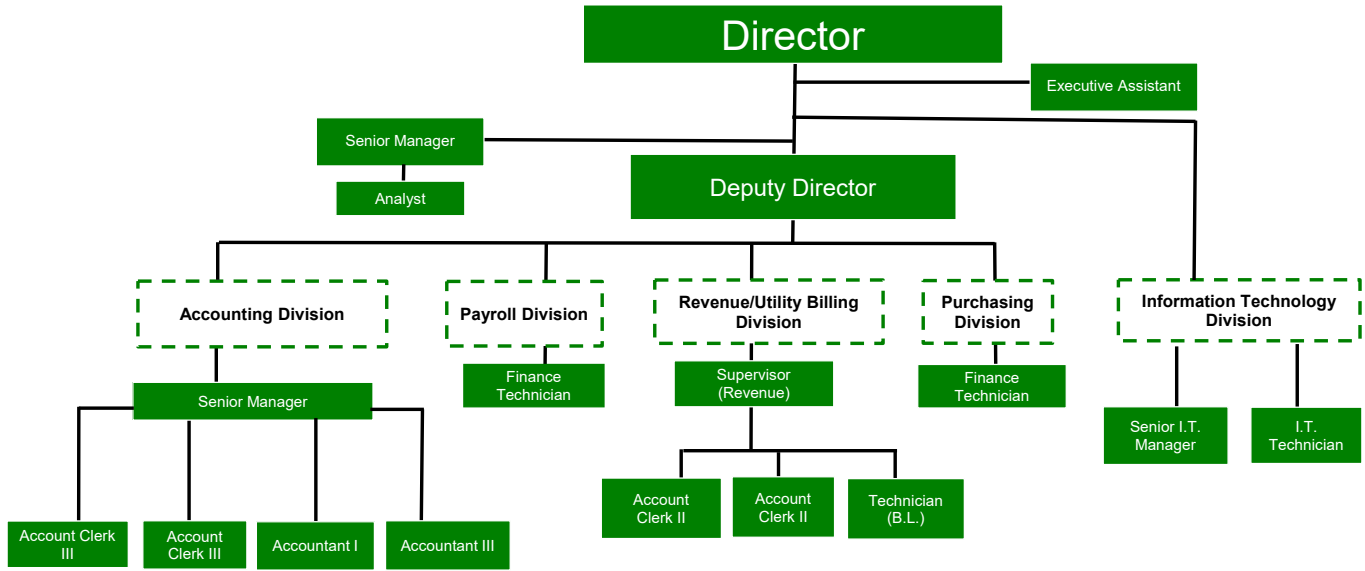
COMMUNITY & ECONOMIC DEVELOPMENT - General Fund

Fiscal Year 2023-25 Proposed Budget

<i>Account Information</i>				FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2022-23	FY 2023-24	FY 2024-25
Dept	Div	Object	Description	ACTUALS	ACTUALS	ACTUALS	ADOPTED	YEAR-END ESTIMATES	DEPARTMENT PROPOSED	DEPARTMENT PROPOSED
SISTER CITY COMMISSION										
30	1300	52900	COMMISSION STIPENDS	100	2,900	700	-	-	-	-
			Maintenance and Operations Subtotal	100	2,900	700	-	-	-	-
			SISTER CITY	100	2,900	700	-	-	-	-
COMMUNITY AND ECONOMIC DEV TOTAL				4,096,908	4,032,978	4,588,287	7,513,167	5,654,871	7,285,145	7,250,185



ADMINISTRATIVE SERVICES





**Proposed Positions, by Classification and Department
Authorized, Filled and Vacant
Fiscal Year 2023-25 (Proposed)**

	FY 22-23 Adopted	FY 23-24 Proposed	Filled	Vacancies	FY 23-24 Proposed	FY 24-25 Proposed
Administrative Services						
Director of Administrative Services	1.00	1.00	1.00	0.00	1.00	1.00
Deputy Director of Administrative Services	1.00	1.00	0.00	-1.00	1.00	1.00
Coordinator	1.00	0.00	0.00	0.00	0.00	0.00
Executive Assistant	1.00	1.00	1.00	0.00	1.00	1.00
Senior Analyst	1.00	0.00	0.00	0.00	0.00	0.00
Senior Manager - Accounting	1.00	1.00	1.00	0.00	1.00	1.00
Senior Manager - Budget	0.00	1.00	0.00	0.00	1.00	1.00
Accountant III	1.00	1.00	1.00	0.00	1.00	1.00
Accountant I	1.00	1.00	1.00	0.00	1.00	1.00
Finance Technician	3.00	3.00	3.00	0.00	3.00	3.00
I.T. Technician	1.00	1.00	1.00	0.00	1.00	1.00
I.T. Manager	1.00	0.00	0.00	0.00	0.00	0.00
Senior I.T. Manager	0.00	1.00	0.00	0.00	1.00	1.00
Account Clerk III	1.00	2.00	2.00	0.00	2.00	2.00
Account Clerk II	2.00	2.00	2.00	0.00	2.00	2.00
Supervisor	0.00	1.00	0.00	0.00	1.00	1.00
Analyst	0.00	1.00	0.00	0.00	1.00	1.00
	16.00	18.00	13.00	-1.00	18.00	18.00

**MISSION STATEMENT**

The mission of the Administrative Services Department is to provide sound and prudent financial management, auditing, budgeting, treasury management, procurement, revenue oversight, and grants and capital project administration while adhering to best practices and ensuring adequate internal controls. We adhere to a management philosophy of "continuous improvement," designing and documenting business systems to automate the procedures of our processes, while remaining flexible to adapt to the City's changing organizational needs, and providing excellent customer service to our internal and external stakeholders.

ACCOUNTING / FINANCIAL REPORTING

The Accounting Division is responsible for maintaining the financial records of all City operations. This Division consists of Accounts Payable, Accounts Receivable, Grant and Capital Projects Accounting and general accounting functions. This division prepares the Annual Comprehensive Financial Report (ACFR) that has earned us recognition from the Government Finance Officers Association (GFOA) of the United States and Canada for twenty-three consecutive years for Excellence in Financial Reporting. This division also pays invoices, maintains proper capital project and grant accounting, and manages the various accounting needs of the City.

BUDGET AND PURCHASING

This Division is responsible for preparation and monitoring of the annual budget as well as managing procurement services. Utilizing monthly and quarterly reports, this Division provides updates to operating departments on their expenditures. This division manages the preparation and presentation of the biennial budget that has earned us recognition from GFOA for Distinguished Budget Presentation. In addition, all purchasing services are managed by this Division – ensuring the municipal code is followed for procurement of goods and services.

UTILITY BILLING AND REVENUE

This Division is responsible for all utility (i.e., water billing) and miscellaneous billing services. This Division provides cashiering services at City Hall, taking payments for water bills and all other transactions (i.e., building permits). The Utility Billing and Revenue Division manages all payments made to the city through cash, check and credit card. This Division coordinates closely with the City's banking partner to ensure daily cash pick-ups are accomplished as well as ensuring all transactions are recorded properly.

PAYROLL

The Payroll Division provides bi-weekly payroll services to the City's 154 full-time and approximately 175 part-time/seasonal employees. Payroll works closely with Human Resources to ensure employees' withholding, benefits and related information is properly recorded and accounted for on each bi-weekly check. This Division also prepares the annual State Controller's Office compensation report and responds to various ad hoc requests from departments for payroll and labor costing information.

ADMINISTRATIVE SERVICES

TREASURY

The Director of Finance also serves as the City Treasurer, oversees the \$72.0 million in idle cash invested through the Local Agency Investment Fund (LAIF) and \$25.9 million with Chandler as of 6/30/2022, as well as fiscal agents. The City Treasurer prepares a quarterly treasurer's report and reviews and updates the investment policy annually.

INFORMATION TECHNOLOGY

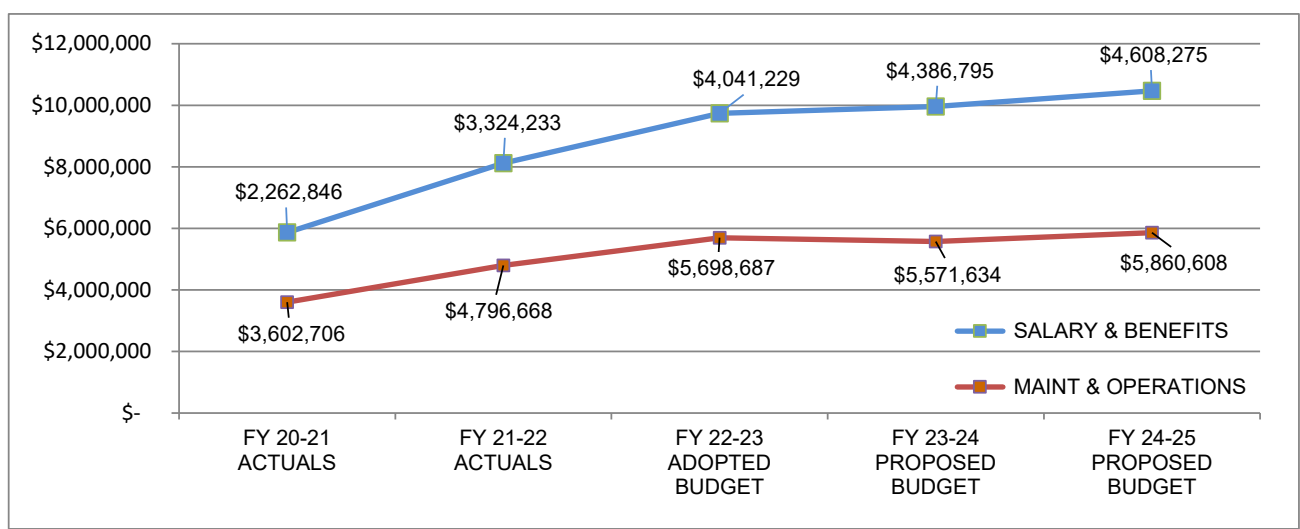
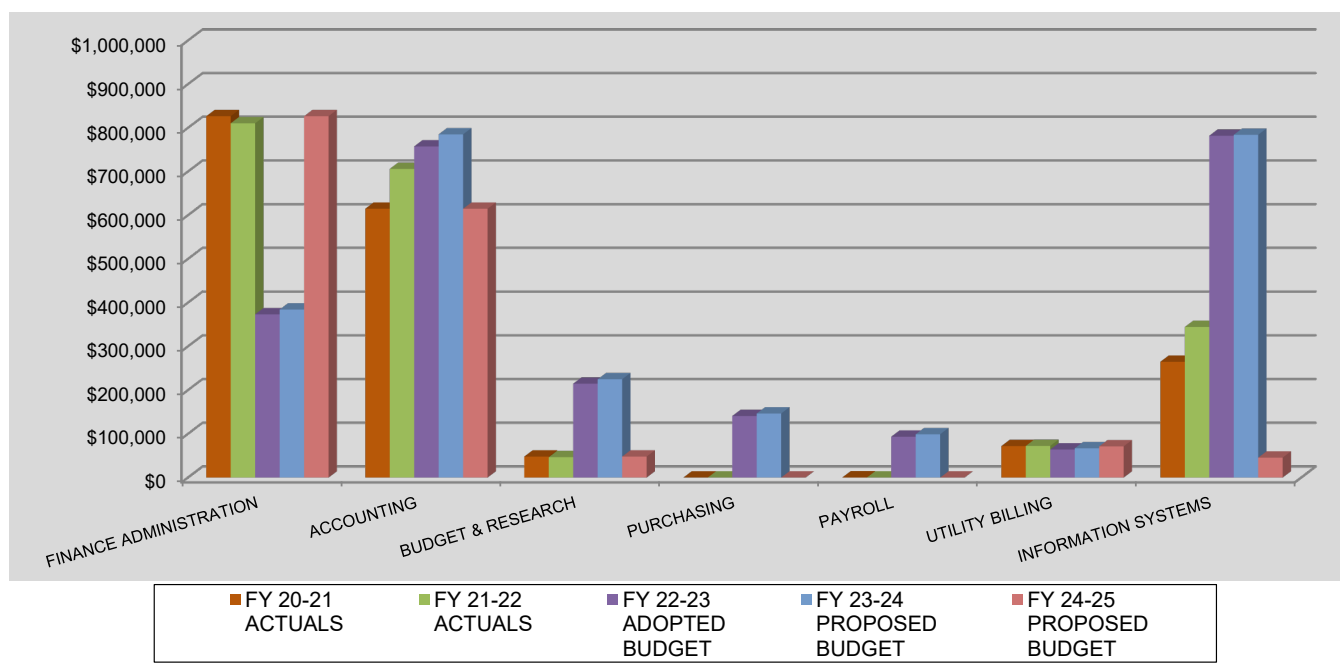
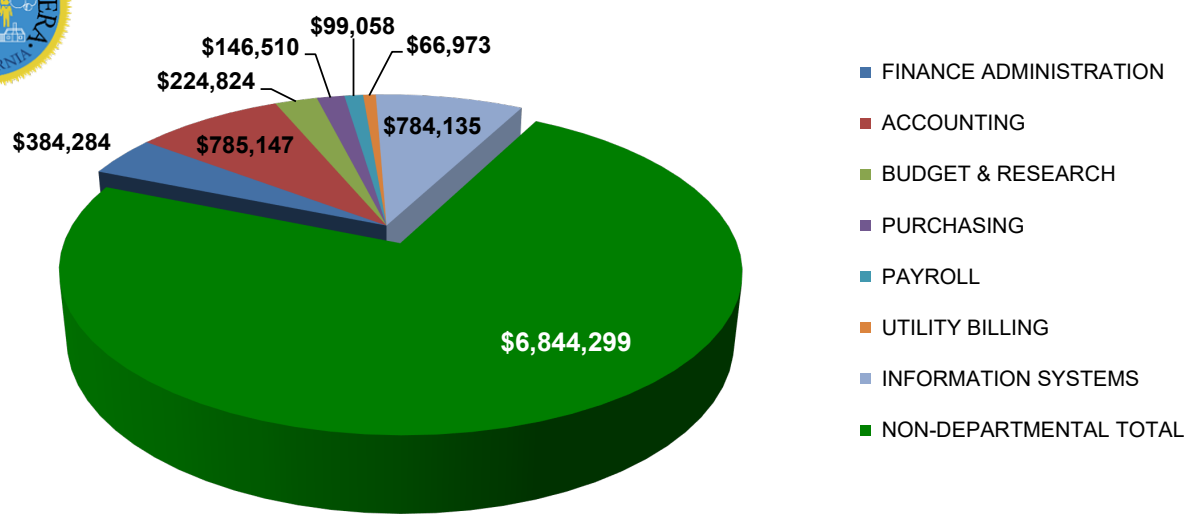
Pico Rivera's Information Technology (IT) Division maintains the City's technology information resources, provides innovative solutions and manages services that improve citywide operations. We strive to provide the resources and support to deliver fast, convenient, accurate information to people who live, work, visit, or have interests in the community.

IT Division's priorities include:

- Leveraging Technology for Good Governance - Supporting fiscal accountability, governmental transparency and civic structure through the use of information systems.
- Utilizing Data Driven Decision-Making - Enabling greater effectiveness across all departments through the use of accurate and timely data and data analysis, leading to smarter and measurable decision making.
- Modernizing the Technology Landscape - Modernizing and implementing new information systems, technology and structures that enable and support goals and strategies outlined by City leadership.
- Building a Smart Community - Utilizing technology and information systems to optimize efficiency of City operations and services designed to support an effective, efficient and progressive City.
- Bridging and Fostering Communications - Improving quality, frequency and engagement between City departments and the community while creating a two-way dialog with residents, businesses and community members through listening, educating and informing.



Fiscal Year 2023-24 Proposed Budget



ADMINISTRATIVE SERVICES - General Fund

Fiscal Year 2023-25 Proposed Budget

Finance Department changed to Administrative Services Fiscal Year 2021-22

Account Information				FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2022-23	FY 2023-24	FY 2024-25
Dept	Div	Object	Description	ACTUALS	ACTUALS	ACTUALS	ADOPTED	YEAR-END ESTIMATES	DEPARTMENT PROPOSED	DEPARTMENT PROPOSED

ACCOUNTING 606,673 614,843 628,048 990,189 877,095 817,735 829,805

BUDGET & RESEARCH

New Division for Fiscal Year 2017-18

20	2015	51100	SALARIES	-	-	111,973	112,190	122,655	90,982	93,697
20	2015	51120	VACATION/SICK LEAVE ACCRUAL PAY-OUT	-	-	4,110	-	4,227	-	-
20	2015	51500	PUBLIC EMPLOYEE'S RETIREMENT	-	-	26,476	26,546	30,383	18,829	18,893
20	2015	51504	DEFERRED COMPENSATION	-	-	500	500	1,273	910	937
20	2015	51600	WORKER'S COMPENSATION	-	-	1,235	1,041	-	797	942
20	2015	51700	DISABILITY INSURANCE	-	-	987	1,032	1,159	837	862
20	2015	51900	GROUP HEALTH & LIFE INSURANCE	-	-	22,806	25,672	23,767	17,940	18,837
20	2015	51907	OPEB COST ALLOCATION	-	-	8,384	8,874	6,100	3,025	2,729
20	2015	51930	MEDICARE/EMPLOYER PORTION	-	-	1,556	1,600	2,005	1,319	1,359
			Salary and Benefits Subtotal	-	-	178,027	177,455	191,568	134,639	138,256
20	2015	54100	SPECIAL DEPARTMENTAL EXPENSES	-	-	3,488	6,500	6,000	4,600	630
20	2015	54400	PROFESSIONAL SERVICES	43,336	48,053	76,485	75,000	124,000	68,000	68,100
			Maintenance and Operations Subtotal	43,336	48,053	79,973	81,500	130,000	72,600	68,730

BUDGET & RESEARCH 43,336 48,053 258,000 258,955 321,568 207,239 206,986

PURCHASING

20	2020	51100	SALARIES	-	-	85,166	135,424	83,516	146,659	156,363
20	2020	51120	VACATION/SICK LEAVE ACCRUAL PAY-OUT	-	-	-	-	3,550	-	-
20	2020	51500	PUBLIC EMPLOYEE'S RETIREMENT	-	-	19,800	32,044	21,467	30,351	31,524
20	2020	51504	DEFERRED COMPENSATION	-	-	500	-	824	1,467	1,564
20	2020	51600	WORKER'S COMPENSATION	-	-	918	1,257	-	1,285	1,572
20	2020	51700	DISABILITY INSURANCE	-	-	321	1,228	845	1,431	1,474
20	2020	51900	GROUP HEALTH & LIFE INSURANCE	-	-	15,645	21,744	16,155	31,864	33,457
20	2020	51903	AUTO ALLOWANCE	-	-	1,440	2,640	1,404	2,640	2,772
20	2020	51904	TECHNOLOGY STIPEND	-	-	540	990	527	990	1,040
20	2020	51905	BILINGUAL PAY	-	-	62	210	239	420	441
20	2020	51906	POST EMPLOYMENT HEALTH PLAN	-	-	382	813	525	882	926
20	2020	51907	OPEB COST ALLOCATION	-	-	7,179	10,712	7,364	4,877	4,554
20	2020	51930	MEDICARE/EMPLOYER PORTION	-	-	1,133	1,950	1,459	2,127	2,267
			Salary and Benefits Subtotal	-	-	133,086	209,012	137,874	224,993	237,954

PURCHASING - - 133,086 209,012 137,874 224,993 237,954

PAYROLL

20	2030	51100	SALARIES	-	-	57,125	60,359	64,194	71,690	77,533
20	2030	51120	VACATION/SICK LEAVE ACCRUAL PAY-OUT	-	-	5,460	-	3,554	-	-
20	2030	51500	PUBLIC EMPLOYEE'S RETIREMENT	-	-	13,403	14,282	15,684	14,836	15,633
20	2030	51504	DEFERRED COMPENSATION	-	-	-	-	731	717	775
20	2030	51600	WORKER'S COMPENSATION	-	-	627	560	-	628	780
20	2030	51700	DISABILITY INSURANCE	-	-	501	555	594	659	679
20	2030	51900	GROUP HEALTH & LIFE INSURANCE	-	-	17,412	20,538	18,314	20,503	21,528
20	2030	51907	OPEB COST ALLOCATION	-	-	4,401	4,774	3,282	2,384	2,258
20	2030	51930	MEDICARE/EMPLOYER PORTION	-	-	839	880	1,071	1,040	1,124
			Salary and Benefits Subtotal	-	-	99,768	101,948	107,423	112,457	120,310
20	2030	52205	OFFICE SUPPLIES	-	306	-	-	-	-	-
			Maintenance and Operations Subtotal	-	306	-	-	-	-	-

PAYROLL - 306 99,768 101,948 107,423 112,457 120,310

UTILITY BILLING

20	2050	51100	SALARIES	41,010	43,812	35,434	39,899	33,378	89,405	92,672
20	2050	51120	VACATION/SICK LEAVE ACCRUAL PAY-OUT	1,955	283	591	973	1,300	973	973
20	2050	51200	HOURLY SALARIES	-	-	7,710	-	8,653	-	-
20	2050	51500	PUBLIC EMPLOYEE'S RETIREMENT	13,417	13,608	8,450	9,441	8,340	18,503	18,686
20	2050	51501	PUBLIC AGENCY RETIREMEN	-	-	276	-	342	-	-
20	2050	51504	DEFERRED COMPENSATION	375	250	188	250	262	894	926
20	2050	51600	WORKER'S COMPENSATION	870	540	392	370	-	784	932
20	2050	51700	DISABILITY INSURANCE	323	419	376	374	330	784	808
20	2050	51900	GROUP HEALTH & LIFE INSURANCE	11,637	11,340	13,632	15,296	11,382	29,648	31,131
20	2050	51905	BILINGUAL PAY	431	450	312	345	303	240	252
20	2050	51907	OPEB COST ALLOCATION	-	-	3,073	3,156	2,170	2,973	2,699
20	2050	51930	MEDICARE/EMPLOYER PORTION	624	641	614	575	694	1,296	1,344
			Salary and Benefits Subtotal	70,643	71,345	71,045	70,679	67,154	145,500	150,423
20	2050	52200	DEPARTMENTAL SUPPLIES	-	703	-	-	-	-	-
			Maintenance and Operations Subtotal	-	703	-	-	-	-	-

ADMINISTRATIVE SERVICES - General Fund

Fiscal Year 2023-25 Proposed Budget

Finance Department changed to Administrative Services Fiscal Year 2021-22

Table with columns: Account Information, FY 2019-20, FY 2020-21, FY 2021-22, FY 2022-23, FY 2022-23, FY 2023-24, FY 2024-25. Sub-headers: Dept, Div, Object, Description, ACTUALS, ACTUALS, ACTUALS, ADOPTED, YEAR-END ESTIMATES, DEPARTMENT PROPOSED, DEPARTMENT PROPOSED.

UTILITY BILLING 70,643 72,048 71,045 70,679 67,154 145,500 150,423

BUSINESS LICENSE

New Division for Fiscal Year 2023-24

Table listing items for Business License: SALARIES, RETIREMENT, DEFERRED COMPENSATION, WORKER'S COMPENSATION, DISABILITY INSURANCE, GROUP HEALTH & LIFE INSURANCE, CASH BACK INCENTIVE PAY, OPEB COST ALLOCATION, MEDICARE/EMPLOYER PORTION, PROFESSIONAL SERVICES, BANK SERVICES CHARGES.

BUSINESS LICENSE - 194,606 198,117

INFORMATON SYSTEMS

*This division was moved to Administrative Services Department in FY 2021-22

Table listing items for Information Systems: SALARIES, VACATION/SICK LEAVE ACCRUAL PAY-OUT, HOURLY SALARIES, OVERTIME, RETIREMENT, PUBLIC AGENCY RETIREMENT, DEFERRED COMPENSATION, WORKER'S COMPENSATION, DISABILITY INSURANCE, GROUP HEALTH & LIFE INSURANCE, OPEB COST ALLOCATION, MEDICARE/EMPLOYER PORTION, DEPARTMENTAL SUPPLIES, SOFTWARE, SOFTWARE LICENSING, EQUIPMENT MAINTENANCE, SMALL TOOLS & EQUIPMENT, TELEPHONE, PROFESSIONAL SERVICES, CONTRACTED SERVICES, PROFESSIONAL DEVELOPMENT, FURNITURE & EQUIPMENT, REPLACEMENT ACCOUNT.

INFORMATION SYSTEMS 301,893 264,755 633,752 874,969 852,643 1,217,872 1,234,710

NON-DEPARTMENTAL - CITYWIDE

Table listing items for Non-Departmental - Citywide: PUBLIC EMPLOYEE'S RETIREMENT, DISABILITY INSURANCE, UNEMPLOYMENT INSURANCE, GROUP HEALTH & LIFE INSURANCE, VACANCY SAVINGS.

Salary and Benefits Subtotal 1,133,482 769,760 1,861,032 1,914,700 2,322,366 2,015,032 2,145,500

Table listing items for Non-Departmental - Citywide: POSTAGE, PRINT, DUPLICATE & PHOTOCOPYING, MEMBERSHIP AND DUES, COST REIMBURSEMENTS, SPECIAL DEPARTMENTAL EXPENSES, COVID-19, PROFESSIONAL SERVICES, CONTRACTED SERVICES, INSURANCE & SURETY BOND, TUITION REIMBURSEMENT, TUITION ADVANCEMENT, PENALTIES, INTER DEPARTMENTAL CHARGES, MISC. EXPENSES.

Maintenance and Operations Subtotal 725,471 778,869 1,456,264 2,327,658 1,719,043 2,024,301 2,186,403

ADMINISTRATIVE SERVICES - General Fund

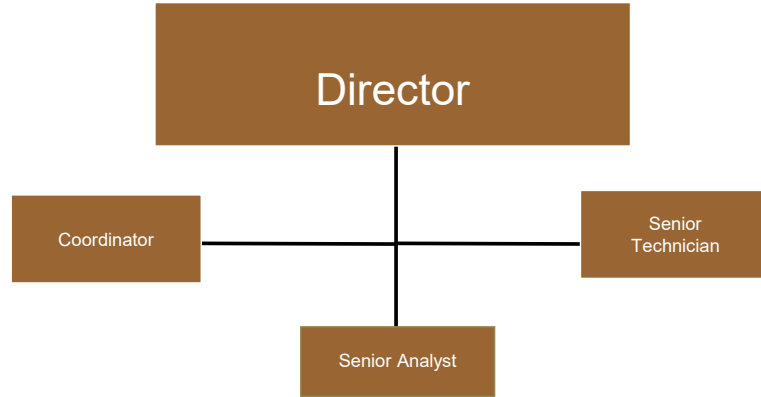
Fiscal Year 2023-25 Proposed Budget

Finance Department changed to Administrative Services Fiscal Year 2021-22

Account Information				FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2022-23	FY 2023-24	FY 2024-25
Dept	Div	Object	Description	ACTUALS	ACTUALS	ACTUALS	ADOPTED	YEAR-END ESTIMATES	DEPARTMENT PROPOSED	DEPARTMENT PROPOSED
NON-DEPARTMENTAL CITYWIDE				1,858,952	1,548,628	3,317,296	4,242,358	4,041,409	4,039,333	4,331,903
NON-DEPARTMENTAL - DUPLICATING-PRINTING										
90	9002	52400	PRINT, DUPLICATE & PHOTOCOPYING	84,914	29,488	50,392	70,000	70,000	106,148	106,148
90	9002	57220	LEASE PRINCIPAL EXPENDITURES			24,584	-	-	-	-
90	9002	57230	EASE INTEREST EXPENDITURE			2,497	-	-	-	-
90	9002	57300	FURNITURE & EQUIPMENT		52,800	-	-	-	-	-
Maintenance and Operations Subtotal				84,914	82,289	77,473	70,000	72,000	106,148	106,148
NON-DEPT DUPLICATING-PRINTING				84,914	82,289	77,473	70,000	72,000	106,148	106,148
NON-DEPARTMENTAL - TELECOMMUNICATIONS										
90	9003	53610	COST REIMBURSEMENTS	29,207	12,075	-	-	-	-	-
90	9003	54300	TELEPHONE	194,476	194,113	222,370	95,000	200,000	153,042	241,412
Maintenance and Operations Subtotal				223,683	206,188	222,370	95,000	200,000	153,042	241,412
NON-DEPT TELECOMMUNICATIONS-CABLE				223,683	206,188	222,370	95,000	200,000	153,042	241,412
NON-DEPARTMENTAL - DEBT SERVICE										
90	9004	56978	PRINCIPAL PAYMENT - 2016 LEASE REV BONDS	900,000	925,000	955,000	995,000	995,000	1,030,000	1,065,000
90	9004	56979	INTEREST PAYMENT - 2016 LEASE REV BONDS	1,023,450	998,225	965,250	926,250	926,250	888,775	860,550
Maintenance and Operations Subtotal				1,923,450	1,923,225	1,920,250	1,921,250	1,921,250	1,918,775	1,925,550
NON-DEPT DEBT SERVICE				1,923,450	1,923,225	1,920,250	1,921,250	1,921,250	1,918,775	1,925,550
NON-DEPARTMENTAL - SALES TAX SHARING										
90	9005	54100	SPECIAL DEPARTMENTAL EXPENSES	439,252	278,483	376,249	478,782	272,364	355,754	404,626
Maintenance and Operations Subtotal				439,252	278,483	376,249	478,782	272,364	355,754	404,626
NON-DEPT SALES TAX SHARING				439,252	278,483	376,249	478,782	272,364	355,754	404,626
FINANCE - NON-DEPARTMENTAL TOTAL				6,333,726	5,865,552	8,120,901	9,739,916	9,115,601	9,958,429	10,468,883



HUMAN RESOURCES





**Proposed Positions, by Classification and Department
Authorized, Filled and Vacant
Fiscal Year 2023-25 (Proposed)**

	FY 22-23 Adopted	FY 23-24 Proposed	Filled	Vacancies	FY 23-24 Proposed	FY 24-25 Proposed
Human Resources						
Director of Human Resources	1.00	1.00	1.00	0.00	1.00	1.00
Human Resources Senior Analyst	1.00	1.00	1.00	0.00	1.00	1.00
Technician	1.00	0.00	0.00	0.00	0.00	0.00
Executive Assistant	1.00	0.00	0.00	0.00	0.00	0.00
Senior Technician	0.00	1.00	1.00	0.00	1.00	1.00
Coordinator	0.00	1.00	1.00	0.00	1.00	1.00
	4.00	4.00	4.00	0.00	4.00	4.00

**MISSION STATEMENT**

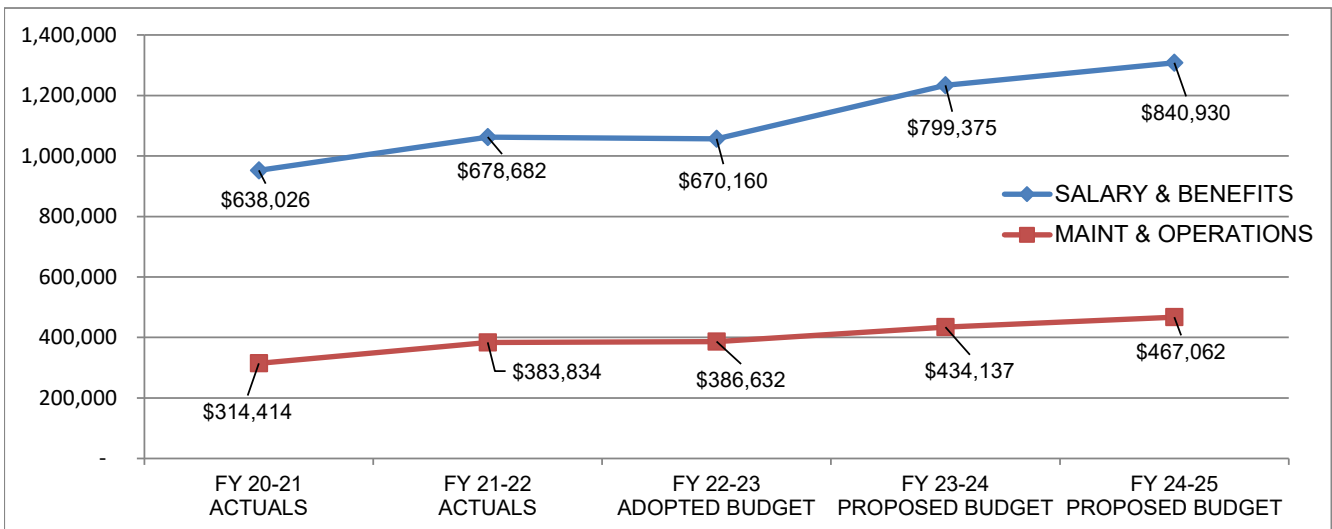
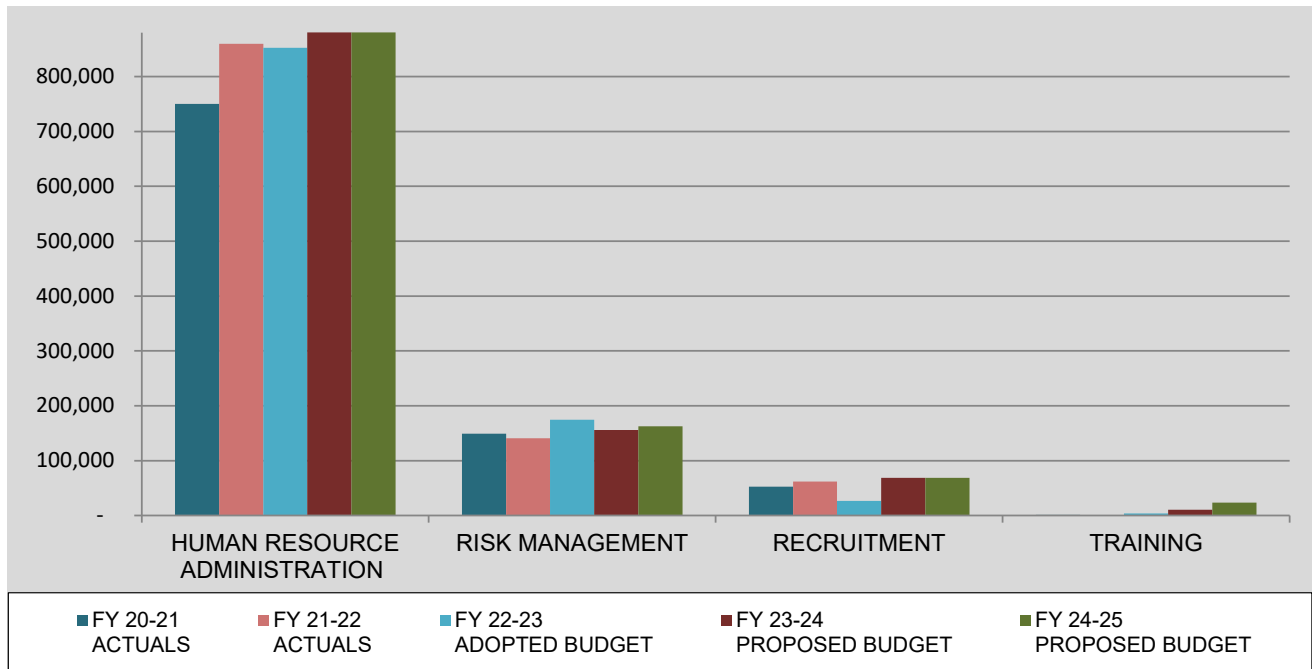
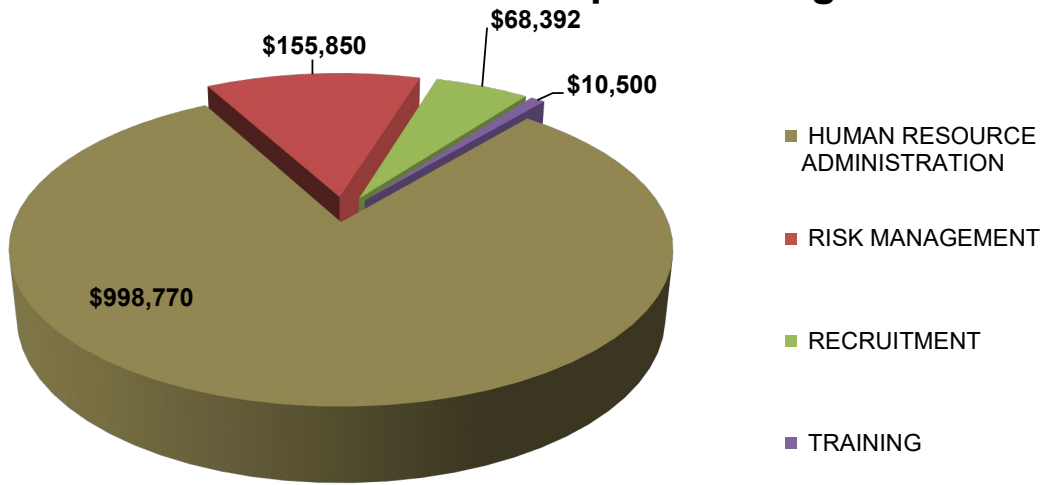
In support of the City of Pico Rivera's mission, vision, and values, it is Human Resources' mission to support leadership in meeting its goals through the most valuable resource, its workforce. In addition, to create and maintain a foundation which enables the City of Pico Rivera to promote the development, involvement, engagement, and retention of employees to ensure total customer satisfaction. Moreover, to provide professional leadership in the administration and execution of personnel policies and objectives formulated by City Council. In so, will offer the opportunity to provide and maintain an excellent quality of life for all Pico Rivera residents.

HUMAN RESOURCES

The Human Resources Department is comprised of four full-time employees who oversee areas such as hiring and selection, compensation and classification, benefits, retention and talent development, workplace safety, risk management, federal and state compliance and employee/labor relations. The Director manages the City's negotiation strategies and processes to create union contracts with collective bargaining units: Service Employee International Union 721 (SEIU) and Mid-Managers, Professional and Confidential Employees Association (CEA). In addition, the team works collaboratively with the City's workforce to provide solutions based on expertise in Human Resources and broad-based knowledge of city operations. Furthermore, Human Resources partners with both internal and external resources to design and deliver high quality training programs to all City employees. The specialized functions of Human Resources are possible with the strategic planning of annual budget funds and approval of City Council.



Fiscal Year 2023-24 Proposed Budget



HUMAN RESOURCES - General Fund

Fiscal Year 2023-25 Proposed Budget

Account Information				FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2022-23	FY 2023-24	FY 2024-25
Dept	Div	Object	Description	ACTUALS	ACTUALS	ACTUALS	ADOPTED	YEAR-END ESTIMATES	DEPARTMENT PROPOSED	DEPARTMENT PROPOSED
HUMAN RESOURCES - ADMINISTRATION										
60	6000	51100	SALARIES	274,333	410,059	427,643	429,144	404,951	537,671	569,794
60	6000	51120	VACATION/SICK LEAVE ACCRUAL PAY-OUT	12,965	4,974	25,873	6,000	28,333	6,000	6,000
60	6000	51200	HOURLY SALARIES	15,395	21,608	19,907	21,840	20,381	24,750	25,990
60	6000	51300	OVERTIME	1,175	356	1,097	-	-	-	-
60	6000	51500	PUBLIC EMPLOYEE'S RETIREMENT	88,793	123,065	95,969	101,544	90,155	111,276	114,876
60	6000	51501	PUBLIC AGENCY RETIREMENT	567	799	745	819	809	950	975
60	6000	51504	DEFERRED COMPENSATION	1,500	1,500	1,500	1,500	2,688	5,377	5,698
60	6000	51600	WORKER'S COMPENSATION	6,203	4,826	4,789	3,983	-	4,712	5,730
60	6000	51700	DISABILITY INSURANCE	2,177	3,598	3,720	3,962	2,749	4,877	5,023
60	6000	51800	UNEMPLOYMENT INSURANCE	6,616	274	297	-	-	-	-
60	6000	51900	GROUP HEALTH & LIFE INSURANCE	41,902	47,941	37,912	39,699	41,531	55,962	58,760
60	6000	51901	CASH BACK INCENTIVE PAY	-	5,372	14,324	14,324	11,638	14,324	15,040
60	6000	51903	AUTO ALLOWANCE	400	4,800	3,400	4,800	1,820	4,800	5,040
60	6000	51904	TECHNOLOGY STIPEND	150	1,800	1,275	1,800	683	1,800	1,890
60	6000	51905	BILINGUAL PAY	600	600	600	600	1,983	1,200	1,260
60	6000	51906	POST EMPLOYMENT HEALTH PLAN	-	-	-	-	786	-	-
60	6000	51907	OPEB COST ALLOCATION	-	-	32,578	33,945	23,335	17,880	16,592
60	6000	51930	MEDICARE/EMPLOYER PORTION	4,303	6,455	7,053	6,200	7,259	7,796	8,262
Salary and Benefits Subtotal				457,079	638,026	678,682	670,160	639,102	799,375	840,930
60	6000	52100	POSTAGE	30	-	50	100	35	100	100
60	6000	52200	DEPARTMENTAL SUPPLIES	890	1,903	1,916	1,500	300	1,500	1,500
60	6000	52205	OFFICE SUPPLIES	145	300	478	500	150	500	500
60	6000	52600	MEMBERSHIP AND DUES	4,690	4,964	479	6,500	3,000	6,750	7,000
60	6000	52700	BOOKS AND PERIODICALS	247	-	-	250	250	250	250
60	6000	53200	MILEAGE REIMBURSEMENT	190	-	3	200	100	200	200
60	6000	54100	SPECIAL DEPARTMENTAL EXPENSES	468	-	-	-	-	-	-
60	6000	54400	PROFESSIONAL SERVICES	-	11,444	30,662	15,000	9,500	15,000	15,000
60	6000	54500	CONTRACTED SERVICES	69,026	43,256	43,704	52,500	38,000	54,075	55,650
60	6000	54800	CONVENTION & MTG EXPENS	1,050	-	-	10,000	6,622	11,000	12,000
60	6000	54810	EMPLOYEE APPRECIATION	13,804	-	3,226	15,500	15,500	20,000	24,500
60	6000	54900	PROFESSIONAL DEVELOPMENT	100	986	581	3,000	3,000	3,300	3,600
60	6000	54910	TUITION REIMBURSEMENT	21,260	7,111	-	-	-	-	-
60	6000	54911	TUITION ADVANCEMENT	20,761	18,635	-	-	-	-	-
60	6000	54940	ORGANIZATIONAL LEARNING	753	-	-	-	-	-	-
60	6000	56910	LEGAL SERVICE	88,212	23,308	100,093	77,040	62,000	82,540	88,040
60	6000	57900	REPLACEMENT ACCOUNT	-	-	-	-	-	4,180	4,180
Maintenance and Operations Subtotal				221,627	111,907	181,192	182,090	138,457	199,395	212,520
HUMAN RESOURCE ADMINISTRATION				678,706	749,933	859,874	852,250	777,559	998,770	1,053,450
RISK MANAGEMENT										
<i>New Division for Fiscal Year 2017-18</i>										
60	6005	51100	SALARIES	32,905	-	-	-	-	-	-
60	6005	51500	PUBLIC EMPLOYEE'S RETIREMENT	16,764	-	-	-	-	-	-
60	6005	51600	WORKER'S COMPENSATION	1,220	-	-	-	-	-	-
60	6005	51700	DISABILITY INSURANCE	320	-	-	-	-	-	-
60	6005	51900	GROUP HEALTH & LIFE INSURANCE	6,613	-	-	-	-	-	-
60	6005	51930	MEDICARE/EMPLOYER PORTION	498	-	-	-	-	-	-
Salary and Benefits Subtotal				58,319	-	-	-	-	-	-
60	6005	52700	BOOKS AND PERIODICALS	287	368	405	600	-	600	600
60	6005	54400	PROFESSIONAL SERVICES	8,861	12,247	10,125	20,000	32,000	20,600	21,200
60	6005	54500	CONTRACTED SERVICES	128,644	128,311	128,365	142,300	47,000	121,800	126,500
60	6005	54900	PROFESSIONAL DEVELOPMENT	-	-	150	2,000	2,000	2,000	2,000
60	6005	54935	FIRST AID TREATMENT	1,826	715	1,791	6,000	6,000	7,500	9,000
60	6005	54940	ORGANIZATIONAL LEARNING	4,052	7,370	-	3,350	3,350	3,350	3,350
60	6005	56105	LIABILITY CLAIM PAYMENTS	70,000	-	-	-	-	-	-
Maintenance and Operations Subtotal				213,670	149,011	140,837	174,250	90,350	155,850	162,650
RISK MANAGEMENT				271,989	149,011	140,837	174,250	90,350	155,850	162,650

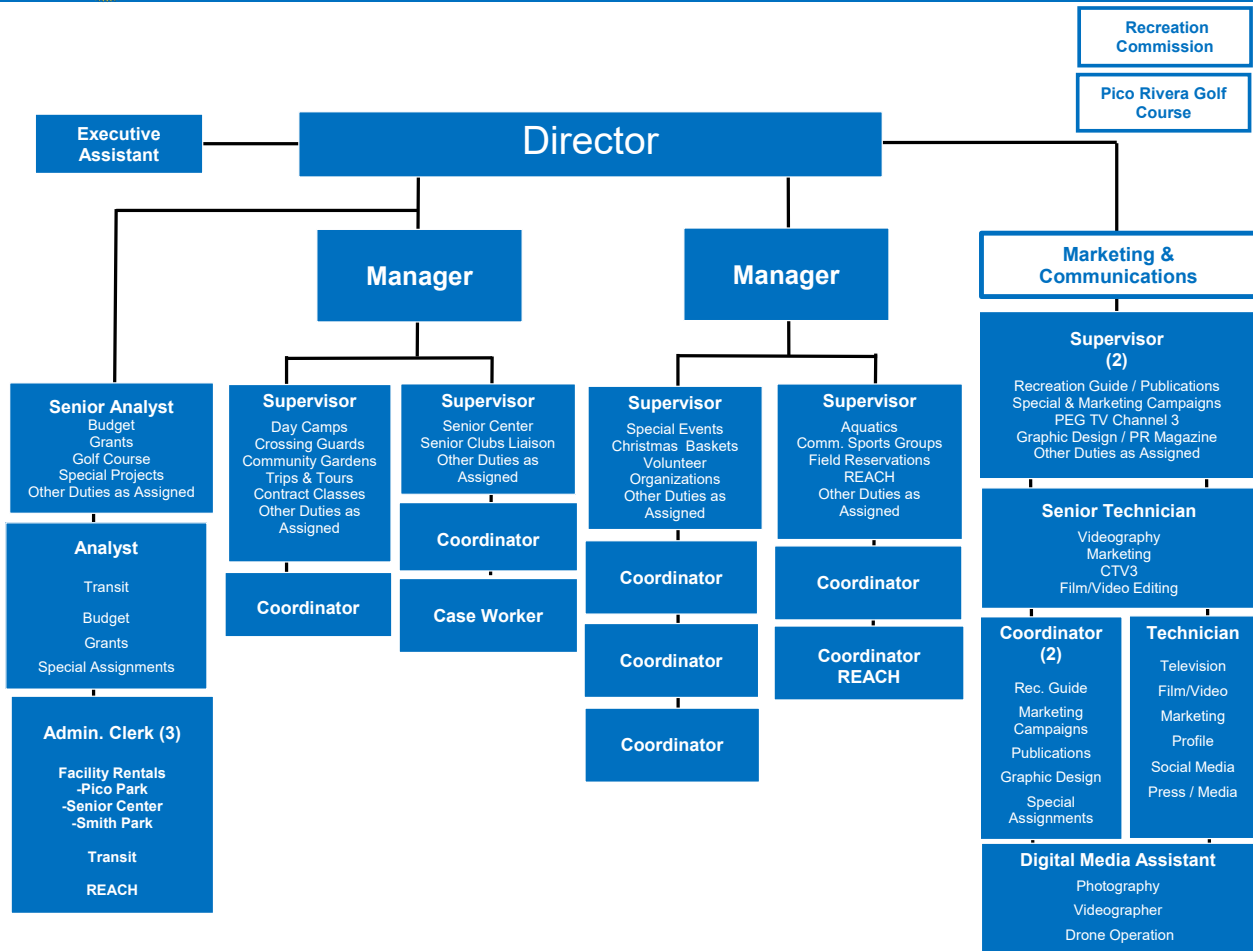
HUMAN RESOURCES - General Fund

Fiscal Year 2023-25 Proposed Budget

<i>Account Information</i>				FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2022-23	FY 2023-24	FY 2024-25
Dept	Div	Object	Description	ACTUALS	ACTUALS	ACTUALS	ADOPTED	YEAR-END ESTIMATES	DEPARTMENT PROPOSED	DEPARTMENT PROPOSED
RECRUITMENT										
60	6010	52100	POSTAGE	191	36	133	200	100	200	200
60	6010	52200	DEPARTMENTAL SUPPLIES	1,404	341	2,071	1,600	1,000	1,600	1,600
60	6010	52205	OFFICE SUPPLIES	41	20	67	100	65	100	100
60	6010	52300	ADVERTISING AND PUBLICATION	1,459	1,000	-	-	500	1,600	1,600
60	6010	54100	SPECIAL DEPARTMENTAL EXPENSES	360	-	-	-	-	-	-
60	6010	54400	PROFESSIONAL SERVICES	7,051	7,497	14,386	16,992	7,000	16,992	16,992
60	6010	54500	CONTRACTED SERVICES	18,314	43,516	45,149	7,900	58,678	47,900	47,900
60	6010	54810	EMPLOYEE APPRECIATION	112	-	-	-	-	-	-
Maintenance and Operations Subtotal				28,931	52,410	61,806	26,792	67,343	68,392	68,392
RECRUITMENT				28,931	52,410	61,806	26,792	67,343	68,392	68,392
TRAINING										
60	6020	52200	DEPARTMENTAL SUPPLIES	19	1,011	-	-	-	-	-
60	6020	54400	PROFESSIONAL SERVICES	61	-	-	-	-	-	-
60	6020	54900	PROFESSIONAL DEVELOPMEN	-	75	-	-	-	-	-
60	6020	54940	ORGANIZATIONAL LEARNING	1,663	-	-	3,500	-	10,500	23,500
Maintenance and Operations Subtotal				1,743	1,086	-	3,500	-	10,500	23,500
TRAINING				1,743	1,086	-	3,500	-	10,500	23,500
HUMAN RESOURCES - INFORMATION TECH TOTAL				981,368	952,440	1,062,517	1,056,792	935,252	1,233,512	1,307,992



PARKS AND RECREATION



*All operations, duties, or programs may be assigned to different staff as needed throughout the fiscal year, and each position is subject to additional duties as assigned.



**Proposed Positions, by Classification and Department
Authorized, Filled and Vacant
Fiscal Year 2023-25 (Proposed)**

	FY 22-23 Adopted	FY 23-24 Proposed	Filled	Vacancies	FY 23-24 Proposed	FY 24-25 Proposed
Parks and Recreation						
Director of Parks and Recreation	1.00	1.00	1.00	0.00	1.00	1.00
Senior Manager	0.00	0.00	0.00	0.00	0.00	0.00
Manager	2.00	2.00	0.00	-2.00	2.00	2.00
Supervisor	6.00	6.00	6.00	0.00	6.00	6.00
Senior Analyst	1.00	1.00	1.00	0.00	1.00	1.00
Analyst	1.00	1.00	1.00	0.00	1.00	1.00
Caseworker	1.00	1.00	1.00	0.00	1.00	1.00
Coordinator	8.00	9.00	8.00	-1.00	9.00	9.00
Executive Assistant	1.00	1.00	0.00	-1.00	1.00	1.00
Administrative Clerk	3.00	3.00	3.00	0.00	3.00	3.00
Senior Technician	1.00	1.00	1.00	0.00	1.00	1.00
Technician	1.00	1.00	1.00	0.00	1.00	1.00
Digital and Media Assistant	1.00	1.00	1.00	0.00	1.00	1.00
	27.00	28.00	24.00	-4.00	28.00	28.00



MISSION STATEMENT

"We enhance the quality of life for Pico Rivera's present and future generations by providing safe, welcoming parks and facilities, creative programs, and promoting opportunities for healthy lifestyles."

The Department of Parks and Recreation enhances the quality of life for Pico Rivera residents and positively influences the community by offering quality recreational opportunities for all residents and visitors. The department is committed to providing services that strengthen Pico Rivera's image and provide a sense of place, thereby supporting economic development, increasing public engagement, and promoting health and wellness. The Parks and Recreation Department is comprised of the following programs and operational areas:

ADMINISTRATION

The Parks and Recreation Administration is responsible for the leadership and oversight of a wide range of recreational facilities, parks, programs, services, and Golf Course operations. Staff maintain budgetary control and fiscal responsibility for the department, grants management, strategic planning, interdepartmental coordination, and collaboration with the School Districts, sports leagues, Parks and Recreation Commission, and other community based organizations.

COMMUNITY EVENTS, PROGRAMS, AND SERVICES

Parks and Recreation provides community programs and services for people of all ages and developmental abilities that encompass community engagement, leisure and cultural programming, special events, *aquatics, camps, educational services, grant funded programs such as the REACH after school or Summer Lunch programs, as well as support to non-departmental organizations with annual events or programs that include crossing guards for the El Rancho Unified School District, and the Christmas Baskets Committee holiday food and toy distributions. The Department also coordinates multi-interest fee-based classes, workshops, seminars, and excursions for all ages. Contract instructors conduct fee-based classes in various specialties, including: fine and applied art, fitness, self-defense, self-improvement, dance, and education among others.

MARKETING AND MEDIA COMMUNICATIONS

Marketing and Media Communications staff are responsible for publicizing City and Department services by providing writing, design, digital, social media, and video support. This includes developing and publishing several editorials such as the Recreation Guide, PROFILE, and other publications. In addition, this division provides timely and informative content to the community through the City's website, various social media platforms, and Channel 3 TV cable channel.

PARKS AND FACILITIES

The Department of Parks and Recreation oversees, operates, and coordinates the reservation and rentals of parks and recreational facilities for its community groups, residents, employers, and visitors. Over 120 developed acres are home to nine (9) parks, multiple athletic fields, an outdoor futsal court, two indoor gymnasiums, a skate park, an *aquatic facility, a community garden, two (2) sets of handball courts, batting cages, a *youth center, and a senior center.

PARKS & RECREATION

Mission Statement Continued

SENIOR SERVICES

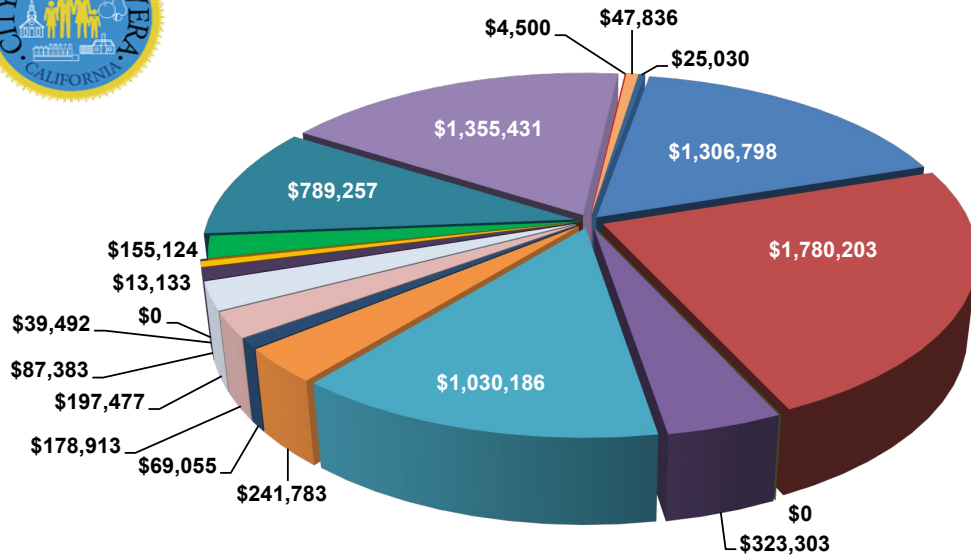
Senior Services are offered to empower and provide senior citizens aged 50 years and over access to physical, leisure, social, and life-enhancing and sustaining programs and services, thus allowing older adults to thrive and age healthfully in the community. To support this, the Pico Rivera Senior Center maintains a schedule of classes, social services, and special events for the senior population. Continuous programs include health screenings, dances, a variety of exercise/leisure classes, and the Dial-A-Cab and Dial-A-Ride transportation programs. A Senior Resource Program is also offered to reinforce this group's quality of life, health and well-being. This program provides senior citizens assistance, advocacy, and liaison services for various resources related to housing, food, healthcare, and transportation among others. The Center also operates a fitness center with exercise equipment and a computer lab complete with free Wi-Fi.

SPORTS

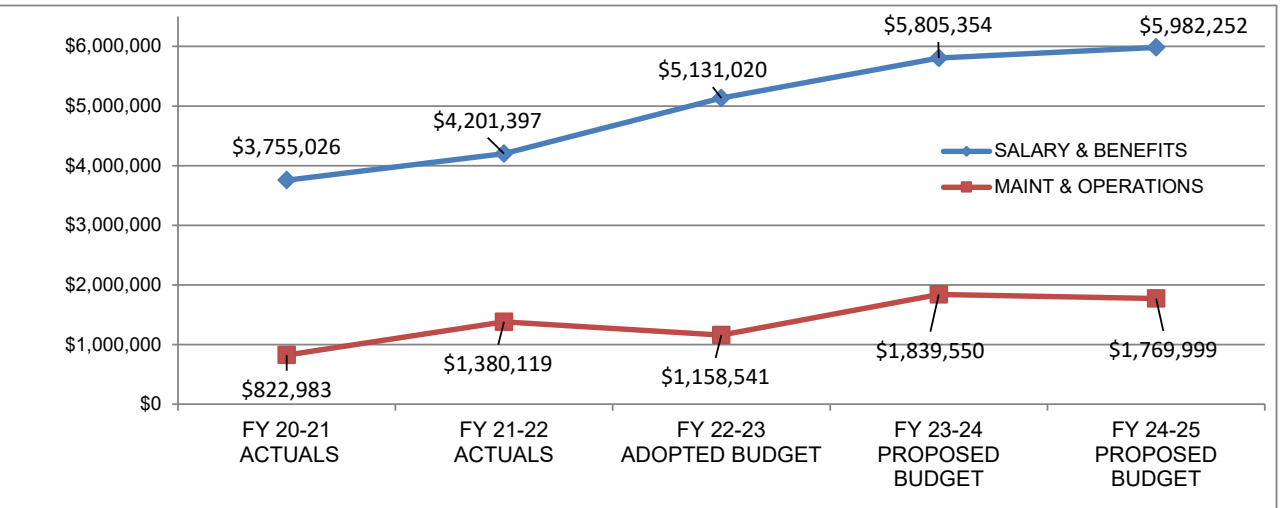
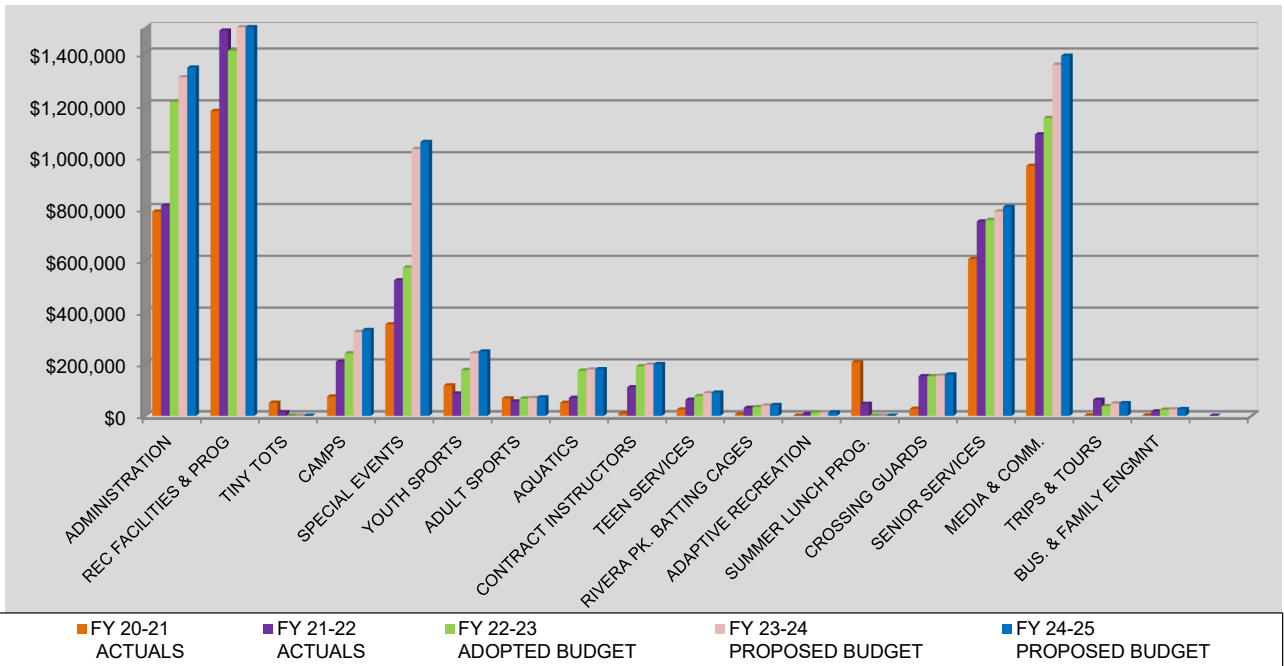
Parks & Recreation sports staff coordinate traditional and non-traditional sports programs for youth, adults, and seniors. Staff oversee the youth basketball and futsal leagues, the senior co-ed softball league (Go-Getters), as well as the adult softball (MLS) and basketball (Eli) leagues.



Fiscal Year 2023-24 Proposed Budget



- ADMINISTRATION
- REC FACILITIES & PROG
- TINY TOTS
- CAMPS
- SPECIAL EVENTS
- YOUTH SPORTS
- ADULT SPORTS
- AQUATICS
- CONTRACT INSTRUCTORS
- TEEN SERVICES
- RIVERA PK. BATTING CAGES
- ADAPTIVE RECREATION
- SUMMER LUNCH PROG.
- CROSSING GUARDS
- SENIOR SERVICES
- MEDIA & COMM.
- PARKS & REC COMM.
- TRIPS & TOURS



PARKS & RECREATION - General Fund

Fiscal Year 2023-25 Proposed Budget

Account Information				FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2022-23	FY 2023-24	FY 2024-25
Dept	Div	Object	Description	ACTUALS	ACTUALS	ACTUALS	ADOPTED	YEAR-END ESTIMATES	DEPARTMENT PROPOSED	DEPARTMENT PROPOSED
ADMINISTRATION										
80	8000	51100	SALARIES	428,281	352,256	378,018	676,344	356,192	700,918	728,102
80	8000	51120	VACATION/SICK LEAVE ACCRUAL PAY-OUT	34,631	21,361	38,050	11,000	6,146	11,000	11,000
80	8000	51200	HOURLY SALARIES	57,794	42,675	18,307	64,750	49,300	75,291	77,544
80	8000	51300	OVERTIME	2,388	-	770	900	-	900	900
80	8000	51500	PUBLIC EMPLOYEE'S RETIREMENT	150,991	150,862	91,256	160,036	85,455	145,056	146,793
80	8000	51501	PUBLIC AGENCY RETIREMENT	2,117	1,047	453	2,430	1,811	2,823	2,908
80	8000	51504	DEFERRED COMPENSATION	1,605	1,485	1,075	2,400	4,243	7,009	7,281
80	8000	51600	WORKER'S COMPENSATION	11,180	6,572	4,091	6,277	-	6,143	7,321
80	8000	51700	DISABILITY INSURANCE	4,039	2,903	2,820	6,373	2,756	6,358	6,549
80	8000	51800	UNEMPLOYMENT INSURANCE	5,009	12,663	53	-	-	-	-
80	8000	51900	GROUP HEALTH & LIFE INSURANCE	63,581	68,645	43,410	124,197	25,073	102,049	107,152
80	8000	51901	CASH BACK INCENTIVE PAY	8,218	-	11,340	14,324	13,966	14,324	15,040
80	8000	51903	AUTO ALLOWANCE	2,000	2,600	4,800	4,800	4,680	4,800	5,040
80	8000	51904	TECHNOLOGY STIPEND	225	375	1,800	1,800	1,755	1,800	1,890
80	8000	51905	BILINGUAL PAY	125	600	600	-	358	1,200	1,260
80	8000	51906	POST EMPLOYMENT HEALTH PLAN	300	-	1,176	1,792	2,082	2,122	2,228
80	8000	51907	OPEB COST ALLOCATION	-	-	36,256	53,499	36,776	23,307	21,202
80	8000	51930	MEDICARE/EMPLOYER PORTION	7,738	5,831	6,289	9,820	6,893	10,163	10,557
80	8000	51961	VACANCY SAVINGS OFFSET	-	-	39,654	-	-	-	-
Salary and Benefits Subtotal				780,220	669,876	680,218	1,140,742	597,485	1,115,263	1,152,767
80	8000	52100	POSTAGE	-	-	6	-	-	-	-
80	8000	52200	DEPARTMENTAL SUPPLIES	22,633	6,105	5,982	4,000	3,500	4,000	4,000
80	8000	52205	OFFICE SUPPLES	1,817	3,904	3,431	3,708	3,700	3,708	3,708
80	8000	52250	UNIFORMS	3,754	243	10,082	10,300	10,300	10,300	10,300
80	8000	52400	PRINT, DUPLICATE & PHOTOCOPYING	1,234	-	-	927	927	927	927
80	8000	52600	MEMBERSHIP AND DUES	3,925	3,255	3,165	4,100	-	4,100	4,100
80	8000	53200	MILEAGE REIMBURSEMENT	388	30	-	258	-	258	258
80	8000	53500	SMALL TOOLS & EQUIPMENT	-	-	800	800	66	800	800
80	8000	54400	PROFESSIONAL SERVICES	17	-	-	-	-	-	-
80	8000	54500	CONTRACTED SERVICES	12,204	103,726	65,490	20,000	41,170	70,000	70,000
80	8000	54530	CREDIT CARD SERVICE CHARGES	33,870	817	-	1,236	-	1,236	1,236
80	8000	54800	CONVENTION & MTG EXPENSES	9,045	181	7,550	6,000	1,028	6,000	6,000
80	8000	54900	PROFESSIONAL DEVELOPMENT	1,660	625	3,682	3,863	35,000	3,863	3,863
80	8000	56910	LEGAL SERVICE	-	-	31,212	16,400	7,737	16,400	16,400
80	8000	57300	FURNITURE & EQUIPMENT	-	28	-	-	-	-	-
80	8000	57900	REPLACEMENT ACCOUNT	-	-	-	-	-	69,943	69,943
Maintenance and Operations Subtotal				90,546	118,914	131,400	71,592	103,428	191,535	191,535
ADMINISTRATION				870,766	788,790	811,618	1,212,334	700,913	1,306,798	1,344,302

PARKS & RECREATION - General Fund

Fiscal Year 2023-25 Proposed Budget

Account Information				FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2022-23	FY 2023-24	FY 2024-25
Dept	Div	Object	Description	ACTUALS	ACTUALS	ACTUALS	ADOPTED	YEAR-END ESTIMATES	DEPARTMENT PROPOSED	DEPARTMENT PROPOSED
REC FACILITIES & PROGRAMS										
80	8100	51100	SALARIES	481,426	411,485	284,417	412,066	350,053	453,069	471,395
80	8100	51120	VACATION/SICK LEAVE ACCRUAL PAY-OUT	22,371	29,482	22,044	12,000	26,393	12,000	12,000
80	8100	51200	HOURLY SALARIES	301,464	286,458	460,082	613,948	467,002	832,091	851,053
80	8100	51300	OVERTIME	-	-	-	-	479	-	-
80	8100	51500	PUBLIC EMPLOYEE'S RETIREMENT	139,622	142,526	67,252	97,502	89,241	93,764	95,038
80	8100	51501	PUBLIC AGENCY RETIREMENT	10,863	9,975	16,550	17,700	18,068	31,203	31,914
80	8100	51504	DEFERRED COMPENSATION	1,980	1,498	1,170	1,650	2,461	4,759	4,950
80	8100	51600	WORKER'S COMPENSATION	15,035	5,850	3,074	3,824	-	3,971	4,740
80	8100	51700	DISABILITY INSURANCE	4,516	3,907	2,569	3,854	3,352	4,351	4,482
80	8100	51800	UNEMPLOYMENT INSURANCE	28,731	61,539	3,138	-	-	-	-
80	8100	51900	GROUP HEALTH & LIFE INSURANCE	70,816	52,221	47,626	94,053	59,892	88,249	92,662
80	8100	51901	CASH BACK INCENTIVE PAY	18,410	15,518	4,297	9,311	9,078	9,311	9,776
80	8100	51905	BILINGUAL PAY	1,200	600	435	1,125	1,556	1,650	1,733
80	8100	51907	OPEB COST ALLOCATION	-	-	24,685	32,594	22,406	15,065	13,727
80	8100	51930	MEDICARE/EMPLOYER PORTION	11,837	10,526	10,848	6,065	13,324	6,570	6,835
80	8100	51961	VACANCY SAVINGS OFFSET	-	37,610	-	-	-	-	-
Salary and Benefits Subtotal				1,108,271	1,069,195	948,186	1,305,692	1,063,304	1,556,053	1,600,305
80	8100	52200	DEPARTMENTAL SUPPLIES	11,355	10,013	9,047	10,190	6,000	11,300	11,300
80	8100	52205	OFFICE SUPPLIES	1,860	2,878	3,929	3,605	4,053	3,605	3,605
80	8100	52400	PRINT, DUPLICATE & PHOT	-	750	-	-	-	-	-
80	8100	53500	SMALL TOOLS & EQUIPMENT	3,160	12,471	68,268	23,000	48,000	59,192	59,192
80	8100	54100	SPECIAL DEPARTMENTAL EXPENSES	5,550	-	-	-	-	-	-
80	8100	54500	CONTRACTED SERVICES	9,660	8,297	449,720	66,746	120,000	120,053	66,746
80	8100	54800	CONVENTION & MTG EXPENSES	40	-	-	-	-	-	-
80	8100	57300	FURNITURE AND EQUIPMENT	18,983	73,231	7,959	-	-	30,000	-
Maintenance and Operations Subtotal				50,607	107,641	538,923	103,541	178,053	224,150	140,843
REC FACILITIES & PROGRAMS				1,158,878	1,176,836	1,487,110	1,409,233	1,241,357	1,780,203	1,741,148
TINY TOTS										
<i>*For FY 2017-18 Renamed, was "Child Supervision," and new division "Camps" created (100.80.8110)</i>										
80	8101	51100	SALARIES	735	13,771	200	-	-	-	-
80	8101	51120	VACATION/SICK LEAVE ACC	-	2,093	978	-	-	-	-
80	8101	51200	HOURLY SALARIES	76,472	5,304	10,094	-	-	-	-
80	8101	51500	PUBLIC EMPLOYEE'S RETIREMENT	818	6,898	41	-	-	-	-
80	8101	51501	PT RETIREMENT	2,753	142	337	-	-	-	-
80	8101	51504	DEFERRED COMPENSATION	38	103	-	-	-	-	-
80	8101	51600	WORKER'S COMPENSATION	1,610	322	2	-	-	-	-
80	8101	51700	DISABILITY INSURANCE	57	126	7	-	-	-	-
80	8101	51800	UNEMPLOYMENT INSURANCE	10,264	17,719	1,980	-	-	-	-
80	8101	51900	GROUP HEALTH & LIFE INSURANCE	1,314	3,197	118	-	-	-	-
80	8101	51930	MEDICARE/EMPLOYER PORTION	1,252	292	171	-	-	-	-
Salary and Benefits Subtotal				95,313	49,967	13,928	-	-	-	-
80	8101	52200	DEPARTMENTAL SUPPLIES	3,820	398	-	-	-	-	-
Maintenance and Operations Subtotal				3,820	398	-	-	-	-	-
TINY TOTS				99,133	50,365	13,928	-	-	-	-
SPECIAL EVENTS										
80	8102	51100	SALARIES	108,282	117,697	110,039	148,943	167,172	165,884	170,860

PARKS & RECREATION - General Fund

Fiscal Year 2023-25 Proposed Budget

				FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2022-23	FY 2023-24	FY 2024-25
<i>Account Information</i>										
Dept	Div	Object	Description	ACTUALS	ACTUALS	ACTUALS	ADOPTED	YEAR-END ESTIMATES	DEPARTMENT PROPOSED	DEPARTMENT PROPOSED
80	8102	51120	VACATION/SICK LEAVE ACCRUAL PAY-OUT	4,815	12,546	6,782	7,810	18,186	7,810	7,810
80	8102	51200	HOURLY SALARIES	79,707	32,402	74,513	104,965	108,825	175,148	181,602
80	8102	51300	OVERTIME	4,469	3,443	985	5,400	1,123	5,400	5,400
80	8102	51500	PUBLIC EMPLOYEE'S RETIREMENT	31,993	31,896	26,107	35,243	40,900	34,330	34,447
80	8102	51501	PUBLIC AGENCY RETIREMENT	3,024	1,148	2,624	3,967	4,055	7,678	7,920
80	8102	51504	DEFERRED COMPENSATION	250	265	255	250	429	1,659	1,709
80	8102	51600	WORKER'S COMPENSATION	3,347	1,182	1,192	1,382	-	1,454	1,718
80	8102	51700	DISABILITY INSURANCE	1,056	1,118	995	1,414	1,554	1,588	1,636
80	8102	51800	UNEMPLOYMENT INSURANCE	2,511	7,544	349	-	-	-	-
80	8102	51900	GROUP HEALTH & LIFE INSURANCE	16,188	17,485	17,926	24,655	23,545	24,583	25,812
80	8102	51901	CASH BACK INCENTIVE PAY	2,296	-	-	7,162	6,983	7,162	7,520
80	8102	51905	BILINGUAL PAY	300	300	300	375	1,239	750	788
80	8102	51907	OPEB COST ALLOCATION	-	-	7,452	11,781	8,099	5,516	4,975
80	8102	51930	MEDICARE/EMPLOYER PORTION	2,942	2,377	2,677	2,175	4,666	2,405	2,477
Salary and Benefits Subtotal				261,180	229,404	252,196	355,522	386,775	441,367	454,674
80	8102	52200	DEPARTMENTAL SUPPLIES	46,566	62,700	86,008	49,905	70,421	65,530	65,530
80	8102	52205	OFFICE SUPPLES	1,509	3,023	1,891	7,520	7,520	8,040	8,040
80	8102	52300	ADVERTISING AND PUBLICATION	-	261	-	-	-	-	-
80	8102	52400	PRINT, DUPLICATE & PHOTOCOPYING	6,685	3,673	1,816	25,960	41,271	32,800	32,800
80	8102	53301	EQUIPMENT RENTAL	102,565	5,001	59,424	42,193	120,181	159,970	159,970
80	8102	53500	SMALL TOOLS & EQUIPMENT	1,290	3,998	5,580	-	31,094	14,400	14,400
80	8102	54500	CONTRACTED SERVICES	124,276	27,711	116,335	91,391	367,496	274,179	287,935
80	8102	54700	INSURANCE & SURETY BOND	1,884	-	-	-	5,000	7,500	7,500
80	8102	57300	FURNITURE AND EQUIPMENT	37,497	17,359	-	-	-	26,400	26,400
Maintenance and Operations Subtotal				322,271	123,725	271,053	216,969	642,983	588,819	602,575
SPECIAL EVENTS				583,452	353,128	523,250	572,491	1,029,758	1,030,186	1,057,249
YOUTH SPORTS										
80	8103	51100	SALARIES	49,032	48,717	32,346	30,211	33,294	33,332	34,332
80	8103	51120	VACATION/SICK LEAVE ACCRUAL PAY-OUT	4,965	3,401	3,696	4,301	3,978	4,301	4,301
80	8103	51200	HOURLY SALARIES	58,841	6,891	23,702	76,137	51,536	130,505	135,590
80	8103	51500	PUBLIC EMPLOYEE'S RETIREMENT	14,729	14,911	7,681	7,148	8,207	6,898	6,922
80	8103	51501	PUBLIC AGENCY RETIREMENT	2,136	259	738	2,397	1,904	4,894	5,085
80	8103	51504	DEFERRED COMPENSATION	275	275	175	175	300	333	343
80	8103	51600	WORKER'S COMPENSATION	1,636	591	356	280	-	292	345
80	8103	51700	DISABILITY INSURANCE	458	459	299	292	315	322	332
80	8103	51800	UNEMPLOYMENT INSURANCE	5,888	12,007	372	-	-	-	-
80	8103	51900	GROUP HEALTH & LIFE INSURANCE	10,300	12,253	8,443	8,348	8,165	8,528	8,955
80	8103	51907	OPEB COST ALLOCATION	-	-	2,371	2,390	1,643	1,108	1,000
80	8103	51930	MEDICARE/EMPLOYER PORTION	1,660	849	841	455	1,354	483	498
Salary and Benefits Subtotal				149,920	100,612	81,019	132,134	110,696	190,996	197,703
80	8103	52200	DEPARTMENTAL SUPPLIES	(1,288)	4,839	1,068	3,134	3,000	3,138	3,138
80	8103	52205	OFFICE SUPPLES	-	225	-	412	400	412	412
80	8103	52255	PARTICIPANT UNIFORMS	7,314	6,948	1,711	21,866	15,000	27,600	27,600
80	8103	52600	MEMBERSHIP AND DUES	290	130	190	1,557	-	1,637	1,637
80	8103	54400	PROFESSIONAL SERVICES	2,379	-	-	-	-	-	-
80	8103	54500	CONTRACTED SERVICES	11,042	-	1,965	17,400	9,000	18,000	18,000
80	8103	57300	FURNITURE & EQUIPMENT	-	4,259	-	-	-	-	-
Maintenance and Operations Subtotal				19,737	16,401	4,933	44,369	32,400	50,787	50,787
YOUTH SPORTS				169,657	117,013	85,952	176,503	143,096	241,783	248,490

PARKS & RECREATION - General Fund

Fiscal Year 2023-25 Proposed Budget

Account Information				FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2022-23	FY 2023-24	FY 2024-25
Dept	Div	Object	Description	ACTUALS	ACTUALS	ACTUALS	ADOPTED	YEAR-END ESTIMATES	DEPARTMENT PROPOSED	DEPARTMENT PROPOSED
CONTRACT INSTRUCTORS										
80	8107	51100	SALARIES	-	-	53,101	34,526	38,024	38,094	39,236
80	8107	51120	VACATION/SICK LEAVE ACC	-	-	2,359	-	2,496	-	-
80	8107	51200	HOURLY SALARIES	2,128	-	-	20,000	73	23,087	23,777
80	8107	51500	PUBLIC EMPLOYEE'S RETIREMENT	-	-	12,645	8,170	9,393	7,884	7,911
80	8107	51501	PUBLIC AGENCY RETIREMENT	80	-	-	300	3	866	892
80	8107	51504	DEFERRED COMPENSATION	-	-	300	200	343	381	392
80	8107	51600	WORKER'S COMPENSATION	50	-	594	-	-	334	395
80	8107	51700	DISABILITY INSURANCE	-	-	475	334	360	368	379
80	8107	51800	UNEMPLOYMENT INSURANCE	47	55	-	-	-	-	-
80	8107	51900	GROUP HEALTH & LIFE INSURANCE	-	-	13,249	4,250	3,807	3,847	4,039
80	8107	51907	OPEB COST ALLOCATION	-	-	4,064	2,731	1,877	1,267	1,143
80	8107	51930	MEDICARE/EMPLOYER PORTION	31	-	757	520	641	552	569
Salary and Benefits Subtotal				2,336	55	87,544	71,031	57,019	76,680	78,733
80	8107	52200	DEPARTMENT SUPPLIES	-	1,695	1,349	3,541	2,340	4,297	4,297
80	8107	54510	CONTRACT INSTRUCTORS	49,883	6,579	20,301	108,000	48,802	108,000	108,000
80	8107	54700	INSURANCE & SURETY BOND	368	141	986	6,000	2,149	6,000	6,000
80	8107	57300	FURNITURE & EQUIPMENT	-	-	-	2,500	-	2,500	2,500
Maintenance and Operations Subtotal				50,251	8,416	22,636	120,041	53,291	120,797	120,797
CONTRACT INSTRUCTORS				52,587	8,471	110,180	191,072	110,310	197,477	199,530
TEEN SERVICES										
80	8108	51100	SALARIES	-	-	4,500	4,316	4,753	4,762	4,905
80	8108	51120	VACATION/SICK LEAVE ACC	-	-	267	-	312	-	-
80	8108	51200	HOURLY SALARIES	40,594	11,918	32,544	55,400	52,187	63,641	65,541
80	8108	51500	PUBLIC EMPLOYEE'S RETIREMENT	4,477	1,945	8,940	1,021	13,982	985	989
80	8108	51501	PUBLIC AGENCY RETIREMENT	573	37	136	2,080	480	2,387	2,458
80	8108	51504	DEFERRED COMPENSATION	-	-	25	25	43	48	49
80	8108	51600	WORKER'S COMPENSATION	812	-	50	-	-	42	49
80	8108	51700	DISABILITY INSURANCE	-	-	40	42	45	46	47
80	8108	51800	UNEMPLOYMENT INSURANCE	1,928	3,569	-	-	-	-	-
80	8108	51900	GROUP HEALTH & LIFE INSURANCE	7,180	3,730	8,237	531	9,820	481	505
80	8108	51907	OPEB COST ALLOCATION	-	-	338	341	234	158	143
80	8108	51930	MEDICARE/EMPLOYER PORTION	238	14	134	65	278	69	71
Salary and Benefits Subtotal				55,802	21,215	55,211	63,821	82,135	72,619	74,757
80	8108	52200	DEPARTMENTAL SUPPLIES	432	1,715	2,838	2,390	2,000	3,600	3,600
80	8108	52205	OFFICE SUPPLIES	78	599	-	1,648	1,414	2,400	2,400
80	8108	53500	SMALL TOOLS & EQUIPMENT	250	862	-	3,245	1,000	3,245	3,245
80	8108	54500	CONTRACTED SERVICES	300	-	-	2,369	1,000	2,369	2,369
80	8108	55285	EVENT TICKETS	926	-	3,941	2,318	750	3,150	3,150
Maintenance and Operations Subtotal				1,986	3,176	6,779	11,970	6,164	14,764	14,764
TEEN SERVICES				57,788	24,391	61,990	75,791	88,299	87,383	89,521

PARKS & RECREATION - General Fund

Fiscal Year 2023-25 Proposed Budget

Account Information				FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2022-23	FY 2023-24	FY 2024-25
Dept	Div	Object	Description	ACTUALS	ACTUALS	ACTUALS	ADOPTED	YEAR-END ESTIMATES	DEPARTMENT PROPOSED	DEPARTMENT PROPOSED

RIVERA PARK BATTING CAGES

80	8109	51100	SALARIES	-	-	4,541	4,316	4,727	4,762	4,905
80	8109	51120	VACATION/SICK LEAVE ACCRUAL PAY-OUT	-	-	349	-	568	-	-
80	8109	51200	HOURLY SALARIES	13,351	708	21,681	22,620	16,529	25,700	27,510
80	8109	51500	PUBLIC EMPLOYEE'S RETIREMENT	-	-	1,070	1,021	1,172	985	989
80	8109	51501	PUBLIC AGENCY RETIREMENT	514	8	804	850	652	964	1,032
80	8109	51504	DEFERRED COMPENSATION	-	-	25	25	43	48	49
80	8109	51600	WORKER'S COMPENSATION	274	-	50	-	-	42	49
80	8109	51700	DISABILITY INSURANCE	-	-	40	42	45	46	47
80	8109	51900	GROUP HEALTH & LIFE INSURANCE	-	-	1,164	1,193	1,167	1,218	1,279
80	8109	51907	OPEB COST ALLOCATION	-	-	338	341	234	158	143
80	8109	51930	MEDICARE/EMPLOYER PORTION	199	3	376	65	336	69	71
Salary and Benefits Subtotal				14,337	719	30,437	30,473	25,474	33,992	36,074
80	8109	52200	DEPARTMENT SUPPLIES	773	917	-	2,200	2,042	2,500	2,500
80	8109	53300	EQUIPMENT MAINTENANCE	-	3,625	271	721	400	3,000	3,000
80	8109	54100	SPECIAL DEPARTMENTAL EXPENSES	(1,000)	-	-	-	-	-	-
Maintenance and Operations Subtotal				(227)	4,542	271	2,921	2,442	5,500	5,500
RIVERA PARK BATTING CAGES				14,110	5,261	30,708	33,394	27,916	39,492	41,574

CAMPS

*For FY 2017-18 New Division

80	8110	51100	SALARIES	-	-	37,461	36,271	39,534	40,016	41,216
80	8110	51120	VACATION/SICK LEAVE ACC	-	-	532	-	255	-	-
80	8110	51200	HOURLY SALARIES	99,879	36,534	124,856	150,000	101,567	213,011	219,444
80	8110	51500	PUBLIC EMPLOYEE'S RETIREMENT	282	40	9,821	8,582	12,791	8,282	8,310
80	8110	51501	PUBLIC AGENCY RETIREMENT	3,939	677	4,300	5,630	3,846	7,988	8,229
80	8110	51504	DEFERRED COMPENSATION	-	-	175	175	406	400	412
80	8110	51600	WORKER'S COMPENSATION	1,739	-	414	-	-	351	414
80	8110	51700	DISABILITY INSURANCE	-	-	332	350	376	387	399
80	8110	51800	UNEMPLOYMENT INSURANCE	3,733	10,103	1,649	-	-	-	-
80	8110	51900	GROUP HEALTH & LIFE INSURANCE	-	-	386	339	383	317	333
80	8110	51901	CASH BACK INCENTIVE PAY	-	-	5,014	5,013	4,888	5,013	5,264
80	8110	51907	OPEB COST ALLOCATION	-	-	2,846	2,869	1,972	1,331	1,200
80	8110	51930	MEDICARE/EMPLOYER PORTION	1,661	286	2,396	525	2,513	580	598
Salary and Benefits Subtotal				111,234	47,640	190,181	209,754	168,531	277,676	285,819
80	8110	52200	DEPARTMENTAL SUPPLIES	4,077	14,130	9,695	11,540	896	11,540	11,540
80	8110	52205	OFFICE SUPPLIES	361	725	-	1,030	11	1,030	1,030
80	8110	52255	PARTICIPANT UNIFORMS	869	729	1,472	3,013	-	1,854	1,854
80	8110	54100	SPECIAL DEPARTMENTAL EXPENSES	4	-	-	-	-	-	-
80	8110	54500	CONTRACTED SERVICES	-	2,300	7,565	4,800	8,426	7,063	7,063
80	8110	55285	EVENT TICKETS	13,433	8,865	(400)	11,000	6,931	24,140	24,140
Maintenance and Operations Subtotal				18,753	26,749	18,332	31,383	16,264	45,627	45,627
CAMPS				129,987	74,389	208,513	241,137	184,795	323,303	331,446

PARKS & RECREATION - General Fund

Fiscal Year 2023-25 Proposed Budget

Account Information				FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2022-23	FY 2023-24	FY 2024-25
Dept	Div	Object	Description	ACTUALS	ACTUALS	ACTUALS	ADOPTED	YEAR-END ESTIMATES	DEPARTMENT PROPOSED	DEPARTMENT PROPOSED
PARKS & RECREATION OPERATIONS										
80	8111	58500	BAD DEBT	37,337	53,328	-	-	-	-	-
Maintenance and Operations Subtotal				37,337	53,328	-	-	-	-	-
PARKS & REC OPERATIONS				37,337	53,328	-	-	-	-	-
ADAPTIVE RECREATION										
80	8115	51100	SALARIES	-	-	4,500	4,316	4,753	4,762	4,905
80	8115	51120	VACATION/SICK LEAVE ACCRUAL PAY-OUT	-	-	267	-	312	-	-
80	8115	51200	HOURLY SALARIES	368	-	-	1,244	420	1,371	1,412
80	8115	51500	PUBLIC EMPLOYEE'S RETIREMENT	33	-	1,069	1,021	1,227	985	989
80	8115	51501	PUBLIC AGENCY RETIREMENT	7	-	-	50	10	51	53
80	8115	51504	DEFERRED COMPENSATION	-	-	25	25	43	48	49
80	8115	51600	WORKER'S COMPENSATION	12	-	50	40	-	42	49
80	8115	51700	DISABILITY INSURANCE	-	-	40	42	45	46	47
80	8115	51900	GROUP HEALTH & LIFE INSURANCE	31	-	502	531	515	481	505
80	8115	51907	OPEB COST ALLOCATION	-	-	338	341	234	158	143
80	8115	51930	MEDICARE/EMPLOYER PORTION	3	-	64	65	84	69	71
Salary and Benefits Subtotal				454	-	6,855	7,675	7,642	8,013	8,223
80	8115	52200	SPECIAL DEPARTMENT SUPPLIES	260	-	-	1,000	-	1,000	1,000
80	8115	54500	CONTRACTED SERVICES	824	-	-	4,120	-	4,120	4,120
Maintenance and Operations Subtotal				1,084	-	-	5,120	-	5,120	5,120
ADAPTIVE RECREATION				1,539	-	6,855	12,795	7,642	13,133	13,343
SUMMER LUNCH PROGRAM										
80	8116	51100	SALARIES	-	-	25,714	-	-	-	-
80	8116	51120	VACATION/SICK LEAVE ACCRUAL PAY-OUT	-	-	1,180	-	-	-	-
80	8116	51200	HOURLY SALARIES	29,306	27,781	2,948	-	-	-	-
80	8116	51500	PUBLIC EMPLOYEE'S RETIREMENT	25	89	6,225	-	-	-	-
80	8116	51501	PUBLIC AGENCY RETIREMENT	1,018	1,018	262	-	-	-	-
80	8116	51504	DEFERRED COMPENSATION	-	-	150	-	-	-	-
80	8116	51600	WORKER'S COMPENSATION	385	-	296	-	-	-	-
80	8116	51700	DISABILITY INSURANCE	-	-	236	-	-	-	-
80	8116	51800	UNEMPLOYMENT INSURANCE	287	1,884	-	-	-	-	-
80	8116	51900	GROUP HEALTH & LIFE INSURANCE	85	120	6,597	-	-	-	-
80	8116	51907	OPEB COST ALLOCATION	-	-	2,032	-	-	-	-
80	8116	51930	MEDICARE/EMPLOYER PORTION	404	394	483	-	-	-	-
Salary and Benefits Subtotal				31,511	31,286	46,122	-	-	-	-
80	8116	52200	DEPARTMENTAL SUPPLIES	245	1,224	-	-	-	-	-
80	8116	53200	MILEAGE REIMBURSEMENT	94	-	-	-	-	-	-
80	8116	54500	CONTRACTED SERVICES	55,295	173,797	-	-	-	-	-
Maintenance and Operations Subtotal				55,634	175,021	-	-	-	-	-
SUMMER LUNCH PROGRAM				87,145	206,307	46,122	-	-	-	-

PARKS & RECREATION - General Fund

Fiscal Year 2023-25 Proposed Budget

Account Information				FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2022-23	FY 2023-24	FY 2024-25
Dept	Div	Object	Description	ACTUALS	ACTUALS	ACTUALS	ADOPTED	YEAR-END ESTIMATES	DEPARTMENT PROPOSED	DEPARTMENT PROPOSED

ADULT SPORTS

**For FY 2017-18 New Division*

80	8130	51100	SALARIES	40,117	39,859	27,703	25,895	28,362	28,570	29,427
80	8130	51120	VACATION/SICK LEAVE ACCRUAL PAY-OUT	4,062	2,783	3,119	1,000	3,410	1,000	1,000
80	8130	51200	HOURLY SALARIES	4,656	-	4,126	14,446	10,716	14,770	15,692
80	8130	51500	PUBLIC EMPLOYEE'S RETIREMENT	12,051	12,200	6,577	6,127	7,035	5,913	5,934
80	8130	51501	PUBLIC AGENCY RETIREMENT	180	-	134	520	422	554	588
80	8130	51504	DEFERRED COMPENSATION	225	225	150	150	257	286	294
80	8130	51600	WORKER'S COMPENSATION	916	483	305	240	-	250	296
80	8130	51700	DISABILITY INSURANCE	374	375	255	250	270	276	284
80	8130	51900	GROUP HEALTH & LIFE INSURANCE	8,427	10,025	7,225	7,155	6,998	7,310	7,675
80	8130	51907	OPEB COST ALLOCATION	-	-	2,032	2,048	1,408	950	857
80	8130	51930	MEDICARE/EMPLOYER PORTION	707	613	486	390	665	414	427
Salary and Benefits Subtotal				71,716	66,563	52,111	58,221	59,543	60,293	62,474
80	8130	52200	DEPARTMENTAL SUPPLIES	2,237	644	1,266	4,660	1,000	4,660	4,660
80	8130	52255	PARTICIPANT UNIFORMS	-	-	200	618	2,057	840	840
80	8130	53500	SMALL TOOLS & EQUIPMENT	-	-	472	412	400	412	412
80	8130	54400	PROFESSIONAL SERVICES	(1,098)	-	-	-	-	-	-
80	8130	54500	CONTRACTED SERVICES	1,135	-	1,250	2,828	1,217	2,850	2,850
Maintenance and Operations Subtotal				2,274	644	3,187	8,518	4,674	8,762	8,762
ADULT SPORTS				73,990	67,207	55,299	66,739	64,217	69,055	71,236

CROSSING GUARDS

80	8140	51100	SALARIES	197	-	37,461	36,271	39,534	40,016	41,216
80	8140	51120	VACATION/SICK LEAVE ACCRUAL PAY-OUT	-	-	532	-	255	-	-
80	8140	51200	HOURLY SALARIES	80,066	2,008	91,062	92,770	86,039	92,770	95,551
80	8140	51500	PUBLIC EMPLOYEE'S RETIREMENT	-	-	8,862	8,582	9,821	8,282	8,311
80	8140	51501	PUBLIC AGENCY RETIREMENT	2,931	75	3,341	3,480	3,176	3,479	3,583
80	8140	51504	DEFERRED COMPENSATION	-	-	175	175	406	171	177
80	8140	51600	WORKER'S COMPENSATION	1,323	-	414	337	-	351	414
80	8140	51700	DISABILITY INSURANCE	-	-	332	350	376	387	399
80	8140	51800	UNEMPLOYMENT INSURANCE	6,441	24,042	372	-	473	-	-
80	8140	51900	GROUP HEALTH & LIFE INSURANCE	-	-	386	339	383	317	333
80	8140	51901	CASH BACK INCENTIVE PAY	-	-	5,013	5,013	4,888	5,013	5,264
80	8140	51907	OPEB COST ALLOCATION	-	-	2,846	2,869	1,972	1,331	1,200
80	8140	51930	MEDICARE/EMPLOYER PORTION	1,169	29	1,896	525	1,958	580	598
Salary and Benefits Subtotal				92,127	26,155	152,691	150,711	149,283	152,697	157,046
80	8140	52200	DEPARTMENTAL SUPPLIES	71	370	215	1,100	500	1,500	1,500
80	8140	52250	UNIFORMS	-	593	-	927	500	927	927
Maintenance and Operations Subtotal				71	963	215	2,027	1,000	2,427	2,427
CROSSING GUARDS				92,198	27,118	152,906	152,738	150,283	155,124	159,473

PARKS & RECREATION - General Fund

Fiscal Year 2023-25 Proposed Budget

Account Information				FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2022-23	FY 2023-24	FY 2024-25
Dept	Div	Object	Description	ACTUALS	ACTUALS	ACTUALS	ADOPTED	YEAR-END ESTIMATES	DEPARTMENT PROPOSED	DEPARTMENT PROPOSED
SENIOR SERVICES										
80	8220	51100	SALARIES	313,055	319,990	330,767	320,556	346,002	353,677	364,287
80	8220	51120	VACATION/SICK LEAVE ACCRUAL PAY-OUT	12,998	19,723	15,794	7,002	15,348	7,002	7,002
80	8220	51200	HOURLY SALARIES	96,226	31,659	68,552	136,728	74,878	122,644	126,321
80	8220	51300	OVERTIME	1,413	-	-	-	2,828	-	-
80	8220	51500	PUBLIC EMPLOYEE'S RETIREMENT	92,356	99,348	78,937	75,850	86,041	73,194	73,444
80	8220	51501	PUBLIC AGENCY RETIREMENT	3,562	1,089	2,472	4,950	2,934	4,599	4,737
80	8220	51504	DEFERRED COMPENSATION	986	996	996	1,000	1,769	3,537	3,643
80	8220	51600	WORKER'S COMPENSATION	7,430	3,946	3,650	2,975	-	3,100	3,663
80	8220	51700	DISABILITY INSURANCE	2,967	3,030	3,022	3,063	3,291	3,380	3,481
80	8220	51800	UNEMPLOYMENT INSURANCE	9,409	17,113	1,295	-	-	-	-
80	8220	51900	GROUP HEALTH & LIFE INSURANCE	42,791	44,300	47,263	51,952	48,482	51,933	54,530
80	8220	51905	BILINGUAL PAY	900	900	900	900	1,576	1,200	1,260
80	8220	51907	OPEB COST ALLOCATION	-	-	23,399	25,356	17,430	11,760	10,610
80	8220	51930	MEDICARE/EMPLOYER PORTION	6,129	5,343	5,778	4,700	6,930	5,128	5,282
Salary and Benefits Subtotal				590,221	547,436	582,827	635,032	607,510	641,154	658,260
80	8220	52200	DEPARTMENTAL SUPPLIES	12,692	11,238	19,809	15,482	9,278	15,482	15,482
80	8220	52205	OFFICE SUPPLIES	1,883	2,649	1,671	1,816	1,465	1,816	1,816
80	8220	52800	SOFTWARE	1,780	2,010	1,780	2,761	-	661	661
80	8220	52900	COMMISSION STIPENDS	-	-	-	-	-	2,000	1,000
80	8220	53300	EQUIPMENT MAINTENANCE	6,428	5,881	1,526	6,922	6,857	6,922	6,922
80	8220	53301	EQUIPMENT RENTALS	3,190	1,750	3,977	4,120	-	4,120	4,120
80	8220	53500	SMALL TOOLS & EQUIPMENT	2,985	18,220	14,901	8,295	3,019	7,900	7,900
80	8220	54400	PROFESSIONAL SERVICES	234	-	-	-	-	15,000	16,000
80	8220	54500	CONTRACTED SERVICES	10,510	1,880	71,321	4,218	1,304	4,218	4,218
80	8220	54510	CONTRACT INSTRUCTORS	9,390	-	168	14,109	741	14,109	14,109
80	8220	54700	INSURANCE & SURETY BOND	(11)	-	-	760	292	760	760
80	8220	55280	SENIOR CITIZEN COMMITTEE	21,385	14,428	51,098	56,668	26,796	56,641	56,641
80	8220	55285	EVENT TICKETS	456	(456)	1,570	6,364	9,684	18,474	18,474
80	8220	57300	FURNITURE AND EQUIPMENT	25,095	-	-	-	-	-	-
Maintenance and Operations Subtotal				96,016	57,600	167,820	121,515	59,436	148,103	148,103
SENIOR SERVICES				686,237	605,036	750,647	756,547	666,946	789,257	806,363

MEDIA AND COMMUNICATIONS

*Public Information Division combined into this division effective FY 2016-17

80	8230	51100	SALARIES	510,872	531,939	551,816	526,463	593,452	695,433	720,909
80	8230	51120	VACATION/SICK LEAVE ACCRUAL PAY-OUT	13,487	24,097	18,664	6,958	15,254	6,958	6,958
80	8230	51200	HOURLY SALARIES	72,721	21,752	53,906	75,600	56,282	75,600	77,868
80	8230	51300	OVERTIME	20,700	9,897	20,877	11,700	10,598	11,700	11,700
80	8230	51500	PUBLIC EMPLOYEE'S RETIREMENT	155,951	158,137	131,113	124,571	146,403	143,926	145,343
80	8230	51501	PUBLIC AGENCY RETIREMENT	2,769	774	1,965	2,840	2,238	2,835	2,920
80	8230	51504	DEFERRED COMPENSATION	1,450	1,450	1,457	1,450	2,959	6,153	6,383
80	8230	51600	WORKER'S COMPENSATION	11,313	6,188	6,086	4,886	-	6,095	7,249
80	8230	51700	DISABILITY INSURANCE	4,783	4,944	4,989	5,065	5,612	6,464	6,658
80	8230	51800	UNEMPLOYMENT INSURANCE	5,227	7,162	3,459	-	-	-	-
80	8230	51900	GROUP HEALTH & LIFE INSURANCE	75,684	79,106	80,644	88,660	81,534	112,550	118,178
80	8230	51907	OPEB COST ALLOCATION	-	-	41,460	41,643	28,626	23,126	20,993
80	8230	51930	MEDICARE/EMPLOYER PORTION	8,944	8,438	8,960	7,680	10,665	10,084	10,453
Salary and Benefits Subtotal				883,900	853,885	925,396	897,516	953,623	1,100,924	1,135,612

PARKS & RECREATION - General Fund

Fiscal Year 2023-25 Proposed Budget

Account Information				FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2022-23	FY 2023-24	FY 2024-25
Dept	Div	Object	Description	ACTUALS	ACTUALS	ACTUALS	ADOPTED	YEAR-END ESTIMATES	DEPARTMENT PROPOSED	DEPARTMENT PROPOSED
80	8230	52100	POSTAGE	22,640	41,100	32,500	56,349	21,943	56,349	56,349
80	8230	52200	DEPARTMENTAL SUPPLIES	2,159	5,709	3,627	4,491	1,347	7,750	7,750
80	8230	52205	OFFICE SUPPLIES	25	31	178	2,019	98	2,280	2,280
80	8230	52300	ADVERTISING AND PUBLICATION	7,677	7,756	37,458	19,931	-	17,275	17,275
80	8230	52400	PRINT, DUPLICATE & PHOTOCOPYING	71,811	37,675	68,002	149,465	33,427	144,971	144,971
80	8230	52600	MEMBERSHIP AND DUES	4,098	2,974	4,644	5,454	5,796	8,060	8,060
80	8230	52800	SOFTWARE	13,324	7,604	11,836	-	-	-	-
80	8230	53200	MILEAGE REIMBURSEMENT	209	-	-	258	-	258	258
80	8230	54500	CONTRACTED SERVICES	-	-	2,779	7,210	-	7,210	7,210
80	8230	54800	CONVENTION & MTG EXPENSES	3,178	-	20	6,999	1,252	10,354	10,354
80	8230	54900	PROFESSIONAL DEVELOPMENT	-	8,450	-	-	-	-	-
80	8230	57300	FURNITURE & EQUIPMENT	5,900	-	-	-	-	-	-
Maintenance and Operations Subtotal				131,022	111,298	161,044	252,176	63,863	254,507	254,507
MEDIA AND COMMUNICATIONS				1,014,923	965,183	1,086,440	1,149,692	1,017,486	1,355,431	1,390,119

BUSINESS AND FAMILY ENGAGEMENT

*For FY 2017-18 New Division

80	8235	51100	SALARIES	-	-	8,955	9,324	9,561	9,523	9,809
80	8235	51120	VACATION/SICK LEAVE ACC	-	-	393	-	683	-	-
80	8235	51200	HOURLY SALARIES	2,874	913	161	2,500	-	2,263	2,408
80	8235	51500	PUBLIC EMPLOYEE'S RETIREMENT	-	-	2,112	2,206	2,347	1,971	1,978
80	8235	51501	PUBLIC AGENCY RETIREMENT	111	-	40	100	-	85	90
80	8235	51504	DEFERRED COMPENSATION	-	-	50	50	86	95	98
80	8235	51600	WORKER'S COMPENSATION	49	-	99	-	-	83	99
80	8235	51700	DISABILITY INSURANCE	-	-	79	83	90	92	95
80	8235	51900	GROUP HEALTH & LIFE INSURANCE	-	-	2,199	2,567	2,390	2,563	2,691
80	8235	51907	OPEB COST ALLOCATION	-	-	678	738	507	317	286
80	8235	51930	MEDICARE/EMPLOYER PORTION	43	-	141	140	161	138	142
Salary and Benefits Subtotal				3,077	913	14,906	17,708	15,825	17,130	17,696
80	8235	52200	DEPARTMENTAL SUPPLIES	1,749	99	2,012	2,986	2,325	4,900	4,900
80	8235	52205	OFFICE SUPPLIES	-	-	(84)	-	-	-	-
80	8235	54500	CONTRACTED SERVICES	600	-	-	618	600	500	500
80	8235	55285	EVENT TICKETS	320	-	-	2,060	1,500	2,500	2,500
Maintenance and Operations Subtotal				2,669	99	1,927	5,664	4,425	7,900	7,900
BUSINESS AND FAMILY ENGAGEMENT				5,746	1,012	16,834	23,372	20,250	25,030	25,596

PARKS & RECREATION COMM

80	8240	51600	WORKER'S COMPENSATION	70	-	-	-	-	-	-
Salary and Benefits Subtotal				70	-	-	-	-	-	-
80	8240	52200	DEPARTMENT SUPPLIES	310	-	-	-	-	-	-
80	8240	52900	COMMISSION STIPENDS	2,100	2,625	1,800	4,500	258	4,500	4,500
Maintenance and Operations Subtotal				2,410	2,625	1,800	4,500	258	4,500	4,500
PARKS & RECREATION COMM				2,480	2,625	1,800	4,500	258	4,500	4,500

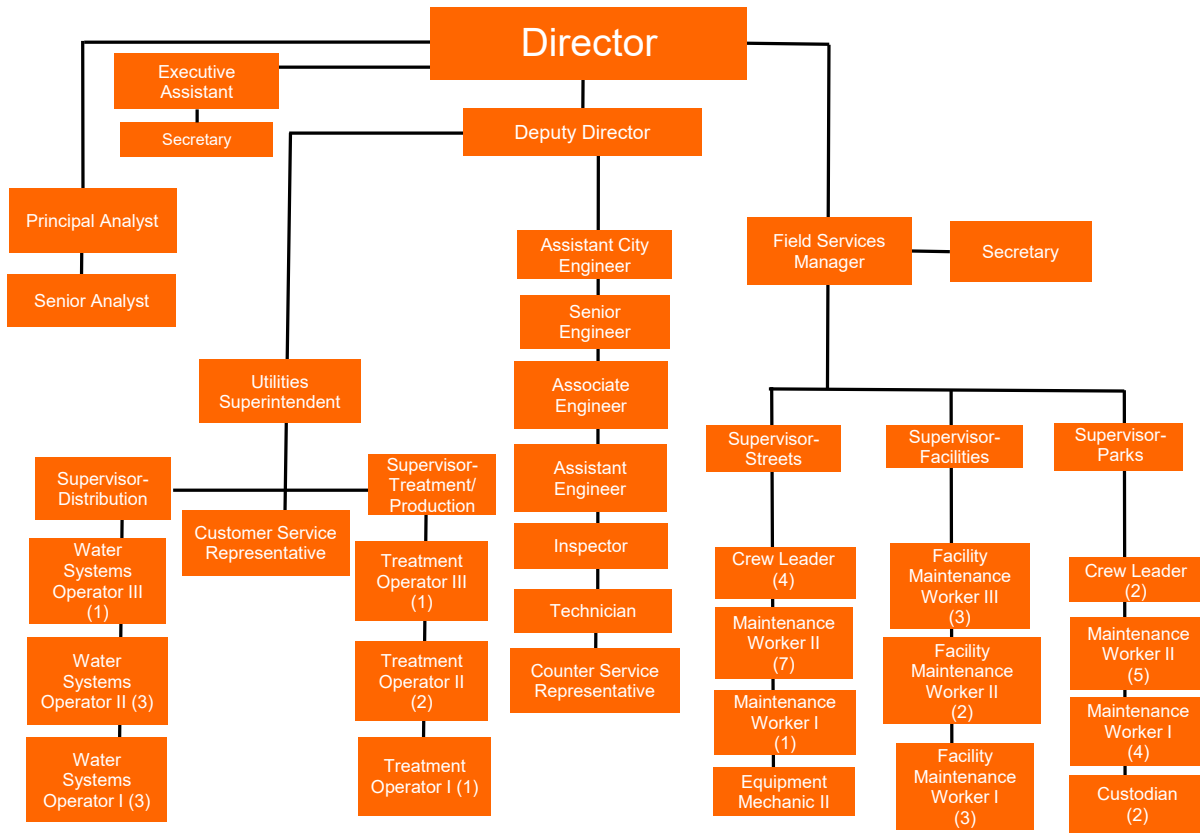
PARKS & RECREATION - General Fund

Fiscal Year 2023-25 Proposed Budget

Account Information				FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2022-23	FY 2023-24	FY 2024-25
Dept	Div	Object	Description	ACTUALS	ACTUALS	ACTUALS	ADOPTED	YEAR-END ESTIMATES	DEPARTMENT PROPOSED	DEPARTMENT PROPOSED
TRIPS & TOURS										
80	8290	51100	SALARIES			35,163	15,545	16,943	17,150	17,664
80	8290	51100	SALARIES	-	-	35,163	15,545	16,943	17,150	17,664
80	8290	51120	VACATION/SICK LEAVE ACC	-	-	2,139	-	109	-	-
80	8290	51200	HOURLY SALARIES	1,852	-	597	1,400	1,962	2,629	2,708
80	8290	51500	PUBLIC EMPLOYEE'S RETIREMENT	-	-	8,475	3,678	4,209	3,549	3,562
80	8290	51501	PUBLIC AGENCY RETIREMENT	75	-	17	60	81	100	105
80	8290	51504	DEFERRED COMPENSATION	-	-	200	75	174	687	707
80	8290	51600	WORKER'S COMPENSATION	229	-	397	144	-	150	178
80	8290	51700	DISABILITY INSURANCE	-	-	320	150	161	165	170
80	8290	51900	GROUP HEALTH & LIFE INSURANCE	-	-	4,012	145	164	136	143
80	8290	51901	CASH BACK INCENTIVE PAY	-	-	-	2,149	2,095	2,149	2,256
80	8290	51907	OPEB COST ALLOCATION	-	-	2,709	1,230	846	570	514
80	8290	51930	MEDICARE/EMPLOYER PORTION	29	-	519	225	334	249	256
Salary and Benefits Subtotal				2,185	-	54,548	24,801	27,079	27,534	28,263
80	8290	52205	OFFICE SUPPLIES	-	-	-	235	200	250	250
80	8290	52600	MEMBERSHIP & DUES	40	-	-	50	-	50	50
80	8290	55285	EVENT TICKETS	14,301	1,610	7,417	12,000	7,500	20,002	20,002
Maintenance and Operations Subtotal				14,341	1,610	7,417	12,285	7,700	20,302	20,302
TRIPS & TOURS				16,526	1,610	61,965	37,086	34,779	47,836	48,565
60 YEAR ANNIVERSARY										
80	8299	54500	CONTRACTED SERVICES	-	(87)	-	-	-	-	-
Maintenance and Operations Subtotal				-	(87)	-	-	-	-	-
60 YEAR ANNIVERSARY				-	(87)	-	-	-	-	-
PARKS & RECREATION TOTAL				5,321,769	4,578,009	5,581,517	6,289,561	5,578,607	7,644,904	7,752,251



PUBLIC WORKS





**Proposed Positions, by Classification and Department
Authorized, Filled and Vacant
Fiscal Year 2023-25 (Proposed)**

	FY 22-23 Adopted	FY 23-24 Proposed	Filled	Vacancies	FY 23-24 Proposed	FY 24-25 Proposed
Public Works						
Director of Public Works	1.00	1.00	1.00	0.00	1.00	1.00
Deputy Director	1.00	1.00	0.00	-1.00	1.00	1.00
Assistant City Engineer	1.00	1.00	0.00	-1.00	1.00	1.00
Senior Engineer	1.00	1.00	1.00	0.00	1.00	1.00
Assistant Engineer	1.00	1.00	1.00	0.00	1.00	1.00
Associate Engineer	1.00	1.00	1.00	0.00	1.00	1.00
Public Works Inspector	1.00	1.00	1.00	0.00	1.00	1.00
Utilities Manager	1.00	0.00	0.00	0.00	0.00	0.00
Utilities Superintendent	0.00	1.00	1.00	0.00	1.00	1.00
Senior Water Supervisor	1.00	0.00	0.00	0.00	0.00	0.00
Supervisor	3.00	3.00	3.00	0.00	3.00	3.00
Field Services Manager	1.00	1.00	1.00	0.00	1.00	1.00
Water Systems Operator I	4.00	3.00	4.00	0.00	3.00	3.00
Water Systems Operator II	3.00	3.00	3.00	0.00	3.00	3.00
Water Systems Operator III	2.00	1.00	2.00	0.00	1.00	1.00
Water Treatment Operator I	0.00	1.00	0.00	0.00	1.00	1.00
Water Treatment Operator II	0.00	2.00	0.00	0.00	2.00	2.00
Water Treatment Operator III	0.00	1.00	0.00	0.00	1.00	1.00
Customer Service Representative	1.00	1.00	1.00	0.00	1.00	1.00
Water Distribution Supervisor	0.00	1.00	0.00	0.00	1.00	1.00
Water Treatment Supervisor	0.00	1.00	0.00	0.00	1.00	1.00
Facilities Maintenance Worker I	3.00	3.00	2.00	-1.00	3.00	3.00
Facilities Maintenance Worker II	2.00	2.00	2.00	0.00	2.00	2.00
Facilities Maintenance Worker III	3.00	3.00	3.00	0.00	3.00	3.00
Maintenance Crew Leader	6.00	6.00	6.00	0.00	6.00	6.00
Maintenance Worker I / II	17.00	17.00	14.00	-3.00	17.00	17.00
Principal Analyst	1.00	1.00	1.00	0.00	1.00	1.00
Senior Analyst	1.00	1.00	1.00	0.00	1.00	1.00
Technician (Engineering)	1.00	1.00	1.00	0.00	1.00	1.00
Counter Service Representative	1.00	1.00	1.00	0.00	1.00	1.00
Executive Assistant	1.00	1.00	1.00	0.00	1.00	1.00
Secretary	2.00	2.00	2.00	0.00	2.00	2.00
Equipment Mechanic II	1.00	1.00	1.00	0.00	1.00	1.00
Custodian	2.00	2.00	2.00	0.00	2.00	2.00
	64.00	67.00	57.00	-6.00	67.00	67.00



MISSION STATEMENT

The Public Works Department's mission is to deliver professional and excellent customer service to citizens, businesses, and visitors, in a responsive, cost-effective, and efficient manner and to preserve, maintain and enhance the City's assets and infrastructure. The Public Works Department is comprised of four major divisions:

ADMINISTRATION

The Administration Division is primarily responsible for overseeing the administrative aspects for the Department. The Division's primary responsibilities include the departmental budget; Capital Improvement Program; administration of State and Federal grant funds; special projects; and administration of contracts including street sweeping, tree maintenance services, lighting, traffic signals, graffiti removal, janitorial, and vehicle fleet.

ENGINEERING

The Engineering Division is responsible for the construction and maintenance of improvements, including roadway, bridges, traffic signals, plan review and inspections, design and construction of capital improvement projects, review of traffic-related issues, and review of land development impacts in the public right-of-way. Engineering staff strive to ensure the City has the vital infrastructure in place to meet the current and future needs of the community by providing the technical guidance necessary to construct and maintain the City's infrastructure in compliance with City and State standards. Engineering staff perform data collection, analysis, and evaluation of the street system, maintenance and rehabilitation needs, and ensure compliance with the National Pollution Discharge Elimination System (NPDES) and Sewer System Management Plan (SSMP). Engineering staff also participates and provides input in region-wide projects through technical boards such as the 91/605/405 Corridor Technical Advisory Committee, High Speed Rail Authority, and other regional projects as the Traffic Signal Synchronization Program which all focus on improving traffic mobility and safety for commuters and pedestrians.

GENERAL SERVICES

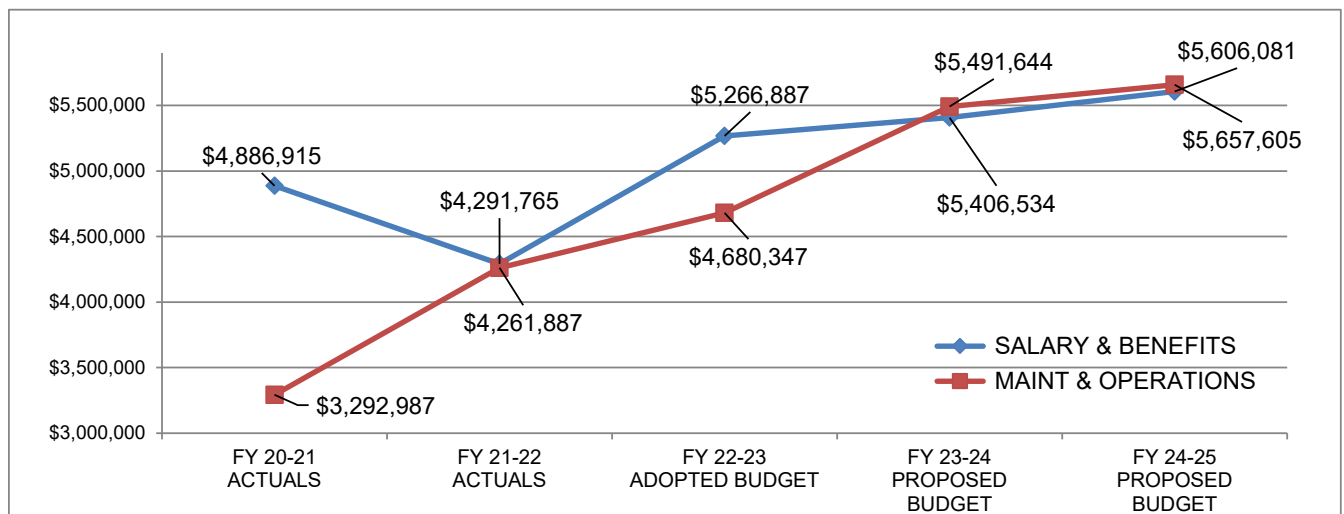
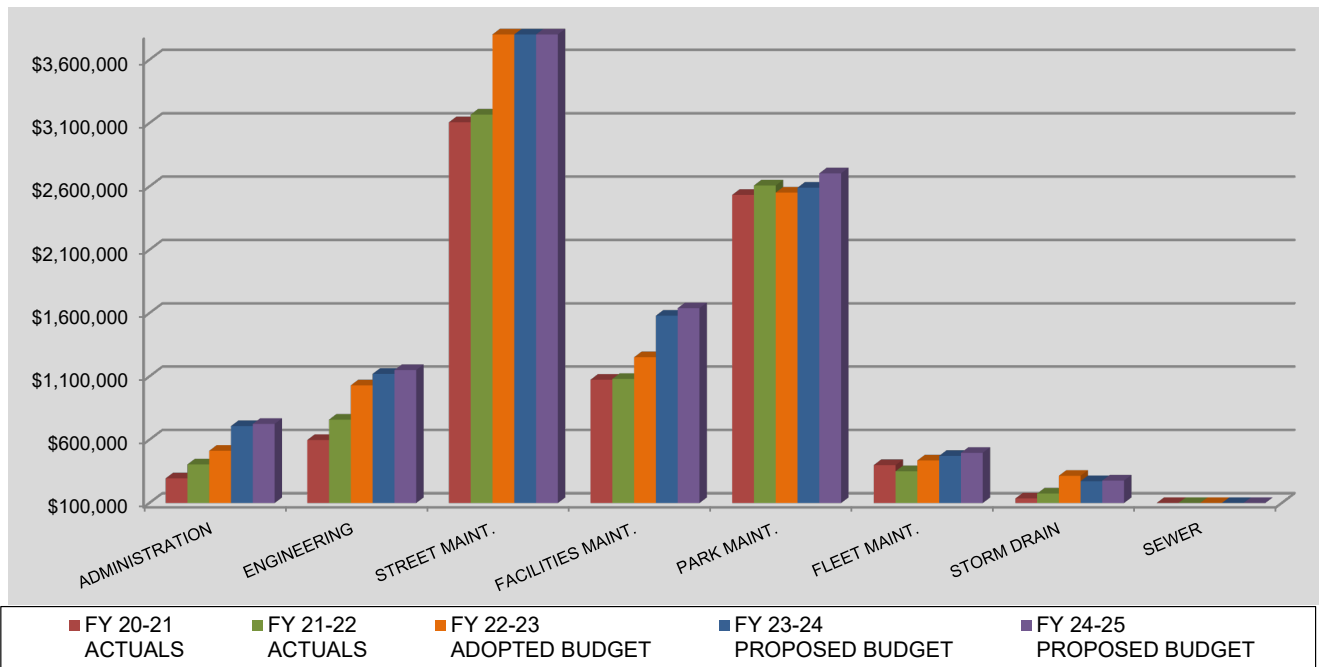
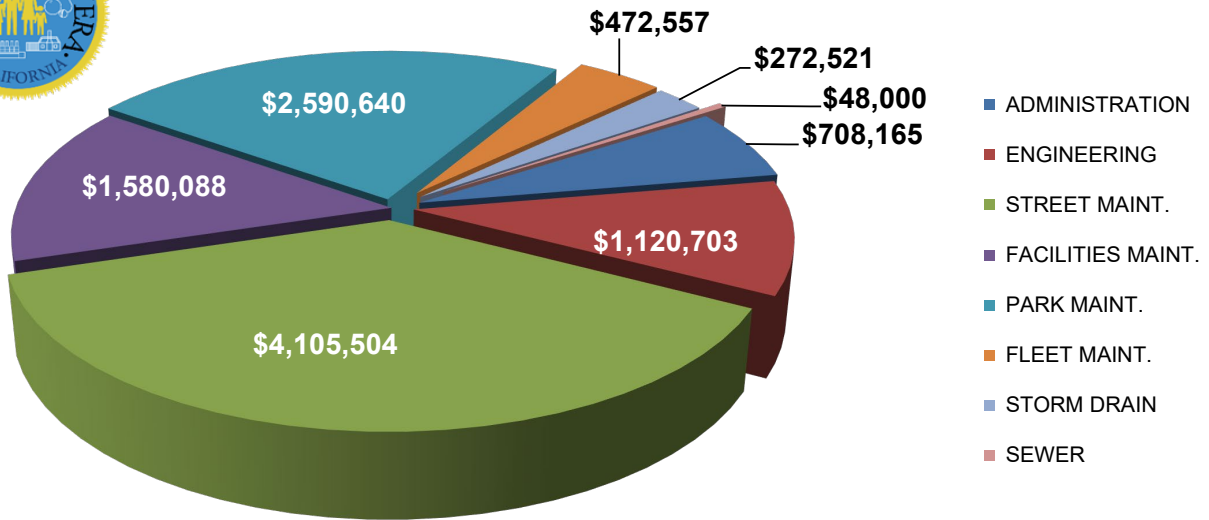
The General Services Division maintains and repairs buildings, parks, facilities and equipment and assists with special events and programs. The streets unit maintains City streets, roadway signs, alleys, traffic signals, street lights, curbs, gutters, sidewalks and removes graffiti. The Parks and Facilities unit maintains nine parks and twelve facilities, including City Hall, City Yard, Parks and Recreation building, Community Gardens, Golf Course, Historical Museum, Senior Center, Sports Arena, Youth Center, Chamber of Commerce, Pico Rivera, and Rivera Library.

UTILITIES

The Utilities Division oversees the operation of the Pico Rivera Water Authority and the maintenance of sewer and storm drain facilities. The City's Sanitary Sewer System is maintained by the Los Angeles County Consolidated Sewer Maintenance District of the Los Angeles County Department of Public Works (LACDPW). The storm drain system is maintained by City staff and the LACDPW. Department staff also attend and participate in region-wide water policy boards such as Southeast Water Coalition and the Gateway Water Management Authority.



Fiscal Year 2023-24 Proposed Budget



PUBLIC WORKS - General Fund

Fiscal Year 2023-25 Proposed Budget

Account Information				FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2022-23	FY 2023-24	FY 2024-25
Dept	Div	Object	Description	ACTUALS	ACTUALS	ACTUALS	ADOPTED	YEAR-END ESTIMATES	DEPARTMENT PROPOSED	DEPARTMENT PROPOSED
ADMINISTRATION										
40	4000	51100	SALARIES	102,748	94,429	76,487	177,637	93,713	194,725	203,203
40	4000	51120	VACATION/SICK LEAVE ACCRUAL PAY-OUT	3,623	1,981	5,745	4,110	577	4,110	4,110
40	4000	51300	OVERTIME	12	-	-	-	180	-	-
40	4000	51500	PUBLIC EMPLOYEE'S RETIREMENT	34,394	32,743	22,239	42,032	23,144	40,300	40,973
40	4000	51504	DEFERRED COMPENSATION	199	422	794	600	500	1,947	2,032
40	4000	51600	WORKER'S COMPENSATION	2,242	1,366	848	1,649	-	1,707	2,043
40	4000	51700	DISABILITY INSURANCE	970	772	607	1,613	593	1,791	1,845
40	4000	51900	GROUP HEALTH & LIFE INSURANCE	16,899	12,838	12,549	32,897	11,824	28,444	29,866
40	4000	51901	CASH BACK INCENTIVE PAY	3,189	3,104	2,865	2,865	2,793	2,865	3,008
40	4000	51903	AUTO ALLOWANCE	690	700	90	720	117	1,920	2,016
40	4000	51904	TECHNOLOGY STIPEND	259	263	34	270	44	720	756
40	4000	51905	BILINGUAL PAY	-	-	-	-	163	150	158
40	4000	51906	POST EMPLOYMENT HEALTH PLAN	420	269	35	235	46	-	-
40	4000	51907	OPEB COST ALLOCATION	-	-	11,308	14,051	9,659	6,475	5,919
40	4000	51930	MEDICARE/EMPLOYER PORTION	1,602	1,428	1,205	2,595	1,517	2,824	2,946
Salary and Benefits Subtotal				167,247	150,314	134,806	281,274	144,871	287,978	298,875
40	4000	52100	POSTAGE	26	14	20	100	60	100	100
40	4000	52200	DEPARTMENTAL SUPPLIES	578	1,203	1,015	500	500	800	800
40	4000	52205	OFFICE SUPPLIES	2,901	2,858	1,267	2,500	2,500	3,000	3,500
40	4000	52400	PRINT, DUPLICATE & PHOTOCOPYING	-	50	99	100	100	100	100
40	4000	52600	MEMBERSHIP AND DUES	-	2,250	2,313	3,100	2,500	3,100	3,100
40	4000	52700	BOOKS AND PERIODICALS	171	200	-	200	-	200	200
40	4000	52800	SOFTWARE	-	1,251	-	-	-	-	-
40	4000	53200	MILEAGE REIMBURSEMENT	19	-	-	100	-	100	100
40	4000	53500	SMALL TOOLS & EQUIPMENT	217	-	-	500	-	500	500
40	4000	54100	SPECIAL DEPARTMENTAL EXPENSES	4,903	158	1,493	1,500	1,000	2,000	2,500
40	4000	54200	UTILITIES	129,621	136,296	147,487	104,000	104,000	145,000	150,000
40	4000	54500	CONTRACTED SERVICES	-	-	62,325	5,000	74,586	5,000	5,000
40	4000	54800	CONVENTION & MTG EXPENSES	2,279	-	-	4,000	500	4,000	4,000
40	4000	54900	PROFESSIONAL DEVELOPMENT	297	435	200	1,000	700	1,000	1,000
40	4000	56910	LEGAL SERVICE	-	-	54,254	109,100	109,100	70,000	70,000
40	4000	57900	REPLACEMENT ACCOUNT	-	-	-	-	-	185,287	185,287
40	4000	57300	FURNITURE & EQUIPMENT	2,442	-	-	-	-	-	-
Maintenance and Operations Subtotal				143,454	144,715	270,474	231,700	295,546	420,187	426,187
ADMINISTRATION				310,701	295,029	405,280	512,974	440,417	708,165	725,062
ENGINEERING										
40	4010	51100	SALARIES	268,661	281,494	331,586	538,717	414,492	589,682	611,635
40	4010	51120	VACATION/SICK LEAVE ACCRUAL PAY-OUT	7,369	12,291	16,945	6,308	42,651	6,308	6,308
40	4010	51200	HOURLY SALARIES	12,218	16,012	5,860	-	-	-	-
40	4010	51300	OVERTIME	4,972	9,733	13,198	11,700	24,995	11,700	11,700
40	4010	51500	PUBLIC EMPLOYEE'S RETIREMENT	82,616	132,580	76,182	127,471	102,905	122,040	123,312
40	4010	51501	PUBLIC AGENCY RETIREMENT	462	571	250	-	-	-	-
40	4010	51504	DEFERRED COMPENSATION	1,851	1,672	1,730	2,600	3,941	5,897	6,117
40	4010	51600	WORKER'S COMPENSATION	5,625	6,083	3,594	5,000	-	5,168	6,150
40	4010	51700	DISABILITY INSURANCE	2,331	2,531	2,910	5,169	3,697	5,613	5,781
40	4010	51800	UNEMPLOYMENT INSURANCE	443	340	336	-	440	-	-
40	4010	51900	GROUP HEALTH & LIFE INSURANCE	28,749	29,231	34,689	89,920	53,992	81,751	85,839
40	4010	51901	CASH BACK INCENTIVE PAY	10,027	11,221	12,175	12,176	11,871	12,175	12,784
40	4010	51903	AUTO ALLOWANCE	1,000	720	90	720	117	720	756
40	4010	51904	TECHNOLOGY STIPEND	375	270	34	270	44	270	284
40	4010	51905	BILINGUAL PAY	2,651	2,750	2,754	3,360	5,060	4,020	4,221
40	4010	51906	POST EMPLOYMENT HEALTH PLAN	132	163	35	235	46	-	-
40	4010	51907	OPEB COST ALLOCATION	-	-	33,423	42,613	29,293	19,609	17,811
40	4010	51930	MEDICARE/EMPLOYER PORTION	4,468	4,760	5,229	7,895	7,869	8,550	8,869
Salary and Benefits Subtotal				433,949	512,420	541,020	854,154	701,414	873,503	901,567

PUBLIC WORKS - General Fund

Fiscal Year 2023-25 Proposed Budget

Account Information				FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2022-23	FY 2023-24	FY 2024-25
Dept	Div	Object	Description	ACTUALS	ACTUALS	ACTUALS	ADOPTED	YEAR-END ESTIMATES	DEPARTMENT PROPOSED	DEPARTMENT PROPOSED
40	4010	52100	POSTAGE	46	50	21	1,000	200	1,000	1,000
40	4010	52205	OFFICE SUPPLIES	-	380	-	-	-	-	-
40	4010	52250	UNIFORMS	1,491	-	1,203	900	300	900	900
40	4010	52400	PRINT, DUPLICATE & PHOTOCOPYING	50	99	135	1,400	400	1,400	1,400
40	4010	52600	MEMBERSHIP AND DUES	115	230	180	600	600	600	600
40	4010	52700	BOOKS AND PERIODICALS	575	500	-	600	250	600	600
40	4010	53200	MILEAGE REIMBURSEMENT	98	-	47	200	150	200	200
40	4010	53500	SMALL TOOLS & EQUIPMENT	-	-	89	2,500	500	2,000	2,000
40	4010	54100	SPECIAL DEPARTMENTAL EXPENSES	12,032	4,444	359	3,000	400	5,000	7,000
40	4010	54400	PROFESSIONAL SERVICES	14,980	51,328	15,072	30,000	50,169	60,000	60,000
40	4010	54500	CONTRACTED SERVICES	91,851	28,390	200,641	135,000	580,000	175,000	175,000
40	4010	54650	SIGNAGE	1,342	-	-	-	-	-	-
40	4010	54800	CONVENTION & MTG EXPENSES	40	-	180	500	200	500	500
40	4010	57850	CONTRA DEPOSIT ACCOUNTS	-	-	-	-	(5,448)	-	-
Maintenance and Operations Subtotal				122,620	85,421	217,927	175,700	627,721	247,200	249,200

ENGINEERING	556,569	597,841	758,947	1,029,854	1,329,135	1,120,703	1,150,767
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STREET MAINTENANCE

40	4030	51100	SALARIES	978,883	902,004	691,383	836,412	694,473	859,270	897,801
40	4030	51120	VACATION/SICK LEAVE ACCRUAL PAY-OUT	35,026	57,884	32,527	33,000	24,897	33,000	33,000
40	4030	51200	HOURLY SALARIES	-	-	28,343	74,800	80,058	99,008	103,958
40	4030	51300	OVERTIME	11,269	7,286	8,147	11,700	16,567	11,700	11,700
40	4030	51500	PUBLIC EMPLOYEE'S RETIREMENT	269,280	309,055	152,702	197,911	168,185	177,828	181,006
40	4030	51501	PUBLIC AGENCY RETIREMENT	-	-	954	6,930	3,047	3,800	4,000
40	4030	51504	DEFERRED COMPENSATION	6,867	5,463	3,451	5,300	4,461	8,593	8,978
40	4030	51600	WORKER'S COMPENSATION	16,353	13,089	7,613	7,762	-	7,530	9,028
40	4030	51700	DISABILITY INSURANCE	8,859	8,227	6,497	8,420	7,029	8,091	8,334
40	4030	51900	GROUP HEALTH & LIFE INSURANCE	264,980	248,513	197,025	270,745	171,247	233,916	245,611
40	4030	51901	CASH BACK INCENTIVE PAY	3,189	3,104	2,865	13,608	13,268	13,608	14,288
40	4030	51903	AUTO ALLOWANCE	210	-	-	-	-	-	-
40	4030	51904	TECHNOLOGY STIPEND	79	-	-	-	-	-	-
40	4030	51905	BILINGUAL PAY	795	726	720	1,200	1,869	1,200	1,260
40	4030	51906	POST EMPLOYMENT HEALTH PLAN	63	-	-	-	-	-	-
40	4030	51907	OPEB COST ALLOCATION	-	-	59,041	66,160	45,480	28,574	26,144
40	4030	51961	VACANCY SAVINGS OFFSET	-	134,249	55,929	-	-	-	-
40	4030	51930	MEDICARE/EMPLOYER PORTION	14,727	14,161	10,663	11,985	13,079	12,459	13,018
Salary and Benefits Subtotal				1,610,580	1,703,761	1,257,861	1,545,933	1,243,658	1,498,577	1,558,126

PUBLIC WORKS - General Fund

Fiscal Year 2023-25 Proposed Budget

Account Information				FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2022-23	FY 2023-24	FY 2024-25
Dept	Div	Object	Description	ACTUALS	ACTUALS	ACTUALS	ADOPTED	YEAR-END ESTIMATES	DEPARTMENT PROPOSED	DEPARTMENT PROPOSED
40	4030	52250	UNIFORMS	19,129	19,196	17,402	20,000	20,000	23,000	23,000
40	4020	52230	SB1186 ADA	-	(70)	-	-	-	-	-
40	4030	52400	PRINT DUPLICATE & PHOTOCOPYING	50	-	-	-	-	-	-
40	4030	52600	MEMBERSHIP AND DUES	380	-	-	500	-	500	500
40	4030	52700	BOOKS AND PERIODICALS	200	81	-	200	-	200	200
40	4030	53150	FUEL	4,027	251	10,013	-	-	-	-
40	4030	53301	EQUIPMENT RENTAL	-	205	2,202	2,500	2,500	2,500	2,500
40	4030	53400	BUILDING & GROUNDS MAINTENANCE	-	146	-	-	-	-	-
40	4030	53500	SMALL TOOLS & EQUIPMENT	8,161	8,429	8,703	20,000	20,000	20,000	20,000
40	4030	54100	SPECIAL DEPARTMENTAL EXPENSES	42,591	28,945	-	-	-	-	-
40	4030	54200	UTILITIES	188,073	210,274	262,170	242,000	242,000	271,200	271,200
40	4030	54500	CONTRACTED SERVICES	950,238	868,209	1,321,391	1,275,975	1,275,975	1,338,975	1,362,975
40	4030	54605	ASPHALT MAINTENANCE	34,418	24,457	20,185	35,000	35,000	35,000	35,000
40	4030	54635	GENERAL CONSTRUCTION	5,516	2,478	4,188	5,500	5,500	5,500	5,500
40	4030	54640	GRAFFITI ABATEMENT	200,194	164,296	194,107	183,872	183,872	340,152	371,403
40	4030	54645	MEDIAN ISLAND MAINTENANCE	4,346	1,976	3,657	296,600	245,600	296,600	296,600
40	4030	54650	SIGNAGE	22,232	7,400	14,109	15,000	15,000	16,500	18,150
40	4030	54655	STREET LIGHTS/SIGNALS	142,887	39,059	23,016	170,000	170,000	220,000	220,000
40	4030	54660	STREET PAINTINGS/MARKINGS	6,835	10,021	9,577	15,000	15,000	15,000	15,000
40	4030	54670	TREE CARE	6,874	3,138	2,984	5,000	5,000	5,000	5,000
40	4030	54675	WEED ABATEMENT	3,167	4,647	5,930	6,000	6,000	6,600	6,600
40	4030	54800	CONVENTION & MTG EXPENSES	170	-	-	-	-	-	-
40	4030	54930	SAFETY PROGRAMS & MATERIALS	10,880	9,801	10,085	10,000	10,000	10,200	10,400
Maintenance and Operations Subtotal				1,650,366	1,402,941	1,909,719	2,303,147	2,251,447	2,606,927	2,664,028
STREET MAINTENANCE				3,260,946	3,106,702	3,167,580	3,849,080	3,495,105	4,105,504	4,222,154

FACILITIES MAINTENANCE

40	4031	51100	SALARIES	425,496	417,471	395,679	478,439	537,299	628,517	652,222
40	4031	51120	VACATION/SICK LEAVE ACCRUAL PAY-OUT	25,924	27,596	33,311	21,500	64,083	21,500	21,500
40	4031	51300	OVERTIME	46,625	18,271	26,896	11,700	29,657	11,700	11,700
40	4031	51500	PUBLIC EMPLOYEE'S RETIREMENT	127,774	128,668	90,633	113,208	130,156	130,073	131,495
40	4031	51504	DEFERRED COMPENSATION	2,495	2,191	1,764	2,825	3,175	6,285	6,523
40	4031	51600	WORKER'S COMPENSATION	8,032	5,245	4,269	4,440	-	5,508	6,557
40	4031	51700	DISABILITY INSURANCE	4,117	3,940	3,516	4,490	4,939	6,097	6,280
40	4031	51900	GROUP HEALTH & LIFE INSURANCE	86,504	80,267	63,023	87,906	80,571	129,600	136,080
40	4031	51901	CASH BACK INCENTIVE PAY	13,608	13,608	13,608	27,216	26,536	27,216	28,576
40	4031	51905	BILINGUAL PAY	300	300	300	300	991	600	630
40	4031	51907	OPEB COST ALLOCATION	-	-	27,951	37,845	26,016	20,899	18,993
40	4031	51930	MEDICARE/EMPLOYER PORTION	7,437	6,921	6,445	6,980	10,355	9,113	9,457
Salary and Benefits Subtotal				748,311	704,479	667,393	796,849	913,776	997,108	1,030,013
40	4031	52200	DEPARTMENTAL SUPPLIES	-	-	14,650	15,000	15,000	15,000	15,000
40	4031	52400	PRINT DUPLICATE & PHOTOCOPYING	50	-	-	-	-	-	-
40	4031	53400	BUILDING AND GROUNDS MAINTENANCE	34,498	35,965	45,038	49,000	49,000	53,900	56,400
40	4031	53410	ELECTRICAL MAINTENANCE	25,110	25,316	30,345	33,000	33,000	33,000	33,000
40	4031	53430	PAINT SUPPLIES	5,500	3,084	5,254	5,000	5,000	6,000	7,200
40	4031	53440	PLUMBING SUPPLIES	21,014	16,196	21,399	30,000	30,000	33,000	36,000
40	4031	53450	SWIMMING POOL MAINTENANCE	-	601	-	1,000	1,000	1,000	1,000
40	4031	53500	SMALL TOOLS & EQUIPMENT	12,314	15,409	23,713	23,000	23,000	23,900	24,900
40	4031	54100	SPECIAL DEPARTMENTAL EXPENSES	58,109	62,862	22	-	-	-	-
40	4031	54400	PROFESSIONAL SERVICES	6,116	8,749	13,541	15,200	15,200	25,200	35,200
40	4031	54500	CONTRACTED SERVICES	216,028	197,595	251,382	275,000	275,000	381,000	390,000
40	4031	54930	SAFETY PROGRAMS & MATERIALS	-	-	1,958	2,400	2,400	4,480	4,480
40	4031	56205	PERMITS-FEES-LICENSES	5,650	4,186	5,653	6,500	6,500	6,500	6,500
Maintenance and Operations Subtotal				384,388	369,963	412,954	455,100	455,100	582,980	609,680
FACILITIES MAINTENANCE				1,132,699	1,074,442	1,080,347	1,251,949	1,368,876	1,580,088	1,639,693

PUBLIC WORKS - General Fund

Fiscal Year 2023-25 Proposed Budget

Account Information				FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2022-23	FY 2023-24	FY 2024-25
Dept	Div	Object	Description	ACTUALS	ACTUALS	ACTUALS	ADOPTED	YEAR-END ESTIMATES	DEPARTMENT PROPOSED	DEPARTMENT PROPOSED
PARK MAINTENANCE										
<i>*Park Operations Division combined with Park Maintenance Division effective FY 2016-17</i>										
40	4032	51100	SALARIES	1,012,821	930,847	869,477	799,220	885,642	826,409	870,340
40	4032	51120	VACATION/SICK LEAVE ACCRUAL PAY-OUT	48,037	31,755	36,278	31,767	51,383	31,767	31,767
40	4032	51200	HOURLY SALARIES	66,087	68,520	82,926	102,165	47,578	74,256	77,969
40	4032	51300	OVERTIME	31,910	1,219	26,085	45,900	54,607	45,900	45,900
40	4032	51500	PUBLIC EMPLOYEE'S RETIREMENT	341,081	274,385	203,598	189,110	205,774	171,027	175,470
40	4032	51501	PUBLIC AGENCY RETIREMENT	2,349	2,498	2,736	3,840	1,773	2,800	3,000
40	4032	51504	DEFERRED COMPENSATION	6,717	6,744	6,878	5,900	4,973	8,264	8,703
40	4032	51600	WORKER'S COMPENSATION	23,727	10,728	9,607	7,417	-	7,242	8,750
40	4032	51700	DISABILITY INSURANCE	9,475	8,233	8,055	7,406	7,983	7,823	8,058
40	4032	51800	UNEMPLOYMENT INSURANCE	-	-	-	-	3,949	-	-
40	4032	51900	GROUP HEALTH & LIFE INSURANCE	233,234	177,790	198,064	219,798	205,388	210,966	211,514
40	4032	51901	CASH BACK INCENTIVE PAY	42,940	37,422	37,243	14,324	13,966	14,324	15,040
40	4032	51903	AUTO ALLOWANCE	280	-	-	-	-	-	-
40	4032	51904	TECHNOLOGY STIPEND	105	-	-	-	-	-	-
40	4032	51905	BILINGUAL PAY	1,170	856	260	-	-	-	-
40	4032	51906	POST EMPLOYMENT HEALTH PLAN	84	-	-	-	-	-	-
40	4032	51907	OPEB COST ALLOCATION	-	-	58,779	63,218	43,458	27,479	25,344
40	4032	51930	MEDICARE/EMPLOYER PORTION	17,362	15,599	14,602	11,500	16,538	11,983	12,620
Salary and Benefits Subtotal				1,837,379	1,566,595	1,554,589	1,501,565	1,543,013	1,440,240	1,494,475
40	4032	52200	DEPARTMENTAL SUPPLIES	8,000	7,031	6,050	8,000	8,000	8,000	8,000
40	4032	52205	OFFICE SUPPLIES	-	-	218	300	300	300	300
40	4032	52250	UNIFORMS	6,106	4,924	4,118	5,000	5,000	5,000	5,000
40	4032	52600	MEMBERSHIP AND DUES	-	-	50	250	-	250	250
40	4032	53200	MILEAGE REIMBURSEMENT	-	-	-	500	-	500	500
40	4032	53300	EQUIPMENT MAINTENANCE & REPAIR	2,000	12,252	8,956	8,000	8,000	10,000	10,000
40	4032	53301	EQUIPMENT RENTAL	491	-	4,771	5,000	5,000	7,000	9,000
40	4032	53400	BUILDING AND GROUNDS MAINTENANCE	112,083	69,229	94,539	133,000	133,000	150,000	162,000
40	4032	53500	SMALL TOOLS & EQUIPMENT	1,887	2,730	2,216	5,000	5,000	5,000	5,000
40	4032	54100	SPECIAL DEPARTMENTAL EXPENSES	38,084	9,521	366	-	-	-	-
40	4032	54200	UTILITIES	733,774	612,750	661,978	600,000	600,000	642,000	686,940
40	4032	54500	CONTRACTED SERVICES	235,980	243,880	252,127	259,300	1,382,284	299,300	299,300
40	4032	54675	WEED ABATEMENT	7,549	2,250	6,495	9,000	9,000	9,000	9,000
40	4032	54930	SAFETY PROGRAMS & MATERIALS	500	-	7,081	14,300	14,300	11,500	11,500
40	4032	56205	PERMITS- FEES-LICENSE	-	998	1,422	2,550	-	2,550	2,550
40	4032	57300	FURNITURE & EQUIPMENT	-	1,491	3,069	-	-	-	-
Maintenance and Operations Subtotal				1,146,454	967,057	1,053,456	1,050,200	2,169,884	1,150,400	1,209,340
PARK MAINTENANCE				2,983,833	2,533,652	2,608,045	2,551,765	3,712,897	2,590,640	2,703,815

FLEET MAINTENANCE										
40	4033	51100	SALARIES	83,306	108,795	51,134	97,028	92,348	115,272	121,690
40	4033	51120	VACATION/SICK LEAVE ACCRUAL PAY-OUT	5,206	14,316	3,446	4,911	2,352	4,911	4,911
40	4033	51300	OVERTIME	105	-	-	-	-	-	-
40	4033	51500	PUBLIC EMPLOYEE'S RETIREMENT	29,870	30,771	10,438	22,959	22,811	23,856	24,537
40	4033	51504	DEFERRED COMPENSATION	-	172	100	100	242	1,153	1,217
40	4033	51600	WORKER'S COMPENSATION	2,006	1,291	552	900	-	1,010	1,224
40	4033	51700	DISABILITY INSURANCE	785	704	395	855	827	1,070	1,102
40	4033	51900	GROUP HEALTH & LIFE INSURANCE	15,648	16,342	9,099	28,039	23,902	28,022	29,423
40	4033	51901	CASH BACK INCENTIVE PAY	2,116	1,850	2,149	2,149	2,095	2,149	2,256
40	4033	51903	AUTO ALLOWANCE	480	480	60	480	78	480	504
40	4033	51904	TECHNOLOGY STIPEND	180	180	23	180	29	180	189
40	4033	51906	POST EMPLOYMENT HEALTH PLAN	109	108	24	157	31	-	-
40	4033	51907	OPEB COST ALLOCATION	-	-	3,685	7,675	5,276	3,833	3,544
40	4033	51930	MEDICARE/EMPLOYER PORTION	1,319	1,836	743	1,440	1,523	1,671	1,765
Salary and Benefits Subtotal				141,131	176,846	81,848	166,873	151,514	183,607	192,362

PUBLIC WORKS - General Fund

Fiscal Year 2023-25 Proposed Budget

Account Information				FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2022-23	FY 2023-24	FY 2024-25
Dept	Div	Object	Description	ACTUALS	ACTUALS	ACTUALS	ADOPTED	YEAR-END ESTIMATES	DEPARTMENT PROPOSED	DEPARTMENT PROPOSED
40	4033	53100	AUTOMOBILE SUPPLIES & REPAIR	24,374	39,035	34,053	35,000	35,000	35,000	35,000
40	4033	53150	FUEL	116,417	128,998	160,589	152,500	152,500	165,250	180,250
40	4033	53300	EQUIPMENT MAINTENANCE & REPAIR	10,680	10,107	28,188	12,000	12,000	12,000	12,000
40	4033	53500	SMALL TOOLS & EQUIPMENT	1,228	1,006	4,019	2,000	2,000	2,200	2,420
40	4033	54100	SPECIAL DEPARTMENTAL EXPENSES	83	306	-	-	-	-	-
40	4033	54400	PROFESSIONAL SERVICES	2,624	3,822	2,712	3,000	3,000	3,000	3,000
40	4033	54500	CONTRACTED SERVICES	32,464	39,578	39,832	65,000	65,000	71,500	71,500
Maintenance and Operations Subtotal				187,871	222,852	269,394	269,500	269,500	288,950	304,170
FLEET MAINTENANCE				329,002	399,697	351,242	436,373	421,014	472,557	496,532
STORM DRAIN										
40	4040	51100	SALARIES	36,088	44,570	32,043	76,201	35,761	86,766	90,871
40	4040	51120	VACATION/SICK LEAVE ACCRUAL PAY-OUT	367	667	5,924	1,582	5	1,582	1,582
40	4040	51300	OVERTIME	-	-	-	-	144	-	-
40	4040	51500	PUBLIC EMPLOYEE'S RETIREMENT	12,410	17,525	5,696	18,031	8,742	17,957	18,320
40	4040	51504	DEFERRED COMPENSATION	149	150	148	200	103	867	909
40	4040	51600	WORKER'S COMPENSATION	822	761	362	707	-	760	914
40	4040	51700	DISABILITY INSURANCE	316	421	224	699	124	814	838
40	4040	51900	GROUP HEALTH & LIFE INSURANCE	5,782	6,202	4,143	14,048	3,751	11,192	11,752
40	4040	51903	AUTO ALLOWANCE	960	960	120	960	156	960	1,008
40	4040	51904	TECHNOLOGY STIPEND	360	360	45	360	59	360	378
40	4040	51905	BILINGUAL PAY	-	-	-	-	130	120	126
40	4040	51906	POST EMPLOYMENT HEALTH PLAN	123	217	47	313	62	-	-
40	4040	51907	OPEB COST ALLOCATION	-	-	4,938	6,028	4,144	2,885	2,647
40	4040	51930	MEDICARE/EMPLOYER PORTION	540	668	558	1,110	551	1,258	1,318
Salary and Benefits Subtotal				57,916	72,501	54,247	120,239	53,731	125,521	130,663
40	4040	52600	MEMBERSHIP & DUES	7,500	-	-	-	-	-	-
40	4040	52805	SOFTWARE LICENSE	-	600	-	-	-	-	-
40	4040	54400	PROFESSIONAL SERVICES	-	-	6,967	30,000	30,000	30,000	30,000
40	4040	54500	CONTRACTED SERVICES	199,324	39,928	69,522	100,000	100,000	82,000	82,000
40	4040	56205	PERMITS-FEES- LICENSES	21,344	23,272	44,332	65,000	65,000	35,000	35,000
Maintenance and Operations Subtotal				228,168	63,801	120,820	195,000	195,000	147,000	147,000
STORM DRAIN				286,084	136,301	175,068	315,239	248,731	272,521	277,663
SANITARY SEWER										
40	4050	54500	CONTRACTED SERVICES	-	35,637	7,143	-	-	18,000	18,000
40	4050	56205	PERMITS FEES LICENSES	-	600	-	-	-	30,000	30,000
Maintenance and Operations Subtotal				-	36,237	7,143	-	-	48,000	48,000
SEWER				-	36,237	7,143	-	-	48,000	48,000
PUBLIC WORKS TOTAL				8,859,834	8,179,902	8,553,652	9,947,234	11,016,175	10,898,178	11,263,686



City of Pico Rivera
Fund Descriptions - Primary Funds*
Special Revenue, Capital, Enterprise and Grant Funds

Fund Number	Fund Title	Description
105	Liability Claims	This fund is utilized to record expenditures related to the payment of liability claims. The City is a member of a Joint Powers Authority insurance pool: CSAC - Excess Insurance Authority and utilizes in-house staff and third party administrators to process liability claims. It is classified as part of the "General Fund" in the City's audited financial statements and receives periodic funding (via non-operating transfers in) from available General Fund reserves.
106	Workers Compensation Claims	This fund is utilized to record expenditures related to the payment of workers compensation related expenditures. The City is a member of a Joint Powers Authority insurance pool: CSAC - Excess Insurance Authority and utilizes in-house staff and third party administrators to process liability claims. It is classified as part of the "General Fund" in the City's audited financial statements and receives periodic funding (via non-operating transfers in) from available General Fund reserves.
170	Equipment Replacement	This fund is utilized to record expenditures related to replacement of vehicles, equipment, technology, furniture and related capital assets. It is classified as part of the "General Fund" in the City's audited financial statements and receives periodic funding (via non-operating transfers in) from available General Fund reserves.
200	Air Quality	Assembly Bill 2766 was adopted in 1990 to provide revenue to reduce air pollution from motor vehicles and for related planning, monitoring, enforcement, and technical studies. The Department of Motor Vehicles collects a registration surcharge of \$6 per vehicle to fund the AB2766 Program. Forty percent of the AB2766 fund (approximately \$20 million annually in the South Coast Air Basin) is returned to the cities and counties to fund transportation-related projects that reduce air pollution. AB2766 revenue is distributed on a quarterly basis to participating cities and counties based on the prorated share of their population.
201	Gas Tax (Highway Users Tax)	The State of California levies a per gallon gasoline tax. Cities and counties receive revenue from the motor vehicle fuel taxes imposed pursuant to Revenue and Taxation Code Section 7360(a) and (b) through the Highway User Tax Account as outlined in the Streets and Highways code (Sections 2103, 2105, 2107, 2107.5)
202	SB-1 Traffic Congestion Relief, State Gasoline Tax	State Controller's Office Division of Accounting and Reporting - Transportation Congestion Relief, Chapter 91, Statutes of 2000 (Assembly Bill 2928), amended by Chapter 656, Statutes of 2000 (Senate Bill 1662), requires the State Controller's Office (SCO) to allocate funding to cities and counties for Transportation Congestion Relief. In addition, in order to receive any allocation the city or county shall annually expend from its general fund for street, road, and highway purposes.
205	Proposition A	The Proposition A sales tax, approved by LA County voters in 1980, is a half cent tax on most retail sales in Los Angeles County. LA County Metro returns 25% of the Proposition A tax to the cities in the County for transportation purposes. The balance of the Proposition A tax is restricted 35% for rail development and 40% for discretionary purposes.



City of Pico Rivera
Fund Descriptions - Primary Funds*
Special Revenue, Capital, Enterprise and Grant Funds

Fund Number	Fund Title	Description
206	Proposition C	The Proposition C sales tax, approved by LA County voters in 1990, is an additional half cent tax on retail sales in Los Angeles County. LA County Metro returns 20% of the Proposition C tax to the cities in the County for transportation purposes. The balance of the Proposition C tax is restricted 40% for construction and operation of the bus transit and rail system; 5% to expand rail and bus security; 10% for commuter rail, construction of transit centers, park and ride lots and freeway bus stops; and 25% for transit-related improvements to freeways and state highways.
207	Measure R	Measure R was approved by Los Angeles County voters in November 2008. Measure R is an ordinance authorizing an additional half cent sales tax to fund traffic relief and rail expansion according to an expenditure plan contained in the ordinance. The Measure R sales tax became effective July 1, 2009 and will remain in effect for 30 years (expiring July 1, 2039).
208	Measure M	Measure M Was approved and imposes a retail transactions and use tax ("Sales Tax") at the rate of one-half of one percent within Los Angeles County. The Sales Tax will increase to one percent (1%) on July 1, 2039, when the Measure R tax of one-half of one percent (.5%) tax expires (see description of "Measure R" funding above). The Sales Tax is in addition to any other taxes authorized by law. The Sales Tax has no expiration date.
209	Measure W	Measure W, the Safe Clean Water Program, was approved by Los Angeles County voters on November 6, 2018 that would increase L.A. County's local water supply, improve water quality, and invest in making the community greener and more livable. Funding is provided through a parcel tax of 2.5 cents per square foot of impermeable land area (buildings, concrete, etc.) to capture, treat, and recycle storm water.
210	Transportation Development Authority	Transportation Development Act, Article 3 (TDA) funds are used by cities within Los Angeles County for the planning and construction of bicycle and pedestrian facilities. By ordinance, LA County Metro is responsible for administering the program and establishing its policies. TDA, Article 3 funds are allocated annually on a per capita basis to both cities and the County of Los Angeles.
215	Measure A	The Los Angeles County Safe, Clean Neighborhood Parks and Beaches Measure of 2016 (Measure A) was approved by Los Angeles County voters in 2016. This measure provides funding for local parks, beaches, open space and water resources through the levy of an annual parcel tax of 1.5 cents per square foot of development. Local communities are allotted a portion of funding based on park needs.
220	Public Image Enhancement	Impact fees are charged on developments and funds are received to be used for various projects that seek to improve and enhance the overall aesthetics of the City. The development related fees are based on the valuation of the project (residential or commercial calculated at 0.5% or 1.0% of value of project over \$100,000 or \$150,000 (residential or commercial, respectively)



City of Pico Rivera
Fund Descriptions - Primary Funds*
Special Revenue, Capital, Enterprise and Grant Funds

Fund Number	Fund Title	Description
230	Lighting and Landscape Maintenance District	The Landscaping and Lighting Assessment District No. 1 was formed on July 24, 1979, pursuant to the Landscaping and Lighting Act of 1972, Part 2 of Division 15, of the California Streets and Highways Code. Under the 1972 Act, the Assessment District is authorized to fund, service, and/or maintain public landscaping, the installation or construction of public lighting facilities, the payment for electrical costs, and other related maintenance items. Revenue is generated through a property tax levy. The District's boundaries are contiguous with the City's boundaries.
250	Cable / Public-Education-Government	Pursuant to Section 611 of the Communications Act, local franchising authorities may require cable operators to set aside channels for public, educational, or governmental ("PEG") use. The City receives a fixed percentage from local cable operators within city limits to fund the local "PEG" channel (i.e., Channel 3).
255	Economic Development Sustainability	The City received Federal economic development funding and utilizes these funds for various projects aimed at improving the City's sales tax (i.e., retail) base.
280	Community Development Block Grant	The Federal Department of Housing and Urban Development (HUD) provides funding to be used in designated low-income census tracts within the City. Use of funds is limited to specific projects or tasks such as code enforcement, administration, ADA improvements to streets and sidewalks, and funding of approved "social services" agencies.
291	Housing / Section 8	Section 8 of the Housing Act of 1937 (42 U.S.C. § 1437f), authorizes the payment of rental housing assistance to private landlords on behalf of approximately 4.8 million low-income households in the United States. The largest part of the section is the Housing Choice Voucher program which pays a large portion of the rents and utilities of eligible households. The U.S. Department of Housing and Urban Development manages the Section 8 program.
305	2018 Series A Certificate of Participation (COP)	The Pavement Management Plan (PMP) presented is a multi-year capital improvement project that will make use of \$15 million in Certificates of Participation (COP) funding (2018 Series A). This financing plan was approved by the City Council in January 2018, and the Certificates of Participation were brought to market in July 2018.
400	Capital Improvement	This fund is used to record Capital Improvement Program (CIP) projects funded using General Fund appropriations. Prior to FY 2018-19, the City managed its CIP projects by transferring funding in/out of Fund 400 from the various other funds that supplied funding. In an effort to streamline reporting and management of the CIP program, only General Fund funded projects will have expenditures recorded in this fund beginning in FY 2018-19.
550	Water Operations	The City operates a water utility that serves approximately 9,400 residential, commercial and industrial customers. All revenue and expenditures related to the City's water utility are recorded in this fund. This is one of the City's enterprise funds (as classified in the annual financial statements).



City of Pico Rivera
Fund Descriptions - Primary Funds*
Special Revenue, Capital, Enterprise and Grant Funds

Fund Number	Fund Title	Description
560	Pico Rivera Innovative Municipal Energy	Beginning September 2017, the City began operating a municipal energy program through auspices of a "Community Choice Aggregation" (CCA) entity in partnership with Lancaster Choice Energy (LCE) as part of a modified joint powers authority agreement called Community Choice Energy Authority (CCEA). The CCA chooses the power generation source on behalf of the consumers (i.e., residents and business owners in Pico Rivera). By aggregating purchasing power, they are able to create large contracts with generators, something individual buyers may be unable to do. The main goal of PRIME is to lower costs for consumers and to provide consumers greater control of their energy mix, mainly by offering "greener" generation portfolios than local utilities.
570	Golf Course Operations	The City operates a municipal golf course. It utilizes a third party management company to run daily operations (i.e., pro shop, driving range, restaurant, banquet facility, etc.). This fund is one of the City's enterprise funds as classified in the annual financial reports.
590	Sports Arena	The City operates a sports arena on property leased from the US Army Corps of Engineers in the Whittier Narrows Flood Control area. The City leases this property to a third party management company and realizes income from quarterly lease payments.
638	Surface Transportation Program Local	The Surface Transportation Program (STP) is a Federal Department of Transportation program that provides flexible funding for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.
640	American Recovery Plan	This fund is used to account for the American Rescue Plan Act of 2021, the Corona Virus rescue package from the Federal government, designed to facilitate the United States' recovery from the devastating economic and health effects of the COVID-19 pandemic.
661	Highway Bridge Program	The Highway Bridge Program (HBP) is a safety program that provides Federal-aid to local agencies to replace and rehabilitate deficient locally owned public highway bridges. This program is funded by the Federal Highway Administration (FHWA) authorized by United State Code (USC) Title 23.
671	CalRecycle	This fund is used to account for revenue and expense activity for the California Department of Resources Recycling and Recovery (CalRecycle). These funding opportunities were authorized by legislation to assist public and private entities in the safe and effective management of the waste stream and organic waste collection services. In 2021, the City of Pico Rivera approved to modify hauler franchise fees to include "SB 1383 Fee" equal to 2.5% of Gross Receipts collected by Commercial and Residential customers. Fees attained from SB 1383 provides funding to assist residents with education, training, and knowledge of the benefits of recycling organics waste and the impact on the world.



City of Pico Rivera
Fund Descriptions - Primary Funds*
Special Revenue, Capital, Enterprise and Grant Funds

Fund Number	Fund Title	Description
690	Recreation & Education Accelerating Children's Hopes (REACH)	REACH (Recreation and Education Accelerating Children's Hopes) is a State grant-funded after school program provided in partnership with the El Rancho Unified School District. REACH is designed to enhance children's overall academic performance, reduce absenteeism, improve behavior and re-engage the child in the educational process by providing homework assistance, mentoring, performing arts and recreational activities in a safe, supervised environment.
697	Misc. Local Grants	This fund is utilized to record the activity (revenue and expenses) of various local grants (i.e., from the County of Los Angeles). The majority of local grants are utilized to provide funding for transportation related capital projects.
698	Misc. Federal Grants	This fund is utilized to record revenue and expense activity of various Federal grants received. The majority of Federal grant funding is for transportation and road repair/maintenance capital projects.
699	Misc. State Grants	This fund records revenue and expense activity of various State of California grants. The majority of State grant awards are utilized to provide funding for transportation related capital projects.
851	Successor Agency	The former Pico Rivera Redevelopment Agency activity is now recorded in this "Successor Agency" fund. The State of California Department of Finance (DOF) approves enforceable obligations that are funded using former tax increment (i.e., property tax) revenue. All revenue and expense activity related to the Successor Agency's approved enforceable obligations is recorded in this fund.
875	Section 115 PRSP - Trust	This fund is a grantor trust established to set aside funds for paying future employee benefits such as pensions and Other Post Employment Benefits (OPEB). Assets are dedicated to providing benefits employees/retirees and beneficiaries.

**The funds described here represent those funds having the majority of revenue and/or expenditures of all funds combined; there are additional 'minor' funds that either do not receive regular revenue deposits nor record expenses on a regular basis and have been omitted for the sake of clarity. Additional information about 'minor' funds can be found in the City's annual financial statements (Annual Comprehensive Financial Report, ACFR)*



City of Pico Rivera
Functional Unit - Primary Fund Relationship Matrix
General Fund, Special Revenue, Capital, Enterprise and Grant Funds

The matrix below describes the relationship between functional units (i.e., Departmental programs and services) and their funding source. Only those programs/services designated as "primary" and which have specific funding are included. Non-major funds and the services they provide do not account for a material amount of appropriations in the budget and hence are not included below. The majority of programs and services provided by the City and their respective funding sources are included below.

Primary Fund Description Category

GENERAL FUND	SPECIAL REVENUE FUNDS	CAPITAL PROJECT FUNDS	ENTERPRISE FUNDS	TRUST AND AGENCY FUNDS
General administration	Low-income housing assistance (Section 8)	Parks facility maintenance	Water utility operations, maintenance and capital projects	Successor Agency operations
Legislative body operations	Community social services (CDBG)	General facility maintenance	Golf Course operations	
Law enforcement (LASD Contract)	Transportation programs (non-fixed route)	Non-special fund / grant funded capital projects	Sports Arena operations	
City attorney / Legal fees	Road repair (capital projects)		Pico Rivera Innovative Municipal Energy	
Neighborhood Improvement (Code Enforcement)	Pedestrian and bike trail construction and maintenance			
Parking Enforcement	Street light maintenance and electricity expenses			
Economic development	Cable TV programming			
Emergency Operations / Disaster Preparedness	After-school programming			
Planning	Traffic signal synchronization			
Information technology services				
General accounting, budgeting, payroll, procurement				
Risk management				
Recruitment services				
Special events				
Park maintenance				
Senior services				
Youth and adult sporting programs / aquatics				
Marketing and Communications				
Street maintenance				
Building inspection				
Facilities maintenance				
Fleet management and maintenance				

Program / Service Provided



All Funds Revenue and Expenditures*
FY 2019-20 - FY 2021-22 Actuals
FY 2022-23 Adopted Budget & Year-End Estimate
FY 2023-2025 Proposed Budget

*Excluding General Fund

ADMINISTRATION

Fund:			Actuals FY 2019-20	Actuals FY 2020-21	Actuals FY 2021-22	Adopted Budget FY 2022-23	Year-End Estimate FY 2022-23	Proposed Budget FY 2023-24	Proposed Budget FY 2024-25
221	California Beverage Container	Revenue	969	15,968	15,266	15,118	150	15,780	670
221	California Beverage Container	Expenditure	15,877	15,639	1,807	15,800	5,702	15,500	-
560	Pico Rivera Innovative Municipal Energy (PRIME)	Revenue	16,750,457	14,818,840	18,367,968	20,381,163	24,352,389	23,655,274	26,168,819
560	Pico Rivera Innovative Municipal Energy (PRIME)	Expenditure	12,800,548	16,215,633	17,222,541	17,410,535	18,675,360	18,741,010	21,681,990
590	Recreation Area Complex	Revenue	290,514	405,791	341,878	1,078	308,595	330,376	338,190
590	Recreation Area Complex	Expenditure	358,995	691,234	176,188	139,780	(4,035)	158,486	161,696
670	Used Oil Recycle	Revenue	34,891	7,948	(1,244)	7,940	262	10,420	10,410
670	Used Oil Recycle	Expenditure	14,888	18,754	7,693	26,562	-	26,562	26,562
671	CalRecycle	Revenue	-	-	177,871	83,856	315,530	215,655	258,786
671	CalRecycle	Expenditure	-	-	170,562	218,929	109,396	226,777	233,815

ADMINISTRATIVE SERVICES

105	Liability Claims	Revenue	-	101,500	-	-	282,829	170,000	170,000
105	Liability Claims	Expenditure	65,731	99,722	26,640	-	122,339	170,000	170,000
106	Workers Compensation Claims	Revenue	-	417,500	-	-	519,176	171,500	171,500
106	Workers Compensation Claims	Expenditure	168,982	171,078	176,771	-	115,882	171,500	171,500
170	Equipment Replacement	Revenue	-	3,200	1,225,766	226,950	223,922	349,281	347,101
170	Equipment Replacement	Expenditure	19,273	(6,000)	12,229	226,950	273,760	331,000	331,000
300	2009 Lease Revenue Bond	Revenue	-	-	-	-	-	-	-
300	2009 Lease Revenue Bond	Expenditure	-	-	86	-	-	-	-
450	Financial System Replacement	Revenue	-	257,650	-	-	87,913	-	-
450	Financial System Replacement	Expenditure	75,504	87,913	-	-	-	-	-
551	Water Enterprise	Revenue	42	31	(34,780)	30	7,689	41,600	35,520
551	Water Enterprise	Expenditure	-	-	-	-	-	-	-
640	American Recovery Plan	Revenue	-	-	10,227,800	-	-	-	-
640	American Recovery Plan	Expenditure	-	-	10,227,800	770,391	-	-	-
851	Successor - DS Fund	Revenue	3,869,224	5,403,738	8,595,990	1,065,000	1,164,737	1,065,000	1,065,000
851	Successor - DS Fund	Expenditure	2,801,569	2,321,101	2,680,528	83,280	338,827	234,287	184,385
852	Redevelopment Obligation Retirement Fund	Revenue	4,374,206	4,293,747	4,768,492	31,227	1,124,230	121,920	104,100
852	Redevelopment Obligation Retirement Fund	Expenditure	3,861,483	5,403,730	2,104,937	-	-	-	-
855	Successor Bond Fund	Revenue	8,965	1,536	-	1,485	-	-	-
855	Successor Bond Fund	Expenditure	-	-	408,371	-	-	-	-
875	Section 115 PRSP-Trust	Revenue	26,759	285,165	(192,302)	-	52,266	-	-
875	Section 115 PRSP-Trust	Expenditure	-	-	-	-	3,448	-	-

COMMUNITY & ECONOMIC DEVELOPMENT

255	Economic Development Sustainability	Revenue	24,234	3,829	94,111	3,755	3,444	18,630	15,910
255	Economic Development Sustainability	Expenditure	98,950	40,000	396,667	-	-	-	-
280	Community Development Block Grant (CDBG)	Revenue	826,228	643,248	866,874	626,682	695,000	641,377	600,000
280	Community Development Block Grant (CDBG)	Expenditure	1,075,088	624,778	509,421	424,088	695,846	641,377	600,000
282	HOME Program	Revenue	333,485	117,940	282,518	3,661	34,115	9,000	9,000
282	HOME Program	Expenditure	-	-	193	-	-	-	-
283	CalHome	Revenue	23,340	77,448	270,913	-	700	-	-
283	CalHome	Expenditure	-	-	-	-	-	-	-
290/291	Housing Assistance Program (Section 8)	Revenue	5,235,504	5,642,154	6,879,845	5,216,480	6,193,483	5,791,809	5,788,879
290/291	Housing Assistance Program (Section 8)	Expenditure	5,339,596	5,776,381	6,075,407	6,062,675	6,129,251	6,121,110	6,146,054



All Funds Revenue and Expenditures*
FY 2019-20 - FY 2021-22 Actuals
FY 2022-23 Adopted Budget & Year-End Estimate
FY 2023-2025 Proposed Budget

			Actuals FY 2019-20	Actuals FY 2020-21	Actuals FY 2021-22	Adopted Budget FY 2022-23	Year-End Estimate FY 2022-23	Proposed Budget FY 2023-24	Proposed Budget FY 2024-25
PUBLIC WORKS									
Fund:	200	Air Quality Improvement (AB 2766) Revenue	88,333	63,153	74,158	82,270	43,023	90,030	88,710
	200	Air Quality Improvement (AB 2766) Expenditure	53,592	29,325	44,886	34,600	33,452	34,600	34,600
	201	State Gas Tax (Highway Users Tax) Revenue	2,519,447	1,375,868	1,478,980	1,835,993	1,083,838	1,757,098	1,792,240
	201	State Gas Tax (Highway Users Tax) Expenditure	4,241,081	1,375,868	1,478,980	1,825,300	957,004	1,757,098	1,792,240
	202	SB1 - Traffic Congestion Relief Revenue	-	1,276,135	1,192,508	1,439,642	817,156	1,536,363	1,567,090
	202	SB1 - Traffic Congestion Relief Expenditure	-	155,332	626,975	1,490,918	911,332	1,513,154	1,317,930
	206	Proposition C Revenue	1,091,381	1,084,335	1,274,847	1,286,535	1,326,032	1,543,750	1,599,672
	206	Proposition C Expenditure	484,123	389,166	968,873	1,300,000	599,369	1,398,000	1,465,000
	207	Measure R Revenue	3,408,832	3,618,824	5,687,464	961,871	1,160,987	1,148,087	1,191,449
	207	Measure R Expenditure	4,961,904	2,473,430	4,596,816	1,275,000	345,717	1,315,015	1,325,015
	208	Measure M Revenue	893,737	911,671	1,119,482	1,088,958	1,107,219	1,270,180	4,523,860
	208	Measure M Expenditure	1,339,851	1,157,620	946,461	1,386,169	67,939	1,709,436	4,383,169
	209	Measure W Revenue	-	882,992	872,171	954,810	901,754	954,810	954,810
	209	Measure W Expenditure	-	237,936	355,229	895,000	136,193	1,080,000	930,000
	210	Transportation Development Act (TDA) Revenue	81,667	30,880	40,126	80,000	-	71,888	75,123
	210	Transportation Development Act (TDA) Expenditure	77,336	34,926	34,064	80,000	17,984	50,000	90,000
	220	Public Image Enhancement (PIE) Revenue	126,317	179,655	119,514	140,534	141,844	162,500	150,670
	220	Public Image Enhancement (PIE) Expenditure	16,285	11,662	-	-	-	-	-
	225	Sewer Maintenance Revenue	1,548	1,832	638	1,600	77	-	-
	225	Sewer Maintenance Expenditure	359,572	23,383	37,971	31,000	16,687	-	-
	230	Landscape and Lighting Maint Assessment District Revenue	1,743,325	1,796,080	1,934,108	1,101,592	1,766,102	1,864,468	1,916,797
	230	Landscape and Lighting Maint Assessment District Expenditure	1,238,823	3,438,190	1,160,038	908,403	333,862	1,035,722	1,071,857
	231	Paramount/Mines Assessment District Revenue	10,074	10,286	9,461	10,339	6,217	1,200	1,030
	231	Paramount/Mines Assessment District Expenditure	-	-	-	-	-	-	-
	263	Passons Grade Separation Revenue	-	-	-	-	-	-	-
	263	Passons Grade Separation Expenditure	-	-	-	-	-	-	-
	270	Park Development Revenue	5,109	875	(3,688)	847	(1,885)	4,430	3,780
	270	Park Development Expenditure	-	-	-	-	227,000	-	-
	305	2018 Series A Certificates of Participation Revenue	1,022,417	836,929	840,482	836,169	148,864	831,669	836,669
	305	2018 Series A Certificates of Participation Expenditure	892,589	891,918	3,172,325	836,169	6,262,006	1,369,669	836,669
	400	Capital Improvement Revenue	19,671	-	11,577,135	1,147,695	1,147,695	-	-
	400	Capital Improvement Expenditure	1,021,034	(22,835)	219,002	506,390	90,268	770,390	7,019,632
	550	Water Authority Revenue	12,398,054	12,260,343	12,457,186	12,567,683	9,735,886	12,049,675	12,011,345
	550	Water Authority Expenditure	8,442,501	9,964,320	9,570,525	23,361,728	15,480,074	18,623,929	17,960,464
	638	Surface Transportation Program Local (STPL) Federal Revenue	-	-	-	-	-	-	-
	638	Surface Transportation Program Local (STPL) Federal Expenditure	-	-	-	-	-	-	-
	661	Highway Bridge Program (HBP) Revenue	-	-	34,034	6,458,823	270,861	3,869,647	14,173,154
	661	Highway Bridge Program (HBP) Expenditure	-	-	36,033	6,458,823	267,887	3,869,647	14,173,154
	697	Miscellaneous Local Grants Revenue	182,238	63,039	-	60,000	-	10,093,531	93,531
	697	Miscellaneous Local Grants Expenditure	103,964	4,200	172,402	166,601	232,073	10,195,591	196,789
	698	Miscellaneous Federal Grants Revenue	682,457	114,280	251,764	-	431,927	8,379,390	-
	698	Miscellaneous Federal Grants Expenditure	611,929	176,500	105,485	-	771,934	8,379,390	-
	699	Miscellaneous State Grants Revenue	164,635	97,119	310,872	4,185,948	5,651	9,366,278	4,500,000
	699	Miscellaneous State Grants Expenditure	138,496	437,588	159,013	4,185,948	140,363	9,764,400	4,995,158
PARKS AND RECREATION									
Fund:	205	Proposition A Revenue	1,330,905	1,300,424	1,548,028	1,571,293	1,570,323	1,847,270	1,916,719
	205	Proposition A Expenditure	1,175,233	1,172,914	1,095,029	1,776,463	748,231	2,220,188	2,259,056
	215	Measure A Revenue	-	70,995	-	-	-	150,000	808,356
	215	Measure A Expenditure	70,995	-	-	-	-	150,000	808,356
	250	Cable/PEG Support Revenue	163,934	76,128	76,394	23,000	36,855	-	-
	250	Cable/PEG Support Expenditure	23,327	21,497	38,233	37,355	7,673	37,355	37,355
	570	Golf Course Revenue	775,137	1,437,035	847,877	1,050,000	600,640	1,175,800	1,283,100
	570	Golf Course Expenditure	1,052,097	1,296,142	1,254,001	1,346,818	1,279,670	1,696,056	1,698,604
	690	Recreation & Education Accelerating Children's Hopes Revenue	1,088,908	990,203	911,925	1,140,249	363,346	1,265,914	1,263,704
	690	Recreation & Education Accelerating Children's Hopes Expenditure	923,848	946,511	976,826	1,122,904	870,681	1,324,821	1,360,262
ALL FUNDS* TOTAL REVENUE			59,596,944	60,976,315	94,542,431	65,690,276	58,030,841	92,041,600	85,835,695
ALL FUNDS* TOTAL EXPENDITURES			53,925,063	55,675,557	67,246,807	74,404,579	56,263,175	95,132,070	93,462,312
*Excluding General Fund			5,671,880	5,300,758	27,295,624	(8,714,303)	1,767,666	(3,090,470)	(7,626,617)

Fund: 105

Liability Claims

Account Number		Actual FY 2019-20	Actual FY 2020-21	Actual FY 2021-22	Adopted FY 2022-23	Year-End Estimate FY 2022-23	Proposed FY 2023-24	Proposed FY 2024-25
Revenue:								
105.00.0000-47850	Inter Departmental Charges	-	-	-	-	-	170,000	170,000
105.00.0000-47900	Transfer In	-	101,500	-	-	282,829	-	-
	Fund: 105 Total Revenue:	-	101,500	-	-	282,829	170,000	170,000
Expenditure:								
105.60.6005-56105	Liability Claim Payments	65,590	99,614	26,640	-	122,339	170,000	170,000
105.60.6005-56992	Bank Service Charges	141	108	-	-	-	-	-
	Total Expenditure 60.6005	65,731	99,722	26,640	-	122,339	170,000	170,000
	Fund: 105 Total Expenditure:	65,731	99,722	26,640	-	122,339	170,000	170,000
	Grand Total Revenues:	-	101,500	-	-	282,829	170,000	170,000
	Grand Total Expenditures:	65,731	99,722	26,640	-	122,339	170,000	170,000
	Grand Total Surplus / (Deficit)	(65,731)	1,778	(26,640)	-	160,490	-	-
	Fund Balances (Deficits) - Beginning of Year	(35,737)	(101,468)	(99,690)	(126,329)	(126,329)	34,161	34,161
	Fund Balances (Deficits) - End of Year	(101,468)	(99,690)	(126,329)	(126,329)	34,161	34,161	34,161

Fund: 106

Workers Compensation Claims

Account Number		Actual FY 2019-20	Actual FY 2020-21	Actual FY 2021-22	Adopted FY 2022-23	Year-End Estimate FY 2022-23	Proposed FY 2023-24	Proposed FY 2022-23
Revenue:								
106.00.0000-47850	Inter Departmental Charges		-	-	-	-	171,500	171,500
106.00.0000-47900	Transfer In		417,500	-	-	519,176	-	-
	Fund: 106 Total Revenue:	-	417,500	-	-	519,176	171,500	171,500
Expenditure:								
106.60.6005-56106	Workers Comp Claim Payments	168,687	170,901	176,771	-	115,882	171,500	171,500
106.60.6005-56992	Bank Service Charges	295	178	-	-	-	-	-
	Total Expenditure 60.6005	168,982	171,078	176,771	-	115,882	171,500	171,500
	Fund: 106 Total Expenditure:	168,982	171,078	176,771	-	115,882	171,500	171,500
	Grand Total Revenues:	-	417,500	-	-	519,176	171,500	171,500
	Grand Total Expenditures:	168,982	171,078	176,771	-	115,882	171,500	171,500
	Grand Total Surplus / (Deficit)	(168,982)	246,422	(176,771)	-	403,294	-	-
	Fund Balances (Deficits) - Beginning of Year	(248,345)	(417,327)	(170,905)	(347,676)	(347,676)	55,618	55,618
	Fund Balances (Deficits) - End of Year	(417,327)	(170,905)	(347,676)	(347,676)	55,618	55,618	55,618

Fund: 170

Equipment Replacement

Account Number		Actual FY 2019-20	Actual FY 2020-21	Actual FY 2021-22	Adopted FY 2022-23	Year-End Estimate FY 2022-23	Proposed FY 2023-24	Proposed FY 2024-25
Revenue:								
170.00.0000-43100	Interest Income		-	(11,095)	-	(7,760)	14,910	12,730
170.00.0000-43116	Investment Fair Value Gain (Loss)					4,733	-	-
170.00.0000-46200	Sales Of City Property		3,200	-	-	-	-	-
170.00.0000-47850	Inter Departmental Charges		-	236,861	228,950	228,950	334,371	334,371
170.00.0000-47900	Transfer In - FROM GENERAL FUND		-	1,000,000	-	-	-	-
	Fund: 170 Total Revenue:	-	3,200	1,225,766	226,950	223,922	349,281	347,101
Expenditure:								
170.20.6040-57300	Furniture and Equipment		-	12,136	140,950	5,341	77,000	77,000
	Total Expenditures 16.1620	-	-	12,136	140,950	5,341	77,000	77,000
170.40.4030-57300	Furniture and Equipment	3,578	-	-	86,000	-	-	-
	Total Expenditures 40.4030 - STREET MAINTENANCE	3,578	-	-	86,000	-	-	-
170.40.4033-54500	Contracted Services		-	93	-	-	-	-
170.40.4033-57300	Furniture and Equipment		-	-	-	268,419	254,000	254,000
	Total Expenditures 40.4033 - FLEET MAINTENANCE	-	-	93	-	268,419	254,000	254,000
170.80.8108-57300	Furniture and Equipment - TEEN CENTER	15,695	-	-	-	-	-	-
170.80.8220-57300	Furniture and Equipment - SENIOR SERVICES		(6,000)	-	-	-	-	-
	Total Expenditures 80.8xxx - PARKS & RECREATION	15,695	(6,000)	-	-	-	-	-
	Fund: 170 Total Expenditure:	19,273	(6,000)	12,229	226,950	273,760	331,000	331,000
	Grand Total Revenues:	-	3,200	1,225,766	226,950	223,922	349,281	347,101
	Grand Total Expenditures:	19,273	(6,000)	12,229	226,950	273,760	331,000	331,000
	Grand Total Surplus / (Deficit)	(19,273)	9,200	1,213,537	-	(49,837)	18,281	16,101
	Fund Balances (Deficits) - Beginning of Year	(158,253)	(177,526)	(168,326)	1,045,212	1,045,212	995,374	1,013,655
	Fund Balances (Deficits) - End of Year	(177,526)	(168,326)	1,045,212	1,045,212	995,374	1,013,655	1,029,756

Fund: 200

Air Quality Improvement

Account Number		Actual FY 2019-20	Actual FY 2020-21	Actual FY 2021-22	Adopted FY 2022-23	Year-End Estimate FY 2022-23	Proposed FY 2023-24	Proposed FY 2024-25
Revenue:								
200.00.0000-43100	Interest Income	7,395	1,442	(7,091)	1,370	3,552	9,030	7,710
200.00.0000-43116	Investment Fair Value Gain (Loss)					(1,926)	-	-
200.00.0000-45140	AQMD AB2766	80,938	61,711	81,250	80,900	41,396	81,000	81,000
	Fund: 200 Total Revenue:	88,333	63,153	74,158	82,270	43,023	90,030	88,710
Expenditure:								
200.40.4033-57300	Furniture & Equipment	40,869	16,800	16,800	34,600	28,980	34,600	34,600
	Total Expenditures 40.4033	40,869	16,800	16,800	34,600	28,980	34,600	34,600
200.70.7300-51100	Salaries	119	-	-	-	-	-	-
200.70.7300-51500	Public Employees Retirement (PERS)	11	-	-	-	-	-	-
200.70.7300-51700	Disability Insurance	1	-	-	-	-	-	-
200.70.7300-51900	Group Health & Life Ins	15	-	-	-	-	-	-
200.70.7300-51930	Medicare/Employer Porti	2	-	-	-	-	-	-
200.70.7300-54500	Contracted Services			12,731		4,472		
	Total Expenditures 70.7300	148	-	12,731	-	4,472	-	-
200.80.8410-52600	Membership Dues	-	-	15,355	-	-	-	-
200.80.8410-54100	Departmental Expenses	12,575	12,525	-	-	-	-	-
	Total Expenditures 80.8410	12,575	12,525	15,355	-	-	-	-
	Fund 200 Total Expenditures:	53,592	29,325	44,886	34,600	33,452	34,600	34,600
	Grand Total Revenues:	88,333	63,153	74,158	82,270	43,023	90,030	88,710
	Grand Total Expenditures:	53,592	29,325	44,886	34,600	33,452	34,600	34,600
	Grand Total Surplus / (Deficit)	34,741	33,827	29,272	47,670	9,571	55,430	54,110
	Fund Balances (Deficits) - Beginning of Year	356,687	391,428	425,255	454,527	454,527	464,098	519,528
	Fund Balances (Deficits) - End of Year	391,428	425,255	454,527	502,197	464,098	519,528	573,638

Fund: 201

State Gas Tax

Account Number		Actual	Actual	Actual	Year-End	Adopted	Proposed	Proposed
		FY 2019-20	FY 2020-21	FY 2021-22	Estimate FY 2022-23	FY 2022-23	FY 2023-24	FY 2024-25
Revenue:								
201.00.0000-43100	Interest Income	49,761	-	-	10,722	-	-	-
201.00.0000-44300	State Gasoline Tax 2107	412,442	436,896	418,293	556,682	325,722	489,855	499,652
201.00.0000-44400	State Gasoline Tax 2107.5	7,500	7,500	7,500	7,500	7,500	7,500	7,650
201.00.0000-44500	State Gasoline Tax 2106	190,049	185,789	204,545	231,577	142,401	236,050	240,771
201.00.0000-44600	State Gasoline Tax 2105	326,638	322,869	349,927	407,479	241,018	407,828	415,985
201.00.0000-44650	State Gasoline Tax 2103	441,531	422,814	498,716	622,033	367,197	615,865	628,182
201.00.0000-44660	State Gasoline Tax 2030 (Road	1,019,538	-	-	-	-	-	-
201.00.0000-47610	Cost Reimbursements	71,987	-	-	-	-	-	-
Fund: 201 Total Revenue:		2,519,447	1,375,868	1,478,980	1,835,993	1,083,838	1,757,098	1,792,240
Expenditure:								
201.40.4000-51100	Salaries	4,393	-	-	-	-	-	-
201.40.4000-51500	Public Employees Retirement (P	321	-	-	-	-	-	-
201.40.4000-51700	Disability Insurance	32	-	-	-	-	-	-
201.40.4000-51900	Group Health & Life Ins	556	-	-	-	-	-	-
201.40.4000-51906	Post Employment Health Plan	13	-	-	-	-	-	-
201.40.4000-51930	Medicare/Employer Porti	51	-	-	-	-	-	-
Total Expenditures 40.4000		5,365	-	-	-	-	-	-
201.98.9800-56900	Transfer Out	4,235,716	1,375,868	1,478,980	1,825,300	957,004	1,757,098	1,792,240
Total Expenditures 98.9800		4,241,081	1,375,868	1,478,980	1,825,300	957,004	1,757,098	1,792,240
Fund: 201 Total Expenditure:		4,241,081	1,375,868	1,478,980	1,825,300	957,004	1,757,098	1,792,240
Grand Total Revenues:		2,519,447	1,375,868	1,478,980	1,835,993	1,083,838	1,757,098	1,792,240
Grand Total Expenditures:		4,241,081	1,375,868	1,478,980	1,825,300	957,004	1,757,098	1,792,240
Grand Total Surplus / (Deficit)		(1,721,634)	-	-	10,693	126,834	-	(0)
Fund Balances (Deficits) - Beginning of Year		1,721,634	-	-	-	-	126,834	126,834
Fund Balances (Deficits) - End of Year		0	-	-	10,693	126,834	126,834	126,834

Fund: 202

SB-1 Traffic Congestion Relief, State Gasoline Tax

Account Number		Actual	Actual	Actual	Adopted	Year-End	Proposed	Proposed
		FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	Estimate	FY 2023-24	FY 2024-25
Revenue:								
202.00.0000-43100	Interest Income		11,768	(74,513)	-	37,293	-	-
202.00.0000-44660	State Gasoline Tax 2030 (Road Maint Rehab Account, SB 1)		1,264,367	1,266,866	1,439,642	798,867	1,536,363	1,567,090
202.00.0000-47200	Miscellaneous Revenue		-	155	-	-	-	-
Fund: 202 Total Revenue:		-	1,276,135	1,192,508	1,439,642	817,156	1,536,363	1,567,090
Expenditure:								
202.40.4000-51100	Salaries		27,681	6,423	-	7,338	-	-
202.40.4000-51500	Public Employee's Retirement		2,674	1,564	-	1,816	-	-
202.40.4000-51504	Deferred Compensation		-	-	-	91	-	-
202.40.4000-51600	Workers Compensation		-	74	-	-	-	-
202.40.4000-51700	Disability Insurance		162	64	-	69	-	-
202.40.4000-51900	Group Health & Life Insurance		2,669	1,008	-	1,081	-	-
202.40.4000-51906	Cash Back Incentive Pay		87	5	-	-	-	-
202.40.4000-51930	Medicare/Employer Portion		407	97	-	111	-	-
Total Expenditures 40.4000		-	33,680	9,234	-	10,506	-	-
202.40.4010-51100	Salaries		47,103	53,404	116,250	61,077	257,755	261,587
202.40.4010-51120	Vacation/Sick Leave Accrual Pay-Out		1,649	1,353	-	5,490	-	-
202.40.4010-51200	Hourly Salaries		7,944	2,316	16,000	-	-	-
202.40.4010-51500	Public Employee's Retirement		4,211	12,626	27,507	15,497	26,440	26,532
202.40.4010-51501	PT Retirement		284	100	600	-	600	600
202.40.4010-51504	Deferred Compensation		241	350	475	739	1,278	1,316
202.40.4010-51600	Workers Compensation		-	576	1,079	-	1,120	1,323
202.40.4010-51700	Disability Insurance		-	422	1,024	621	1,143	1,177
202.40.4010-51800	Group Health & Life Insurance		-	1,345	-	1,760	-	-
202.40.4010-51900	Group Health & Life Insurance		2,826	540	7,096	571	7,041	7,393
202.40.4010-51901	Cash Back Incentive Pay		3,760	10,027	10,027	9,776	10,027	10,528
202.40.4010-51903	Auto Allowance		-	-	-	-	1,200	1,260
202.40.4010-51904	Technology Stipend		-	-	-	-	450	473
202.40.4010-51907	OPEB Cost Allocation		-	8,815	9,195	6,321	4,248	3,833
202.40.4010-51930	Medicare/Employer Portion		832	930	1,665	1,221	1,852	1,908
202.40.4010-54500	Contracted Services		-	-	-	978	-	-
Total Expenditures 40.4010		-	68,851	92,804	190,918	104,049	313,154	317,930
202.70.7300-51100	Salaries		132	6,865	-	1,284	-	-
202.70.7300-51500	Public Employees Retirement (PERS)		-	1,753	-	303	-	-
202.70.7300-51504	Deferred Compensation		-	45	-	6	-	-
202.70.7300-51600	Workers Compensation		-	79	-	-	-	-
202.70.7300-51700	Disability Insurance		-	62	-	11	-	-
202.70.7300-51900	Group Health & Life Insurance		18	809	-	181	-	-
202.70.7300-51930	Medicare/Employer Portion		-	102	-	19	-	-
202.70.7300-54500	Contracted Services		37,692	515,223	1,300,000	794,972	1,200,000	1,000,000
202.70.7300-54635	General Construction		14,958	-	-	-	-	-
Total Expenditures 70.7300		-	52,801	524,937	1,300,000	796,777	1,200,000	1,000,000
Fund: 202 Total Expenditure:		-	155,332	626,975	1,490,918	911,332	1,513,154	1,317,930
Grand Total Revenues:		-	1,276,135	1,192,508	1,439,642	817,156	1,536,363	1,567,090
Grand Total Expenditures:		-	155,332	626,975	1,490,918	911,332	1,513,154	1,317,930
Grand Total Surplus / (Deficit)		-	1,120,803	565,533	(51,276)	(94,176)	23,209	249,160
Fund Balances (Deficits) - Beginning of Year		-	2,857,556	3,978,359	4,543,892	4,543,892	4,449,716	4,472,925
Fund Balances (Deficits) - End of Year		2,857,556	3,978,359	4,543,892	4,492,616	4,449,716	4,472,925	4,722,085

Fund: 205

Proposition A

Account Number		Actual FY 2019-20	Actual FY 2020-21	Actual FY 2021-22	Adopted FY 2022-23	Year-End Estimate FY 2022-23	Proposed FY 2023-24	Proposed FY 2024-25
Revenue:								
205.00.0000-43100	Interest Income	62,696	12,020	(54,458)	10,465	28,441	71,530	61,070
205.00.0000-43116	Investment Fair Value Gain (Loss)					(14,970)	-	-
205.00.0000-45600	Prop A Funds	1,246,180	1,288,351	1,600,385	1,540,828	1,541,852	1,775,740	1,855,649
205.00.0000-47200	Miscellaneous Revenue	22,029	53	2,101	20,000	15,000	-	-
	Fund: 205 Total Revenue:	1,330,905	1,300,424	1,548,028	1,571,293	1,570,323	1,847,270	1,916,719
Expenditure:								
205.15.1500-54500	Contracted Services	135,399	139,846	128,651	-	28,072	21,349	21,349
	Total Expenditure 15.1500	135,399	139,846	128,651	-	28,072	21,349	21,349
205.20.2000-51100	Salaries	9,781	10,925	10,613	-	8,925	-	-
205.20.2000-51500	Public Employee's Retirement	4,213	1,045	2,642	-	2,220	-	-
205.20.2000-51504	Deferred Compensation	50	16	-	-	73	-	-
205.20.2000-51600	Worker's Compensation Insurance	298	-	122	-	-	-	-
205.20.2000-51700	Disability Insurance	85	95	93	-	83	-	-
205.20.2000-51900	Group Health & Life Insurance	556	650	528	-	1,564	-	-
205.20.2000-51930	Medicare/Employer Portion	141	159	155	-	136	-	-
	Total Expenditures 20.2000	15,122	12,890	14,153	-	13,001	-	-
205.40.4000-51100	Salaries	130	-	-	-	383	-	-
205.40.4000-51500	Public Employees Retirement	12	-	-	-	91	-	-
205.40.4000-51504	Deferred Compensation	-	-	-	-	4	-	-
205.40.4000-51700	Disability Insurance	-	-	-	-	4	-	-
205.40.4000-51900	Group Health & Life Insurance	-	-	-	-	83	-	-
205.40.4000-51930	Medicare/Employer Portion	2	-	-	-	6	-	-
	Total Expenditures 40.4000	144	-	-	-	571	-	-
205.40.4010-54500	Contracted Services	-	-	30,000	-	184	-	-
	Total Expenditures 40.4010	-	-	30,000	-	184	-	-
205.40.4030-54500	Contracted Services	191,170	176,010	214,425	192,000	103,182	227,000	262,000
	Total Expenditures 40.4030	191,170	176,010	214,425	192,000	103,182	227,000	262,000
205.70.7300-51100	Salaries	790	-	-	-	-	-	-
205.70.7300-51500	Public Employee's Retirement	667	2	-	-	-	-	-
205.70.7300-51504	Deferred Compensation	3	-	-	-	-	-	-
205.70.7300-51600	Worker's Compensation Insurance	50	-	-	-	-	-	-
205.70.7300-51700	Disability Insurance	4	0	-	-	-	-	-
205.70.7300-51900	Group Health & Life Insurance	122	0	-	-	-	-	-
205.70.7300-51906	Post Employment Health Plan	4	-	-	-	-	-	-
205.70.7300-51930	Medicare/Employer Portion	17	0	-	-	-	-	-
205.70.7300-54500	Contracted Services	55,943	-	-	-	161	300,000	300,000
	Total Expenditures 70.7300	57,598	2	-	-	161	300,000	300,000

Fund: 205

Proposition A

Account Number		Actual	Actual	Actual	Adopted	Year-End	Proposed	Proposed
		FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	Estimate FY 2022-23	FY 2023-24	FY 2024-25
Expenditure:								
205.80.8410-51100	Salaries	103,980	106,608	171,959	101,694	111,918	112,204	115,570
205.80.8410-51120	Vacation/Sick Leave Accrual Pay-Out		1,380	-	-	-	-	-
205.80.8410-51200	Hourly Salaries	157	-	1,765	-	-	-	-
205.80.8410-51300	Overtime		-	991	-	-	-	-
205.80.8410-51500	Public Employee's Retirement (PERS)	33,588	40,968	41,802	24,063	28,070	23,222	23,303
205.80.8410-51501	Public Agency Retirement System	6	-	45	-	-	-	-
205.80.8410-51504	Deferred Compensation	514	504	605	500	1,107	1,122	1,156
205.80.8410-51600	Worker's Compensation Insurance	2,160	1,773	1,934	944	-	983	1,162
205.80.8410-51700	Disability Insurance	981	1,138	1,575	948	1,071	1,084	1,117
205.80.8410-51900	Group Health & Life Insurance	10,042	9,582	11,872	9,833	9,319	9,816	10,307
205.80.8410-51901	Cash Back Incentive Pay		13,130	14,324	-	-	-	-
205.80.8410-51906	Post Employment Health Plan		-	65	-	-	-	-
205.80.8410-51907	OPEB		-	11,896	8,044	5,530	3,731	3,366
205.80.8410-51930	Medicare/Employer Portion	1,506	1,714	2,661	1,500	1,769	1,627	1,676
205.80.8410-52100	Postage		-	-	5,000	-	5,000	5,000
205.80.8410-52200	Department Supplies	195	-	419	577	23	3,200	3,200
205.80.8410-52205	Office Supplies	497	1,382	911	1,000	-	2,000	2,000
205.80.8410-52300	Advertising & Publications		-	21,475	2,000	5,897	49,000	49,000
205.80.8410-52400	Print, Duplicate, Photocopy		-	-	5,000	4,139	5,000	5,000
205.80.8410-52600	Membership and Dues	620	-	650	2,250	715	2,250	2,250
205.80.8410-52800	Software		-	-	10,000	-	-	-
205.80.8410-53100	Automobile Supplies/Services		-	219	16,500	-	7,500	7,500
205.80.8410-53150	Fuel		-	-	33,000	-	3,600	3,600
205.80.8410-53200	Mileage Reimbursement	197	-	-	1,500	-	1,500	1,500
205.80.8410-53500	Small Tools and Equipment		-	2,115	7,000	2,612	7,000	7,000
205.80.8410-54300	Telephone		-	-	3,960	-	-	-
205.80.8410-54400	Professional Services	6,297	2,000	7,520	30,000	4,205	30,000	30,000
205.80.8410-54500	Contracted Services	548,342	390,860	412,997	1,314,550	287,667	1,382,400	1,382,400
205.80.8410-54530	Credit Card Service Charges	54	2	-	100	-	100	100
205.80.8410-54800	Conventions and Meetings	342	-	-	4,000	-	13,500	13,500
205.80.8410-54900	Professional Development		795	-	500	-	6,000	6,000
205.80.8410-57300	Furniture and Equipment	66,322	272,329	-	-	139,018	-	-
Total Expenditures 80.8410		775,800	844,166	707,800	1,584,463	603,060	1,671,839	1,675,707
Fund: 205 Total Expenditure:		1,175,233	1,172,914	1,095,029	1,776,463	748,231	2,220,188	2,259,056
Grand Total Revenues:		1,330,905	1,300,424	1,548,028	1,571,293	1,570,323	1,847,270	1,916,719
Grand Total Expenditures:		1,175,233	1,172,914	1,095,029	1,776,463	748,231	2,220,188	2,259,056
Grand Total Surplus / (Deficit)		155,672	127,510	452,999	(205,170)	822,092	(372,918)	(342,337)
Fund Balances (Deficits) - Beginning of Year		2,583,404	2,739,076	2,866,586	3,319,585	3,319,585	4,141,677	3,768,759
Fund Balances (Deficits) - End of Year		2,739,076	2,866,586	3,319,585	3,114,415	4,141,677	3,768,759	3,426,422

Fund: 206

Proposition C

Account Number		Actual	Actual	Actual	Adopted	Year-End	Proposed	Proposed
		FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	Estimate FY 2022-23	FY 2023-24	FY 2024-25
Revenue:								
206.00.0000-43100	Interest Income	43,501	9,112	(53,866)	8,435	27,635	70,820	60,460
206.00.0000-43116	Investment Fair Value Gain (Loss)					(13,842)	-	-
206.00.0000-45003	State Grant - Prop C		6,582	-	-	15,113	-	-
206.00.0000-45700	Prop. C Funds	1,047,880	1,068,641	1,327,486	1,278,100	1,297,126	1,472,930	1,539,212
206.00.0000-47200	Miscellaneous Revenue		-	1,227	-	-	-	-
	Fund: 206 Total Revenue:	1,091,381	1,084,335	1,274,847	1,286,535	1,326,032	1,543,750	1,599,672
Expenditure:								
206.20.2000-51100	Salaries	9,781	10,813	10,615	-	8,580	-	-
206.20.2000-51500	Public Employee's Retirement	4,100	1,034	2,642	-	2,139	-	-
206.20.2000-51504	Deferred Compensation	50	9	-	-	69	-	-
206.20.2000-51600	Worker's Compensation Insurance	288	-	122	-	-	-	-
206.20.2000-51700	Disability Insurance	85	94	93	-	80	-	-
206.20.2000-51900	Group Health & Life Insurance	556	605	528	-	1,487	-	-
206.20.2000-51930	Medicare/Employer Portion	141	157	155	-	131	-	-
206.20.2000-52205	Office Supplies	707	-	-	-	-	-	-
	Total Expenditures 20.2000	15,707	12,712	14,156	-	12,487	-	-
206.40.4000-51100	Salaries	39,443	47,485	26,765	100,000	13,849	40,000	40,000
206.40.4000-51500	Public Employee's Retirement	8,875	4,646	6,652	-	3,434	-	-
206.40.4000-51504	Deferred Compensation	96	81	55	-	95	-	-
206.40.4000-51600	Worker's Compensation Insurance	480	-	308	-	-	-	-
206.40.4000-51700	Disability Insurance	332	465	259	-	127	-	-
206.40.4000-51900	Group Health & Life Insurance	4,449	5,210	3,455	-	2,012	-	-
206.40.4000-51906	Post Employment Health Plan	75	87	5	-	-	-	-
206.40.4000-51930	Medicare/Employer Portion	555	707	388	-	211	-	-
	Total Expenditures 40.4000	54,304	58,682	37,886	100,000	19,727	40,000	40,000
206.40.4010-51100	Salaries		3,963	5,739	75,000	15,981	35,000	35,000
206.40.4010-51500	Public Employees Retirement (PERS)		353	1,258	-	4,038	-	-
206.40.4010-51504	Deferred Compensation		130	-	-	158	-	-
206.40.4010-51600	Workers Compensation		-	66	-	-	-	-
206.40.4010-51700	Disability Insurance		32	47	-	155	-	-
206.40.4010-51900	Group Health & Life Ins		541	519	-	1,240	-	-
206.40.4010-51930	Medicare/Employer Porti		54	75	-	248	-	-
206.40.4010-54500	Contracted Services, NonCIP4700 LRSP		3,399	19,518	50,000	-	-	-
206.40.4010-54615	Bridge Maintenance	11,642	-	-	-	-	-	-
206.40.4010-54625	Engineering	1,358	54,655	3,625	-	-	-	-
	Total Expenditures 40.4010	13,000	63,126	30,846	125,000	21,819	35,000	35,000
206.40.4030-54640	Graffiti Abatement	85,316	100,000	100,000	100,000	-	-	-
206.40.4030-54655	Street Lights/Signals		30,033	50,000	50,000	-	-	-
	Total Expenditures 40.4030	85,316	130,033	150,000	150,000	-	-	-
206.70.7300-51100	Salaries	70,589	51,841	78,051	-	85,897	-	-
206.70.7300-51300	Overtime		-	1,520	-	-	-	-
206.70.7300-51500	Public Employees Retirement (PERS)	17,038	4,938	19,775	-	22,914	-	-
206.70.7300-51504	Deferred Compensation	199	79	122	-	817	-	-
206.70.7300-51600	Workers Compensation	938	-	898	-	-	-	-
206.70.7300-51700	Disability Insurance	615	468	706	-	839	-	-
206.70.7300-51900	Group Health & Life Insurance	9,034	6,738	9,600	-	10,385	-	-
206.70.7300-51906	Post Employment Health Plan	129	43	-	-	-	-	-
206.70.7300-51930	Medicare/Employer Portions	1,036	751	1,168	-	1,406	-	-
206.70.7300-52100	Postage	20	7	-	-	-	-	-
206.70.7300-54500	Contracted Services	150,005	22,597	565,046	885,000	361,593	1,283,000	1,350,000
206.70.7300-54521	Design Services	43,984	2,279	14,023	-	-	-	-
206.70.7300-56205	Permits - Fees - Licenses		150	-	-	75	-	-
	Total Expenditures 70.7300	293,587	89,890	690,911	885,000	483,925	1,283,000	1,350,000

Fund: 206

Proposition C

Account Number	Actual FY 2019-20	Actual FY 2020-21	Actual FY 2021-22	Adopted FY 2022-23	Year-End Estimate FY 2022-23	Proposed FY 2023-24	Proposed FY 2024-25
Expenditure:							
206.70.7305-51100		12,481	12,688	-	5,750	-	-
206.70.7305-51500		1,074	3,244	-	1,444	-	-
206.70.7305-51504		20	-	-	13	-	-
206.70.7305-51600		-	146	-	-	-	-
206.70.7305-51700		51	98	-	50	-	-
206.70.7305-51900		933	589	-	129	-	-
206.70.7305-51906		2	-	-	-	-	-
206.70.7305-51930		163	198	-	89	-	-
206.70.7305-54500	2,068	-	8,112	-	33,937	-	-
Total Expenditures 70.7305	2,068	14,723	25,075	-	41,411	-	-
206.80.8410-54100		-	-	20,000	-	20,000	20,000
206.80.8410-52205	142	-	-	-	-	-	-
Total Expenditures 80.8410	142	-	-	20,000	-	20,000	20,000
206.80.8420-54100	20,000	20,000	20,000	20,000	20,000	20,000	20,000
Total Expenditures 80.8420	20,000	20,000	20,000	20,000	20,000	20,000	20,000
Fund: 206 Total Expenditure:	484,123	389,166	968,873	1,300,000	599,369	1,398,000	1,465,000
Grand Total Revenues:	1,091,381	1,084,335	1,274,847	1,286,535	1,326,032	1,543,750	1,599,672
Grand Total Expenditures:	484,123	389,166	968,873	1,300,000	599,369	1,398,000	1,465,000
Grand Total Surplus / (Deficit)	607,258	695,170	305,974	(13,465)	726,663	145,750	134,672
Fund Balances (Deficits) - Beginning of Year	1,546,507	2,153,765	2,848,934	3,154,908	3,154,908	3,881,571	4,027,321
Fund Balances (Deficits) - End of Year	2,153,765	2,848,934	3,154,908	3,141,443	3,881,571	4,027,321	4,161,993

Fund:207

Measure R

Account Number		Actual	Actual	Actual	Adopted Budget	Year-End Estimate	Proposed	Proposed
		FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2022-23	FY 2023-24	FY 2024-25
Revenue:								
207.00.0000-43100	Interest Income	24,336	4,524	(9,046)	3,271	17,592	43,390	37,040
207.00.0000-43116	Investment Fair Value Gain (Loss)					(9,816)	-	-
207.00.0000-45750	Measure R	774,173	802,592	995,454	958,600	910,133	1,104,697	1,154,409
207.00.0000-45751	Measure R Fund-Grant Projects (Hot Spots)	2,610,322	2,811,709	4,700,199	-	243,077	-	-
207.00.0000-47200	Miscellaneous Revenue	-	-	858	-	-	-	-
	Fund: 207 Total Revenue:	3,408,832	3,618,824	5,687,464	961,871	1,160,987	1,148,087	1,191,449
Expenditure:								
207.11.1110-54500	Contracted Services	-	-	-	-	-	25,015	25,015
	Total Expenditures 11.1110	-	-	-	-	-	25,015	25,015
207.20.2000-51100	Salaries	194	485	-	70,000	-	70,000	70,000
207.20.2000-51500	Public Employees Retirement (PERS)	15	49	-	-	-	-	-
207.20.2000-51700	Disability Insurance	2	4	-	-	-	-	-
207.20.2000-51900	Group Health & Life Ins	25	55	-	-	-	-	-
207.20.2000-51930	Medicare/Employer Porti	2	7	-	-	-	-	-
	Total Expenditures 20.2000	237	600	-	70,000	-	70,000	70,000
207.40.4000-51100	Salaries	31,010	36,152	21,971	70,000	12,634	20,000	20,000
207.40.4000-51500	Public Employees Retirement (PERS)	2,759	3,509	5,444	-	3,148	-	-
207.40.4000-51504	Deferred Compensation	104	62	26	-	108	-	-
207.40.4000-51600	Workers Compensation	-	-	253	-	-	-	-
207.40.4000-51700	Disability Insurance	240	349	201	-	114	-	-
207.40.4000-51900	Group Health & Life Ins	3,219	3,836	2,681	-	1,801	-	-
207.40.4000-51906	Post Employment Health Plan	28	52	5	-	-	-	-
207.40.4000-51930	Medicare/Employer Porti	435	533	317	-	193	-	-
	Total Expenditures 40.4000	37,795	44,493	30,897	70,000	17,998	20,000	20,000
207.40.4010-51100	Salaries		197	3,835	30,000	16,504	30,000	30,000
207.40.4010-51500	Public Employees Retirement (PERS)		19	720	-	4,205	-	-
207.40.4010-51504	Public Employees Retirement (PERS)		-	-	-	156	-	-
207.40.4010-51600	Workers Compensation		-	44	-	-	-	-
207.40.4010-51700	Disability Insurance		2	30	-	162	-	-
207.40.4010-51900	Group Health & Life Ins		24	356	-	1,281	-	-
207.40.4010-51930	Medicare/Employer Porti		3	41	-	258	-	-
207.40.4010-54500	Contracted Services	190,677	45,626	72,774	210,000	24,666	60,000	60,000
	Total Expenditures 40.4010	190,677	45,871	77,798	240,000	47,231	90,000	90,000

Fund:207

Measure R

Account Number		Actual	Actual	Actual	Adopted Budget	Year-End Estimate	Proposed	Proposed
		FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2022-23	FY 2023-24	FY 2024-25
Expenditure:								
207.40.4030-54500	Contracted Services		-	-	50,000	-	-	-
207.40.4030-54655	Lights/Signals		75,437	50,000	-	-	-	-
	Total Expenditures 40.4030	-	75,437	50,000	50,000	-	-	-
207.70.7300-51100	Salaries	86,349	73,979	43,587	-	21,113	-	-
207.70.7300-51300	Overtime	3,593	7,343	5,987	-	-	-	-
207.70.7300-51500	Public Employee Retirement (PERS)	17,236	7,230	11,043	-	5,257	-	-
207.70.7300-51504	Deferred Compensation	289	115	124	-	239	-	-
207.70.7300-51600	Workers Compensation	862	-	502	-	-	-	-
207.70.7300-51700	Disability Insurance	716	733	418	-	199	-	-
207.70.7300-51900	Group Health & Life Ins	10,028	9,178	5,215	-	2,700	-	-
207.70.7300-51906	Post Employment Health Plan	172	29	-	-	-	-	-
207.70.7300-51930	Medicare/Employer Porti	1,227	1,222	737	-	341	-	-
207.70.7300-52100	Postage	67	21	-	-	-	-	-
207.70.7300-54100	Special Departmental Expenses	400	-	-	-	-	-	-
207.70.7300-54500	Contracted Services	629,381	694,621	659,689	845,000	169,243	1,110,000	1,120,000
207.70.7300-54521	Design Services	37,271	13,951	-	-	-	-	-
207.70.7300-54522	Project Management		-	-	-	-	-	-
207.70.7300-54523	Construction Management	419,195	111,280	165,425	-	-	-	-
207.70.7300-54635	General Construction	3,143,486	7,817	-	-	-	-	-
207.70.7300-54636	Construction	195,000	1,361,225	3,545,044	-	81,397	-	-
207.70.7300-54638	Demolition	130,000	-	-	-	-	-	-
207.70.7300-54680	Contract Services-Retention		18,211	-	-	-	-	-
207.70.7300-56205	Permits - Fees - Licenses	75	75	150	-	-	-	-
207.70.7300-57100	Land	57,849	-	-	-	-	-	-
	Total Expenditures 70.7300	4,733,195	2,307,029	4,437,920	845,000	280,488	1,110,000	1,120,000
	Fund: 207 Total Expenditure:	4,961,904	2,473,430	4,596,616	1,275,000	345,717	1,315,015	1,325,015
	Grand Total Revenues:	3,408,832	3,618,824	5,687,464	961,871	1,160,987	1,148,087	1,191,449
	Grand Total Expenditures:	4,961,904	2,473,430	4,596,616	1,275,000	345,717	1,315,015	1,325,015
	Grand Total Surplus / (Deficit)	(1,553,073)	1,145,394	1,090,848	(313,129)	815,269	(166,928)	(133,566)
	Fund Balances (Deficits) - Beginning of Year	999,557	(553,516)	591,878	1,682,726	1,682,726	2,497,995	2,331,067
	Fund Balances (Deficits) - End of Year	(553,516)	591,878	1,682,726	1,369,597	2,497,995	2,331,067	2,197,501

Fund: 208

Measure M

Account Number		Actual FY 2019-20	Actual FY 2020-21	Actual FY 2021-22	Year-End Estimate FY 2022-23	Approved FY 2022-23	Proposed FY 2023-24	Proposed FY 2024-25
Revenue:								
208.00.0000-43100	Interest Income	22,516	2,305	(7,400)	2,558	5,726	18,190	15,530
208.00.0000-43116	Investment Fair Value Gain (Loss)					(1,851)	-	-
208.00.0000-45775	Measure M Fund	871,222	909,366	1,126,471	1,086,400	1,103,344	1,251,990	1,308,330
208.00.0000-47200	Miscellaneous Revenue	-	-	412	-	-	-	-
208.00.0000-45776	Measure M Fund - Grant	-	-	-	-	-	-	3,200,000
	Fund: 208 Total Revenue:	893,737	911,671	1,119,482	1,088,958	1,107,219	1,270,180	4,523,860
Expenditure:								
208.20.2000-54500	Contracted Services	2,500	2,500	2,500	-	-	-	-
	Total Expenditures 20.2000	2,500	2,500	2,500	-	-	-	-
Expenditure:								
208.40.4000-51100	Salaries	6,006	12,614	5,683	40,000	6,694	20,000	20,000
208.40.4000-51500	Public Employees Retirement (PERC)	487	1,232	1,478	-	1,583	-	-
208.40.4000-51504	Deferred Compensation	-	-	-	-	57	-	-
208.40.4000-51700	Disability Insurance	53	124	56	-	59	-	-
208.40.4000-51900	Group Health & Life Ins	846	1,470	889	-	969	-	-
208.40.4000-51930	Medicare/Employer Porti	77	188	88	-	97	-	-
	Total Expenditures 40.4000	7,488	15,697	8,263	40,000	9,458	20,000	20,000
Expenditure:								
208.40.4010-51100	Salaries		-	-	10,000	-	10,000	10,000
208.40.4010-54500	Contracted Services		27,259	17,301	300,000	17,090	60,000	60,000
208.40.4010-54625	Engineering	10,000	-	3,163	-	-	-	-
	Total Expenditures 40.4010	10,000	27,259	20,464	310,000	17,090	70,000	70,000
208.70.7300-54500	Contracted Services	332,960	39,210	5,000	200,000	15,061	787,767	3,461,500
208.70.7300-54521	Design Services	122,583	198,932	40,079	-	-	-	-
208.70.7300-56205	Permits - Fees - Licenses		1,607	11,305	-	2,100	-	-
	Total Expenditures 70.7300	486,894	279,395	83,066	200,000	41,390	787,767	3,461,500
208.98.9800-56900	Transfer Out	832,969	832,769	832,169	836,169	-	831,669	831,669
	Total Expenditures 98.9800	832,969	832,769	832,169	836,169	-	831,669	831,669
	Fund: 208 Total Expenditure:	1,339,851	1,157,620	946,461	1,386,169	67,939	1,709,436	4,383,169
	Grand Total Revenues:	893,737	911,671	1,119,482	1,088,958	1,107,219	1,270,180	4,523,860
	Grand Total Expenditures:	1,339,851	1,157,620	946,461	1,386,169	67,939	1,709,436	4,383,169
	Grand Total Surplus / (Deficit)	(446,114)	(245,949)	173,022	(297,211)	1,039,280	(439,256)	140,691
	Fund Balances (Deficits) - Beginning of Year	906,656	460,542	214,593	387,615	387,615	1,426,895	987,639
	Fund Balances (Deficits) - End of Year	460,542	214,593	387,615	90,404	1,426,895	987,639	1,128,330

Fund: 209

MEASURE W

Account Number		Actual FY 2019-20	Actual FY 2020-21	Actual FY 2021-22	Year-End Estimate FY 2022-23	Approved FY 2022-23	Proposed FY 2023-24	Proposed FY 2024-25
Revenue:								
209.00.0000-43100	Interest Income		347	(21,849)	-	10,247	-	-
209.00.0000-43116	Investment Fair Value Gain (Loss)					(4,913)	-	-
209.00.0000-45790	Measure W Funds		882,645	894,020	954,810	896,420	954,810	954,810
	Fund: 209 Total Revenue:	-	882,992	872,171	954,810	901,754	954,810	954,810
Expenditure:								
209.40.4010-54500	Contracted Services - GIS		56,739	10,000	160,000	23,404	95,000	95,000
	Total Expenditure 40.4010	-	56,739	10,000	160,000	23,404	95,000	95,000
Expenditure:								
209.40.4040-52600	Membership & Dues - GWMA Annual Fee		15,000	15,000	105,000	50,723	105,000	105,000
209.40.4040-54500	Contracted Services		166,197	137,902	80,000	61,778	80,000	80,000
	Total Expenditure 40.4040	-	181,197	152,902	185,000	112,501	185,000	185,000
Expenditure:								
209.70.7300-51100	Salaries		-	415	-	192	-	-
209.70.7300-51500	Public Employees Retirement (PERS)		-	92	-	61	-	-
209.70.7300-51600	Workers Compensation		-	5	-	-	-	-
209.70.7300-51700	Disability Insurance		-	4	-	2	-	-
209.70.7300-54500	Contracted Services		-	191,671	550,000	-	800,000	650,000
209.70.7300-51900	Group Health & Life Ins		-	61	-	30	-	-
209.70.7300-51930	Medicare/Employer Portion		-	5	-	4	-	-
209.70.7300-56205	Permits- Fees - Licenses		-	75	-	-	-	-
	Total Expenditure 70.7300	-	-	192,327	550,000	289	800,000	650,000
	Fund: 209 Total Expenditure:	-	237,936	355,229	895,000	136,193	1,080,000	930,000
	Grand Total Revenues:	-	882,992	872,171	954,810	901,754	954,810	954,810
	Grand Total Expenditures:	-	237,936	355,229	895,000	136,193	1,080,000	930,000
	Grand Total Surplus / (Deficit)	-	645,056	516,942	59,810	765,561	(125,190)	24,810
	Fund Balances (Deficits) - Beginning of Year	-	-	645,056	1,161,998	1,161,998	1,927,559	1,802,369
	Fund Balances (Deficits) - End of Year	-	645,056	1,161,998	1,221,808	1,927,559	1,802,369	1,827,179

Fund: 210

Transportation Development Act

Account Number	Actual FY 2019-20	Actual FY 2020-21	Actual FY 2021-22	Adopted Budget FY 2022-23	Year-End Estimate FY 2022-23	Proposed FY 2023-24	Proposed FY 2024-25
Revenue:							
210.00.0000-45100	81,667	30,880	39,954	80,000	-	71,888	75,123
210.00.0000-47200			172	-	-	-	-
Fund: 210 Total Revenue:	81,667	30,880	40,126	80,000	-	71,888	75,123
Expenditure:							
210.40.4000-51100	300	264	-	-	-	-	-
210.40.4000-51500	28	25	-	-	-	-	-
210.40.4000-51700	2	3	-	-	-	-	-
210.40.4000-51900	19	44	-	-	-	-	-
210.40.4000-51930	4	4	-	-	-	-	-
Total Expenditures 40.4000	353	340	-	-	-	-	-
210.40.4010-54500	40,000	-	-	-	-	-	-
Total Expenditures 40.4010	40,000	-	-	-	-	-	-
210.70.7300-51100	13,070	13,483	11,330	-	12,049	-	-
210.70.7300-51300			826	-	-	-	-
210.70.7300-51500	4,502	1,291	2,737	-	3,031	-	-
210.70.7300-51504	24	-	16	-	95	-	-
210.70.7300-51600	291	-	130	-	-	-	-
210.70.7300-51700	127	124	112	-	114	-	-
210.70.7300-51900	1,734	1,982	2,016	-	1,984	-	-
210.70.7300-51906	33	3	-	-	-	-	-
210.70.7300-51930	198	196	170	-	186	-	-
210.70.7300-52100	14	7	-	-	-	-	-
210.70.7300-54500	16,990	17,498	16,727	80,000	525	50,000	90,000
Total Expenditures 70.7300	36,983	34,586	34,064	80,000	17,984	50,000	90,000
Fund: 210 Total Expenditure:	77,336	34,926	34,064	80,000	17,984	50,000	90,000
Grand Total Revenues:	81,667	30,880	40,126	80,000	-	71,888	75,123
Grand Total Expenditures:	77,336	34,926	34,064	80,000	17,984	50,000	90,000
Grand Total Surplus / (Deficit)	4,331	(4,046)	6,062	-	(17,984)	21,888	(14,877)
Fund Balances (Deficits) - Beginning of Year	(11,839)	(7,508)	(11,554)	(5,492)	(5,492)	(23,476)	(1,588)
Fund Balances (Deficits) - End of Year	(7,508)	(11,554)	(5,492)	(5,492)	(23,476)	(1,588)	(16,465)

Fund: 220

Public Image Enhancement (PIE)

Account Number		Actual FY 2019-20	Actual FY 2020-21	Actual FY 2021-22	Adopted FY 2022-23	Year-End Estimate FY 2022-23	Proposed FY 2023-24	Proposed FY 2024-25
Revenue:								
220.00.0000-42600	Image Enhancement Fees	121,245	178,469	128,110	139,432	139,432	150,000	140,000
220.00.0000-43100	Interest Income	5,072	1,186	(8,597)	1,102	4,893	12,500	10,670
220.00.0000-43116	Investment Fair Value Gain (Loss)					(2,482)	-	-
Fund: 220 Total Revenue:		126,317	179,655	119,514	140,534	141,844	162,500	150,670
Expenditure:								
220.70.7300-51500	Public Employee Retirement (PERS)	399	-	-	-	-	-	-
220.70.7300-51600	Workers Compensation	36	-	-	-	-	-	-
220.70.7300-54100	Special Departmental Expenses		11,662	-	-	-	-	-
220.70.7300-54500	Contracted Services	794	-	-	-	-	-	-
220.70.7300-54521	Design Services	7,560	-	-	-	-	-	-
220.70.7300-54523	Construction Management	7,496	-	-	-	-	-	-
Total Expenditures 70.7300		16,285	11,662	-	-	-	-	-
Fund: 220 Total Expenditure:		16,285	11,662	-	-	-	-	-
Grand Total Revenues:		126,317	179,655	119,514	140,534	141,844	162,500	150,670
Grand Total Expenditures:		16,285	11,662	-	-	-	-	-
Grand Total Surplus / (Deficit)		110,032	167,992	119,514	140,534	141,844	162,500	150,670
Fund Balances (Deficits) - Beginning of Year		170,193	280,225	448,217	567,731	567,731	709,574	872,074
Fund Balances (Deficits) - End of Year		280,225	448,217	567,731	708,265	709,574	872,074	1,022,744

Fund: 221

California Beverage Container

Account Number		Actual FY 2019-20	Actual FY 2020-21	Actual FY 2021-22	Adopted FY 2022-23	Year-End Estimate FY 2022-23	Proposed FY 2023-24	Proposed FY 2024-25
Revenue:								
221.00.0000-43100	Interest Income	969	117	(654)	118	353	780	670
221.00.0000-43116	Investment Fair Value Gain (Loss)					(203)	-	-
221.00.0000-45000	State Grants		15,851	15,920	15,000	-	15,000	-
	Fund: 221 Total Revenue:	969	15,968	15,266	15,118	150	15,780	670
Expenditure:								
221.30.3035-54100	Special Departmental Expenses	15,877	15,639	1,807	15,800	5,702	15,500	-
	Total Expenditure 30.3035	15,877	15,639	1,807	15,800	5,702	15,500	-
	Fund: 221 Total Expenditure:	15,877	15,639	1,807	15,800	5,702	15,500	-
	Grand Total Revenues:	969	15,968	15,266	15,118	150	15,780	670
	Grand Total Expenditures:	15,877	15,639	1,807	15,800	5,702	15,500	-
	Grand Total Surplus / (Deficit)	(14,908)	330	13,459	(682)	(5,552)	280	670
	Fund Balances (Deficits) - Beginning of Year	47,179	32,272	32,601	46,060	46,060	40,508	40,788
	Fund Balances (Deficits) - End of Year	32,272	32,601	46,060	45,378	40,508	40,788	41,458

Fund: 225

Sewer Maintenance

Account Number		Actual	Actual	Actual	Adopted	Year-End	Proposed	Proposed
		FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	Estimate FY 2022-23	FY 2023-24	FY 2024-25
Revenue:								
225.00.0000-42400	Assessment Revenues	1,548	1,832	328	1,600	77	-	-
225.00.0000-47200	Miscellaneous Revenue	-	-	309	-	-	-	-
	Fund: 225 Total Revenue:	1,548	1,832	638	1,600	77	-	-
Expenditure:								
225.11.1110-51100	Salaries	17,151	1,917	-	-	-	-	-
225.11.1110-51120	Vacation/Sick Leave	212	462	-	-	-	-	-
225.11.1110-51500	Public Employee's Retirement	2,545	238	-	-	-	-	-
225.11.1110-51600	Worker's Compensation Insurance	114	-	-	-	-	-	-
225.11.1110-51700	Disability Insurance	151	24	-	-	-	-	-
225.11.1110-51900	Group Health & Life Insurance	67	7	-	-	-	-	-
225.11.1110-51901	Cash Back Incentive Pay	574	69	-	-	-	-	-
225.11.1110-51903	Auto Allowance	475	50	-	-	-	-	-
225.11.1110-51904	Technology Stipend	98	8	-	-	-	-	-
225.11.1110-51906	Post Employment Health Plan	112	14	-	-	-	-	-
225.11.1110-51930	Medicare/Employer Portion	263	46	-	-	-	-	-
	Total Expenditures 11.1110	21,761	2,834	-	-	-	-	-
225.40.4040-54500	Contracted Services	5,000	-	-	-	-	-	-
	Total Expenditures 40.4040	5,000	-	-	-	-	-	-
225.40.4050-51100	Salaries	40,327	2,968	-	-	-	-	-
225.40.4050-51120	Vacation/Sick Leave	3,142	488	-	-	-	-	-
225.40.4050-51300	Overtime	6,165	-	(2,791)	-	-	-	-
225.40.4050-51500	Public Employee's Retirement	14,657	358	-	-	-	-	-
225.40.4050-51504	Deferred Compensation	174	-	-	-	-	-	-
225.40.4050-51600	Worker's Compensation Insurance	985	-	-	-	-	-	-
225.40.4050-51700	Disability Insurance	407	39	(14)	-	-	-	-
225.40.4050-51900	Group Health & Life Insurance	4,003	362	(19)	-	-	-	-
225.40.4050-51901	Cash Back Incentive Pay	3,847	298	-	-	-	-	-
225.40.4050-51903	Auto Allowance	380	20	-	-	-	-	-
225.40.4050-51904	Technology Stipend	143	8	-	-	-	-	-
225.40.4050-51905	Bilingual Pay	135	11	-	-	-	-	-
225.40.4050-51906	Post Employment Health Plan	73	2	-	-	-	-	-
225.40.4050-51930	Medicare/Employer Portion	785	72	(40)	-	-	-	-
225.40.4050-52100	Postage	-	-	-	100	-	-	-
225.40.4050-52600	Membership and Dues	-	-	-	500	-	-	-
225.40.4050-52700	Books and Periodicals	-	-	-	100	-	-	-
225.40.4050-53100	Automobile Supplies	-	-	-	5,000	821	-	-
225.40.4050-53150	Fuel	-	-	-	5,000	-	-	-
225.40.4050-54100	Special Departmental Expenses	-	-	-	15,300	7,143	-	-
225.40.4050-54200	Utilities	5,478	5,859	6,808	5,000	2,044	-	-
225.40.4050-54500	Contracted Services	154,766	-	34,027	-	6,679	-	-
225.40.4050-54625	Engineering	-	9,990	-	-	-	-	-
225.40.4050-56205	Permits-Fees-Licenses	-	74	-	-	-	-	-
	Total Expenditures 40.4050	235,467	20,549	37,971	31,000	16,687	-	-

Fund: 225

Sewer Maintenance

Account Number	Actual FY 2019-20	Actual FY 2020-21	Actual FY 2021-22	Adopted FY 2022-23	Year-End Estimate FY 2022-23	Proposed FY 2023-24	Proposed FY 2024-25
Expenditure:							
225.70.7300-54500							
Contracted Services	97,344	-	-	-	-	-	-
Total Expenditures 70.7300	97,344	-	-	-	-	-	-
Fund: 225 Total Expenditure:	359,572	23,383	37,971	31,000	16,687	-	-
Grand Total Revenues:	1,548	1,832	638	1,600	77	-	-
Grand Total Expenditures:	359,572	23,383	37,971	31,000	16,687	-	-
Grand Total Surplus / (Deficit)	(358,024)	(21,551)	(37,333)	(29,400)	(16,611)	-	-
Fund Balances (Deficits) - Beginning of Year	396,362	38,338	16,786	(20,547)	(20,547)	(37,158)	(37,158)
Fund Balances (Deficits) - End of Year	38,338	16,786	(20,547)	(49,947)	(37,158)	(37,158)	(37,158)

Fund: 230

Lighting Assessment District

Account Number		Actual FY 2019-20	Actual FY 2020-21	Actual FY 2021-22	Adopted FY 2022-23	Year-End Estimate FY 2022-23	Proposed FY 2023-24	Proposed FY 2024-25
Revenue:								
230.00.0000-42400	Assessment Revenues	758,794	776,815	790,893	791,735	785,588	823,404	839,872
230.00.0000-42500	Ad Valorem Property Tax	942,241	1,014,016	1,072,936	302,450	971,177	1,010,024	1,050,425
230.00.0000-43100	Interest Income	42,291	5,249	(19,423)	7,407	9,337	31,040	26,500
230.00.0000-47200	Miscellaneous Revenue		-	89,702	-	-	-	-
	Fund: 230 Total Revenue:	1,743,325	1,796,080	1,934,108	1,101,592	1,766,102	1,864,468	1,916,797
Expenditure:								
230.40.4030-56850	Inter Departmental Charges		-	-	-	-	4,500	4,500
	Total Expenditures 40.4900	-	-	-	-	-	4,500	4,500
Expenditure:								
230.40.4900-51500	Public Employees Retirement (PERS)		66,022	-	-	-	-	-
	Total Expenditures 40.4900	-	66,022	-	-	-	-	-
230.40.4990-51100	Salaries		280,210	222,732	213,222	210,225	223,908	235,408
230.40.4990-51120	Vacation/Sick Leave		8,859	6,416	3,042	5,278	3,042	3,042
230.40.4990-51300	Overtime		-	979	-	262	-	-
230.40.4990-51500	Public Employee's Retirement		23,044	49,379	50,452	48,942	46,338	47,461
230.40.4990-51501	PT Retirement		-	-	-	2	-	-
230.40.4990-51504	Deferred Compensation		2,033	1,344	1,375	1,033	2,239	2,354
230.40.4990-51600	Worker's Compensation Insurance		3,760	2,460	1,979	-	1,962	2,367
230.40.4990-51700	Disability Insurance		2,381	2,103	2,109	1,994	2,312	2,381
230.40.4990-51900	Group Health & Life Insurance		68,999	56,894	61,632	51,728	61,735	64,822
230.40.4990-51901	Cash Back Incentive Pay		6,565	7,162	5,013	4,888	5,013	5,264
230.40.4990-51905	Bilingual Pay		221	139	180	176	180	189
230.40.4990-51907	OPEB		-	18,691	16,866	11,594	7,445	6,855
230.40.4990-51930	Medicare/Employer Portion		4,174	3,319	3,080	3,504	3,247	3,413
230.40.4990-54200	Utilities	1,079,759	630,108	560,923	430,013	214,011	470,013	490,013
230.40.4990-54500	Contracted Services	159,064	807,417	221,597	119,440	(219,774)	199,440	199,440
230.40.4990-56910	Legal Service		-	5,900	-	-	-	-
230.40.4990-57900	Replacement Account		-	-	-	-	4,348	4,348
230.40.4990-57210	Capital Assets		1,534,397	-	-	-	-	-
	Total Expenditures 40.4990	1,238,823	3,372,169	1,160,038	908,403	333,862	1,031,222	1,067,357
	Fund: 230 Total Expenditure:	1,238,823	3,438,190	1,160,038	908,403	333,862	1,035,722	1,071,857
	Grand Total Revenues:	1,743,325	1,796,080	1,934,108	1,101,592	1,766,102	1,864,468	1,916,797
	Grand Total Expenditures:	1,238,823	3,438,190	1,160,038	908,403	333,862	1,035,722	1,071,857
	Grand Total Surplus / (Deficit)	504,502	(1,642,110)	774,070	193,189	1,432,240	828,746	844,940
	Fund Balances (Deficits) - Beginning of Year	1,673,449	2,177,952	535,842	1,309,912	1,309,912	2,742,152	3,570,899
	Fund Balances (Deficits) - End of Year	2,177,952	535,842	1,309,912	1,503,101	2,742,152	3,570,899	4,415,839

Fund: 231

Paramount/Mines Assessment District

Account Number		Actual FY 2019-20	Actual FY 2020-21	Actual FY 2021-22	Adopted FY 2022-23	Year-End Estimate FY 2022-23	Proposed FY 2023-24	Proposed FY 2024-25
Revenue:								
231.00.0000-42400	Assessment Revenues	9,354	10,136	10,359	10,200	6,000	-	-
231.00.0000-43100	Interest Income	720	150	(898)	139	460	1,200	1,030
231.00.0000-43116	Investment Fair Value Gain (Loss)					(242)	-	-
	Fund: 231 Total Revenue:	10,074	10,286	9,461	10,339	6,217	1,200	1,030
Expenditure:								
	Fund: 231 Total Expenditure:	-	-	-	-	-	-	-
	Grand Total Revenues:	10,074	10,286	9,461	10,339	6,217	1,200	1,030
	Grand Total Expenditures:	-	-	-	-	-	-	-
	Grand Total Surplus / (Deficit)	10,074	10,286	9,461	10,339	6,217	1,200	1,030
	Fund Balances (Deficits) - Beginning of Year	27,815	37,888	48,175	57,636	57,636	63,853	65,053
	Fund Balances (Deficits) - End of Year	37,888	48,175	57,636	67,975	63,853	65,053	66,083

Fund: 250

Cable/PEG Support

Account Number		Actual FY 2019-20	Actual FY 2020-21	Actual FY 2021-22	Adopted FY 2022-23	Year-End Estimate FY 2022-23	Proposed FY 2023-24	Proposed FY 2024-25
Revenue:								
250.00.0000-47200	Miscellaneous Revenue	163,934	76,128	76,394	23,000	36,855	-	-
Fund: 250 Total Revenue:		163,934	76,128	76,394	23,000	36,855	-	-
Expenditure:								
250.80.8230-51200	Hourly Salaries	-	-	-	-	1,210	-	-
250.80.8230-51501	PT Retirement	-	-	-	-	45	-	-
250.80.8230-51930	Medicare/Employer Portion	-	-	-	-	18	-	-
250.80.8230-53500	Small Tools and Equipment	1,960	-	7,936	5,945	-	5,945	5,945
250.80.8230-54100	Special Department Expenses	-	-	-	1,200	-	1,200	1,200
250.80.8230-54400	Professional Services	21,518	21,497	30,297	27,810	6,400	27,810	27,810
250.80.8230-56800	Cable TV Access	-	-	-	2,400	-	2,400	2,400
250.80.8230-57300	Furniture and Equipment	(150)	-	-	-	-	-	-
Total Expenditures 80.8230		23,327	21,497	38,233	37,355	7,673	37,355	37,355
Fund 250 Total Expenditures:		23,327	21,497	38,233	37,355	7,673	37,355	37,355
Grand Total Revenues:		163,934	76,128	76,394	23,000	36,855	-	-
Grand Total Expenditures:		23,327	21,497	38,233	37,355	7,673	37,355	37,355
Grand Total Surplus / (Deficit)		140,607	54,631	38,161	(14,355)	29,182	(37,355)	(37,355)
Fund Balances (Deficits) - Beginning of Year		67,473	208,080	262,711	300,872	300,872	330,054	292,699
Fund Balances (Deficits) - End of Year		208,080	262,711	300,872	286,517	330,054	292,699	255,344

Fund: 255

Economic Development

Account Number		Actual FY 2019-20	Actual FY 2020-21	Actual FY 2021-22	Adopted FY 2022-23	Year-End Estimate FY 2022-23	Proposed FY 2023-24	Proposed FY 2024-25
Revenue:								
255.00.0000-43100	Interest Income	24,234	3,829	(15,506)	3,755	7,566	18,630	15,910
255.00.0000-43105	Interest and penalty		-	109,617	-	-	-	-
255.00.0000-43116	Investment Fair Value Gain (Loss)					(4,122)	-	-
	Fund: 255 Total Revenue:	24,234	3,829	94,111	3,755	3,444	18,630	15,910
Expenditure:								
255.30.3020-56920	Economic Dev. Projects		40,000	-	-	-	-	-
255.30.3020-58500	Bad Debt		-	396,667	-	-	-	-
	Total Expenditure 30.3020	-	40,000	396,667	-	-	-	-
255.40.4000-54500	Contracted Services	70,205	-	-	-	-	-	-
	Total Expenditure 40.4000	70,205	-	-	-	-	-	-
255.70.7300-51500	Public Employee Retirement (P	209	-	-	-	-	-	-
255.70.7300-51600	Workers Compensation	19	-	-	-	-	-	-
255.70.7300-54500	Contracted Services	28,517	-	-	-	-	-	-
	Total Expenditures 70.7300	28,745	-	-	-	-	-	-
	Fund: 255 Total Expenditure:	98,950	40,000	396,667	-	-	-	-
	Grand Total Revenues:	24,234	3,829	94,111	3,755	3,444	18,630	15,910
	Grand Total Expenditures:	98,950	40,000	396,667	-	-	-	-
	Grand Total Surplus / (Deficit)	(74,717)	(36,171)	(302,556)	3,755	3,444	18,630	15,910
	Fund Balances (Deficits) - Beginning of Year	1,376,458	1,301,741	1,265,570	963,014	963,014	966,458	985,088
	Fund Balances (Deficits) - End of Year	1,301,741	1,265,570	963,014	966,769	966,458	985,088	1,000,998

Fund: 270

Park Development

Account Number		Actual FY 2019-20	Actual FY 2020-21	Actual FY 2021-22	Adopted FY 2022-23	Year-End Estimate FY 2022-23	Proposed FY 2023-24	Proposed FY 2024-25
Revenue:								
270.00.0000-43100	Interest Income	5,109	875	(3,688)	847	(905)	4,430	3,780
270.00.0000-43116	Investment Fair Value Gain (Loss)					(980)	-	-
	Fund: 270 Total Revenue:	5,109	875	(3,688)	847	(1,885)	4,430	3,780
Expenditure:								
270.70.7300-57100	Land					227,000	-	-
	Expenditure 98.9800	-	-	-	-	227,000	-	-
	Fund: 270 Total Expenditure:	-	-	-	-	227,000	-	-
	Grand Total Revenues:	5,109	875	(3,688)	847	(1,885)	4,430	3,780
	Grand Total Expenditures:	-	-	-	-	227,000	-	-
	Grand Total Surplus / (Deficit)	5,109	875	(3,688)	847	(228,885)	4,430	3,780
	Fund Balances (Deficits) - Beginning of Year	226,729	231,838	232,713	229,025	229,025	140	4,570
	Fund Balances (Deficits) - End of Year	231,838	232,713	229,025	229,872	140	4,570	8,350

Fund: 280

Community Development Block Grant (CDBG)

Account Number		Actual FY 2019-20	Actual FY 2020-21	Actual FY 2021-22	Adopted FY 2022-23	Year-End Estimate FY 2022-23	Proposed FY 2023-24	Proposed FY 2024-25
Revenue:								
280.00.0000-43100	Interest Income	15,280	3,833	300	-	-	-	-
280.00.0000-43150	Principal Income	19,998	12,930	-	-	-	-	-
280.00.0000-44800	Federal Grants	790,951	601,485	866,285	626,682	695,000	641,377	600,000
280.00.0000-47200	Miscellaneous Revenue		-	289	-	-	-	-
280.00.0000-47900	Transfer In		25,000	-	-	-	-	-
	Fund: 280 Total Revenue:	826,228	643,248	866,874	626,682	695,000	641,377	600,000
Expenditure:								
280.30.3080-54115	COVID-19	25,000	-	-	-	-	-	-
	Total Expenditure 30.3080	25,000	-	-	-	-	-	-
280.30.3200-51100	Salaries	4,716	-	-	-	-	-	-
280.30.3200-51500	Public Employee's Retirement	3,691					-	-
280.30.3200-51504	Deferred Compensation	18	-	-	-	-	-	-
280.30.3200-51600	Worker's Compensation Insurance	293					-	-
280.30.3200-51700	Disability Insurance	42					-	-
280.30.3200-51900	Group Health & Life Insurance	1,369					-	-
280.30.3200-51930	Medicare/Employer Portion	67					-	-
	Total Expenditure 30.3200	10,196	-	-	-	-	-	-
280.30.3400-51100	Salaries	12,241	10,783	10,358	45,316	48,349	-	-
280.30.3400-51120	Vacation/Sick Leave		-	-	-	4,279	-	-
280.30.3400-51500	Public Employee's Retirement	21,203	1,030	2,136	10,723	10,826	-	-
280.30.3400-51504	Deferred Compensation		-	-	250	-	-	-
280.30.3400-51600	Worker's Compensation Insurance	1,748	-	115	421	-	-	-
280.30.3400-51700	Disability Insurance	113	86	-	307	236	-	-
280.30.3400-51900	Group Health & Life Insurance	610	502	1,189	12,836	11,502	-	-
280.30.3400-51906	Post Employment Health Plan	129	-	-	-	-	-	-
280.30.3400-51907	OPEB COST ALLOCATION		-	2,561	3,585	2,464	-	-
280.30.3400-51930	Medicare/Employer Portion	187	156	72	650	802	-	-
280.30.3400-54400	Professional Services	63,450	-	-	-	-	-	-
280.30.3400-54500	Contracted Services	75,940	410,365	328,323	-	187,731	320,776	300,000
	Total Expenditure 30.3400	175,622	422,922	344,754	74,088	266,189	320,776	300,000

Fund: 280

Community Development Block Grant (CDBG)

Account Number		Actual FY 2019-20	Actual FY 2020-21	Actual FY 2021-22	Adopted FY 2022-23	Year-End Estimate FY 2022-23	Proposed FY 2023-24	Proposed FY 2024-25
280.70.7300-54500.21333	Contracted Services							
280.70.7300-56205	Contracted Services		-	-	-	150	-	-
	Total Expenditure 7300	-	-	-	-	150	-	-
Expenditure:								
280.70.7300-51100	Salaries	2,488	904	213	-	62	-	-
280.70.7300-51500	Public Employees Retirement (PERS)	227	86	54	-	15	-	-
280.70.7300-51600	Workers Compensation	-	-	2	-	-	-	-
280.70.7300-51700	Disability Insurance	22	-	-	-	1	-	-
280.70.7300-51900	Group Health & Life Ins	382	9	2	-	18	-	-
280.70.7300-51930	Medicare/Employer Porti	36	13	3	-	1	-	-
280.70.7300-54500	Contracted Services	636,485	35,364	162,639	350,000	429,410	320,601	300,000
280.70.7310-54500	Contracted Services, Parks and Rec	188,409	16,805	-	-	-	-	-
	Total Expenditures 70.7xxx	828,049	53,181	162,914	350,000	429,507	320,601	300,000
280.80.8220-51907	OPEB Cost Allocation		-	1,754	-	-	-	-
280.80.8220-52200	Departmental Supplies	106	-	-	-	-	-	-
280.80.8220-54500	Contracted Services	36,115	148,676	-	-	-	-	-
	Total Expenditures 80.8220	36,220	148,676	1,754	-	-	-	-
	Fund: 280 Total Expenditure:	1,075,088	624,778	509,421	424,088	695,846	641,377	600,000
	Grand Total Revenues:	826,228	643,248	866,874	626,682	695,000	641,377	600,000
	Grand Total Expenditures:	1,075,088	624,778	509,421	424,088	695,846	641,377	600,000
	Grand Total Surplus / (Deficit)	(248,859)	18,469	357,452	202,594	(846)	-	-
	Fund Balances (Deficits) - Beginning of Year	(128,825)	(377,685)	(359,215)	(1,763)	(1,763)	(2,609)	(2,609)
	Fund Balances (Deficits) - End of Year	(377,685)	(359,215)	(1,763)	200,831	(2,609)	(2,609)	(2,609)

Fund: 282

Home Program

Account Number		Actual FY 2019-20	Actual FY 2020-21	Actual FY 2021-22	Adopted FY 2022-23	Year-End Estimate FY 2022-23	Proposed FY 2023-24	Proposed FY 2024-25
Revenue:								
282.00.0000-43100	Interest Income	119,350	16,706	74,560	3,661	30,223	-	-
282.00.0000-43116	Investment Fair Value Gain (Loss)					(5,781)	-	-
282.00.0000-43150	Principal Income	214,135	101,235	207,957	-	9,674	9,000	9,000
	Fund: 282 Total Revenue:	333,485	117,940	282,518	3,661	34,115	9,000	9,000
Expenditure:								
282.30.3500-56993	Misc. Expense			193	-	-	-	-
	Total Expenditure 30.3500	-	-	193	-	-	-	-
	Fund: 282 Total Expenditure:	-	-	193	-	-	-	-
	Grand Total Revenues:	333,485	117,940	282,518	3,661	34,115	9,000	9,000
	Grand Total Expenditures:	-	-	193	-	-	-	-
	Grand Total Surplus / (Deficit)	333,485	117,940	282,325	3,661	34,115	9,000	9,000
	Fund Balances (Deficits) - Beginning of Year	1,845,548	2,179,034	2,296,974	2,579,299	2,579,299	2,613,414	2,622,414
	Fund Balances (Deficits) - End of Year	2,179,034	2,296,974	2,579,299	2,582,960	2,613,414	2,622,414	2,631,414

Fund: 283

CalHome

Account Number		Actual FY 2019-20	Actual FY 2020-21	Actual FY 2021-22	Adopted FY 2022-23	Year-End Estimate FY 2022-23	Proposed FY 2023-24	Proposed FY 2024-25
Revenue:								
283.00.0000-43100	Interest Income	3,100	5,183	66,103	-	-	-	-
283.00.0000-43150	Principal Income	20,240	72,265	204,810	-	700	-	-
	Fund: 283 Total Revenue:	23,340	77,448	270,913	-	700	-	-
Expenditure:								
	Fund: 283 Total Expenditure:	-	-	-	-	-	-	-
	Grand Total Revenues:	23,340	77,448	270,913	-	700	-	-
	Grand Total Expenditures:	-	-	-	-	-	-	-
	Grand Total Surplus / (Deficit)	23,340	77,448	270,913	-	700	-	-
	Fund Balances (Deficits) - Beginning of Year	331,602	354,942	432,390	703,303	703,303	704,003	704,003
	Fund Balances (Deficits) - End of Year	354,942	432,390	703,303	703,303	704,003	704,003	704,003

Fund: 290/291

Housing Assistance Program (Section 8)

Account Number		Actual FY 2019-20	Actual FY 2020-21	Actual FY 2021-22	Adopted FY 2022-23	Year-End Estimate FY 2022-23	Proposed FY 2023-24	Proposed FY 2024-25
Revenue:								
290.00.0000-43100	Interest Income	15,815	6,141	574,177	2,808	8,845	20,040	17,110
290.00.0000-43116	Investment Fair Value Gain (Loss)					(4,401)	-	-
290.00.0000-43150	Principal Income	2,103	13,554	6,625	-	5,352	-	-
291.00.0000-43100	Interest Income	500	500	451	-	230	-	-
291.00.0000-44800	Federal Grants	5,191,432	5,471,149	5,438,101	5,191,400	5,505,596	5,191,400	5,191,400
291.00.0000-44801	Federal Grant (Front Load)	-	-	180,800	-	-	-	-
291.00.0000-44850	Federal Grant (Admin Port-In)	-	-	551,369	-	646,856	551,369	551,369
291.00.0000-45152	COVID-19 (Section 8)	1,832	119,262	84,990	-	-	-	-
291.00.0000-47200	Miscellaneous Revenue		826	8,930	-	-	-	-
291.00.0000-47930	HAP Repayment-Fraud Rec	8,663	15,567	16,695	8,663	15,801	8,000	8,000
291.00.0000-47935	HAP Repayment-Fraud Rec (Admin)	-	-	16,695	-	13,884	7,000	7,000
291.00.0000-47940	HAP Portability-In Reve	15,159	15,155	-	13,609	-	13,000	13,000
291.00.0000-47941	HAP Portability-In Reve (Admin)	-	-	1,012	-	1,321	1,000	1,000
Fund: 291 Total Revenue:		5,235,504	5,642,154	6,879,845	5,216,480	6,193,483	5,791,809	5,788,879

Expenditure:

291.20.2000-51100	Salaries	20,072	22,455	24,131	-	34,829	-	-
291.20.2000-51500	Public Employee's Retirement	4,067	2,133	5,969	-	8,443	-	-
291.20.2000-51504	Deferred Compensation	90	-	-	-	264	-	-
291.20.2000-51600	Worker's Compensation Insurance	205	-	278	-	-	-	-
291.20.2000-51700	Disability Insurance	169	192	211	-	279	-	-
291.20.2000-51900	Group Health & Life Insurance	129	134	142	-	119	-	-
291.20.2000-51901	Cash Back Incentive Pay	46	-	-	-	-	-	-
291.20.2000-51930	Medicare/Employer Portion	282	324	350	-	523	-	-
Total Expenditures 20.2000		25,060	25,239	31,080	-	44,457	-	-

291.30.3030-51100	Salaries	5,354	1,696	590	-	-	-	-
291.30.3030-51500	Public Employee's Retirement	4,365	165	150	-	-	-	-
291.30.3030-51504	Deferred Compensation	24	3	-	-	-	-	-
291.30.3030-51600	Workers Compensation	346	-	7	-	-	-	-
291.30.3030-51700	Disability Insurance	53	17	5	-	-	-	-
291.30.3030-51900	Group Health & Life Insurance	1,272	617	170	-	-	-	-
291.30.3030-51930	Medicare/Employer Portion	79	25	9	-	-	-	-
Total Expenditures 30.3030		11,494	2,524	929	-	-	-	-

Expenditure:

291.30.3090-51100	Salaries	325,133	328,640	336,933	319,728	333,186	377,356	395,406
291.30.3090-51120	Vacation/Sick Leave		1,993	3,438	1,596	15,366	1,596	1,596
291.30.3090-51500	Public Employee's Retirement	98,597	99,843	80,425	75,654	82,845	78,097	79,718
291.30.3090-51504	Deferred Compensation	1,500	1,500	1,500	1,500	2,267	3,774	3,954
291.30.3090-51600	Worker's Compensation Insurance	6,226	3,940	3,727	2,967	-	3,307	3,976
291.30.3090-51700	Disability Insurance	3,057	3,069	3,089	3,089	3,172	3,488	3,593
291.30.3090-51800	Unemployment Insurance	(260)	-	-	-	-	-	-
291.30.3090-51900	Group Health & Life Insurance	74,677	92,667	95,904	92,351	93,070	99,372	104,341
291.30.3090-51901	Cash Back Incentive Pay	7,162	-	-	-	-	-	-
291.30.3090-51905	Bilingual Pay	2,100	2,100	2,100	2,100	2,681	2,400	2,520
291.30.3090-51907	OPEB COST ALLOCATION		-	25,494	25,290	17,385	12,548	11,517
291.30.3090-51930	Medicare/Employer Portion	4,820	4,791	4,755	4,700	5,572	5,472	5,733
291.30.3090-52200	Departmental Supplies	2,374	4,862	2,753	3,000	2,200	3,000	3,000
291.30.3090-52205	Office Supplies	698	442	203	-	-	-	-
291.30.3090-52600	Membership and Dues	1,246	450	450	1,800	1,350	1,800	1,800

Fund: 290/291

Housing Assistance Program (Section 8)

Account Number		Actual	Actual	Actual	Adopted	Year-End	Proposed	Proposed
		FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	Estimate	FY 2023-24	FY 2024-25
291.30.3090-52700	Books and Periodicals	548	1,136	1,136	1,500	1,500	1,500	1,500
291.30.3090-52800	Software		2,572	-	-	-	-	-
291.30.3090-53200	Mileage Reimbursement		-	-	200	-	200	200
291.30.3090-54100	Special Departmental Expenses	20,313	10,685	-	-	-	-	-
291.30.3090-54101	Special Departmental Expenses		-	5,834	-	-	-	-
291.30.3090-54105	Housing Assistance Payments (HAP)	4,736,902	5,174,290	5,457,094	5,500,000	5,500,000	5,500,000	5,500,000
291.30.3090-54500	Contracted Services	14,128	14,346	17,912	21,200	21,200	21,200	21,200
291.30.3090-54530	Credit Card Service Charges	911	844	635	-	-	-	-
291.30.3090-54900	Professional Development	2,295	450	-	6,000	3,000	6,000	6,000
291.30.3090-56992	Bank Service Charges		-	15	-	-	-	-
Total Expenditures 30.3090		5,302,429	5,748,619	6,043,398	6,062,675	6,084,794	6,121,110	6,146,054
291.40.4020-51100	Salaries	479	-	-	-	-	-	-
291.40.4020-51500	Public Employees Retirement (PERS)	44	-	-	-	-	-	-
291.40.4020-51700	Disability Insurance	3	-	-	-	-	-	-
291.40.4020-51900	Group Health & Life Ins	80	-	-	-	-	-	-
291.40.4020-51930	Medicare/Employer Porti	7	-	-	-	-	-	-
Total Expenditures 40.4020		613	-	-	-	-	-	-
Fund: 291 Total Expenditure:		5,339,596	5,776,381	6,075,407	6,062,675	6,129,251	6,121,110	6,146,054
Grand Total Revenues:		5,235,504	5,642,154	6,879,845	5,216,480	6,193,483	5,791,809	5,788,879
Grand Total Expenditures:		5,339,596	5,776,381	6,075,407	6,062,675	6,129,251	6,121,110	6,146,054
Grand Total Surplus / (Deficit)		(104,092)	(134,227)	804,438	(846,195)	64,232	(329,301)	(357,175)
Fund Balances (Deficits) - Beginning of Year		2,577,536	2,473,444	2,339,217	3,143,654	3,143,654	3,207,886	2,878,585
Fund Balances (Deficits) - End of Year		2,473,444	2,339,217	3,143,654	2,297,459	3,207,886	2,878,585	2,521,410

Fund: 305

2018 Series A Cert of Part

Account Number		Actual FY 2019-20	Actual FY 2020-21	Actual FY 2021-22	Adopted FY 2022-23	Year-End Estimate FY 2022-23	Proposed FY 2023-24	Proposed FY 2024-25
Revenue:								
305.00.0000-43100	Interest Income	189,448	4,160	8,290	-	148,864	-	-
305.00.0000-47200	Miscellaneous Revenues			23		-	-	-
305.00.0000-47900	Transfer In	832,969	832,769	832,169	836,169	-	831,669	836,669
	Fund: 305 Total Revenue:	1,022,417	836,929	840,482	836,169	148,864	831,669	836,669
Expenditure:								
305.20.2010-56980	Principal Payment	255,000	265,000	275,000	290,000	-	300,000	320,000
305.20.2010-56990	Interest Expenses	577,551	566,885	557,169	546,169	546,169	531,669	516,669
	Total Expenditures 20.2010	832,551	831,885	832,169	836,169	546,169	831,669	836,669
305.40.4010-54500	Contracted Services	12,090	-	-	-	-	-	-
	Total Expenditures 40.4010	12,090	-	-	-	-	-	-
305.70.7300-51100	Salaries	1,691	5,716	11,514	-	4,788	-	-
305.70.7300-51300	Overtime		-	500	-	3,568	-	-
305.70.7300-51500	Public Employee Retirement (PERS)	371	544	2,861	-	1,204	-	-
305.70.7300-51504	Deferred Compensation		27	6	-	51	-	-
305.70.7300-51600	Workers Compensation	19	-	132	-	-	-	-
305.70.7300-51700	Disability Insurance	1	5	71	-	58	-	-
305.70.7300-51900	Group Health & Life Ins	154	153	392	-	524	-	-
305.70.7300-51930	Medicare/Employer Portions	25	83	171	-	126	-	-
305.70.7300-52100	Postage	9	-	10	-	-	-	-
305.70.7300-54500	Contracted Services	39,885	53,505	2,315,190	-	5,705,520	538,000	-
305.70.7300-54521	Design Services	5,793	-	9,159	-	-	-	-
305.70.7300-56205	Permits- Fees - Licenses		-	150	-	-	-	-
	Total Expenditures 70.7300	47,948	60,033	2,340,156	-	5,715,837	538,000	-
	Fund: 305 Total Expenditure:	892,589	891,918	3,172,325	836,169	6,262,006	1,369,669	836,669
	Grand Total Revenues:	1,022,417	836,929	840,482	836,169	148,864	831,669	836,669
	Grand Total Expenditures:	892,589	891,918	3,172,325	836,169	6,262,006	1,369,669	836,669
	Grand Total Surplus / (Deficit)	129,828	(54,989)	(2,331,842)	-	(6,113,143)	(538,000)	-
	Fund Balances (Deficits) - Beginning of Year	14,586,049	14,763,623	14,708,634	12,376,792	12,376,792	6,263,649	5,725,649
	Fund Balances (Deficits) - End of Year	14,763,623	14,708,634	12,376,792	12,376,792	6,263,649	5,725,649	5,725,649

Fund: 400

Capital Improvement

Account Number		Actual	Actual	Actual	Adopted	Year-End Estimate	Proposed	Proposed
		FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2022-23	FY 2023-24	FY 2024-25
Revenue:								
400.00.0000-47610	Cost Reimbursements	19,671	-	-	-	-	-	-
400.00.0000-47900	Transfer In	-	-	11,577,135	1,147,695	1,147,695	-	-
Fund: 400 Total Revenue:		19,671	-	11,577,135	1,147,695	1,147,695	-	-
Expenditure:								
400.40.4010-54500	Contracted Services	6,304	-	-	-	-	-	-
Total Expenditures 40.4010		6,304	-	-	-	-	-	-
400.70.7300-51100	Salaries	1,487	757	-	-	15,058	-	-
400.70.7300-51300	Overtime	851	-	-	-	-	-	-
400.70.7300-51500	Public Employees Retirement (PERC)	127	69	-	-	3,560	-	-
400.70.7300-51504	Deferred Compensation	5	21	-	-	154	-	-
400.70.7300-51700	Disability Insurance	21	8	-	-	130	-	-
400.70.7300-51900	Group Health & Life Ins	310	60	-	-	216	-	-
400.70.7300-51906	Post Employment Health Plan	1	-	-	-	-	-	-
400.70.7300-51930	Medicare/Employer Portion	32	13	-	-	218	-	-
400.70.7300-54500	Contracted Services	369,584	3,115	81,464	506,390	(33,902)	500,390	6,749,632
400.70.7300-54521	Design Services	15,869	-	-	-	-	-	-
400.70.7300-54523	Construction Management	95,374	-	-	-	-	-	-
400.70.7300-54635	General Construction	24,300	-	-	-	-	-	-
400.70.7300-54680	Contract Services-Retention	(74,525)	(26,877)	-	-	-	-	-
400.70.7300-56205	Permits - Fees - Licenses	(1,500)	-	-	-	-	-	-
400.70.7300-57100	Permits - Fees - Licenses	-	-	-	-	-	270,000	270,000
Total Expenditures 70.7300-STREETS		431,936	(22,835)	81,464	506,390	(14,567)	770,390	7,019,632
400.70.7310-54500	Contracted Services	-	-	-	-	11,301	-	-
Total Expenditures 70.7310-PARKS		-	-	-	-	11,301	-	-
400.70.7320-54400	Professional Services	-	-	137,539	-	93,534	-	-
Total Expenditures 70.7320-ADMIN/FACILITIES		-	-	137,539	-	93,534	-	-
400.98.9800-56900	Transfer Out	582,794	-	-	-	-	-	-
Total Expenditures 98.9800		582,794	-	-	-	-	-	-
Fund 400 Total Expenditures:		1,021,034	(22,835)	219,002	506,390	90,268	770,390	7,019,632
Grand Total Revenues:		19,671	-	11,577,135	1,147,695	1,147,695	-	-
Grand Total Expenditures:		1,021,034	(22,835)	219,002	506,390	90,268	770,390	7,019,632
Grand Total Surplus / (Deficit)		(1,001,363)	22,835	11,358,133	641,305	1,057,427	(770,390)	(7,019,632)
Fund Balances (Deficits) - Beginning of Year		1,298,918	297,555	320,390	11,678,523	11,678,523	12,735,950	11,965,560
Fund Balances (Deficits) - End of Year		297,555	320,390	11,678,523	12,319,828	12,735,950	11,965,560	4,945,928

Fund: 450

Financial System Replacement

Account Number		Actual FY 2019-20	Actual FY 2020-21	Actual FY 2021-22	Adopted FY 2022-23	Year-End Estimate FY 2022-23	Proposed FY 2023-24	Proposed FY 2024-25
Revenue:								
450.00.0000-47900	Transfer In		257,650	-	-	87,913	-	-
	Fund: 450 Total Revenue:	-	257,650	-	-	87,913	-	-
Expenditure:								
450.20.2000-54500	Contracted Services	75,504	-	-	-	-	-	-
	Total Expenditures 20.2000	75,504	-	-	-	-	-	-
450.70.7320-54500	Contracted Services		87,913	-	-	-	-	-
	Total Expenditures 70.7320	-	87,913	-	-	-	-	-
	Fund: 450 Total Expenditure:	75,504	87,913	-	-	-	-	-
	Grand Total Revenues:	-	257,650	-	-	87,913	-	-
	Grand Total Expenditures:	75,504	87,913	-	-	-	-	-
	Grand Total Surplus / (Deficit)	(75,504)	169,736	-	-	87,913	-	-
	Fund Balances (Deficits) - Beginning of Year	(182,146)	(257,650)	(87,913)	(87,913)	(87,913)	-	-
	Fund Balances (Deficits) - End of Year	(257,650)	(87,913)	(87,913)	(87,913)	-	-	-

Fund:550

Water Authority

Account Number		Actual	Actual	Actual	Adopted	Year-End Estimate	Proposed	Proposed
		FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2022-23	FY 2023-24	FY 2024-25
Revenue:								
550.00.0000-43100	Interest Income	2,021,540	1,619,212	441,086	1,195,775	139,930	262,150	223,820
550.00.0000-43116	Investment Fair Value Gain (Loss)					(67,276)	-	-
550.00.0000-43250	Water Right Lease	297,000	302,400	307,800	297,000	-	-	-
550.00.0000-45000	State Grants		-	152,671	-	-	-	-
550.00.0000-47200	Miscellaneous Revenue	4,265	2	23,489	4,266	3,473	4,000	4,000
550.00.0000-47300	Damages To City Property	1,530	134	-	1,531	-	-	-
550.00.0000-47630	Cost Reimbursements- NonCIP Deposits	52	-	-	-	-	-	-
550.00.0000-49100	Metered Water Sales	8,661,525	8,886,963	9,344,999	9,656,311	8,686,411	10,303,284	10,303,284
550.00.0000-49150	Water Sales-Power Charge	1,243,892	1,411,557	1,443,001	1,243,900	816,674	1,327,241	1,327,241
550.00.0000-49200	Fire Hydrant Rental	810	-	-	1,000	-	-	-
550.00.0000-49300	Turn On Charges	137,704	(40)	15,398	138,000	141,425	138,000	138,000
550.00.0000-49400	Inspection Fees	2,025	4,131	4,950	2,000	2,900	-	-
550.00.0000-49500	Water Process Application	17,035	7,475	8,017	17,000	4,905	5,000	5,000
550.00.0000-49700	Service Connection Fees	795	2,212	2,541	1,000	753	1,000	1,000
550.00.0000-49800	Meter Removal / Installation	9,880	26,297	30,205	9,900	6,692	9,000	9,000
550.00.0000-49802	Gain on Bond Defeasance	-	-	683,028	-	-	-	-
Fund: 550 Total Revenue:		12,398,054	12,260,343	12,457,186	12,567,683	9,735,886	12,049,675	12,011,345
Expenditure:								
550.11.1110-51100	Salaries	51,453	65,964	62,055	55,237	69,092	75,177	78,626
550.11.1110-51120	Vacation/Sick Leave	635	2,769	11,563	1,462	7,650	1,462	1,462
550.11.1110-51500	Public Employee's Retirement	7,455	18,539	13,293	13,070	13,397	15,559	15,854
550.11.1110-51504	Deferred Compensation		-	-	-	359	752	787
550.11.1110-51600	Worker's Compensation Insurance	325	807	695	513	-	659	791
550.11.1110-51700	Disability Insurance	454	582	524	489	514	606	624
550.11.1110-51900	Group Health & Life Insurance	199	202	828	1,223	1,005	1,043	1,095
550.11.1110-51901	Cash Back Incentive Pay	1,722	3,416	2,631	2,149	2,095	2,865	3,008
550.11.1110-51903	Auto Allowance	1,425	1,800	1,638	1,500	1,463	1,800	1,890
550.11.1110-51904	Technology Stipend	293	270	221	180	439	540	567
550.11.1110-51906	Post Employment Health Plan	337	360	501	552	626	741	778
550.11.1110-51907	OPEB Cost Allocation		-	5,089	4,369	3,003	2,500	2,290
550.11.1110-51930	Medicare/Employer Portion	788	1,069	1,111	805	1,245	1,090	1,140
Total Expenditures 11.1110		65,084	95,778	100,147	81,549	100,887	104,794	108,912
550.12.1200-51100	Salaries	12,974	12,920	12,920	12,858	15,482	33,512	35,007
550.12.1200-51120	Vacation/Sick Leave		-	148	-	8,632	-	-
550.12.1200-51500	Public Employee's Retirement	4,781	4,553	3,829	3,557	4,419	6,936	7,573
550.12.1200-51504	Deferred Compensation		-	-	-	202	335	351
550.12.1200-51600	Worker's Compensation Insurance	277	160	149	119	-	294	352
550.12.1200-51700	Disability Insurance	123	124	124	124	130	301	310
550.12.1200-51900	Group Health & Life Insurance	1,888	2,075	2,013	2,740	1,948	6,447	6,769
550.12.1200-51903	Auto Allowance	473	480	480	480	442	480	504
550.12.1200-51904	Technology Stipend	180	180	180	180	166	180	189
550.12.1200-51905	Bilingual Pay		-	-	-	-	60	63
550.12.1200-51906	Post Employment Health Plan	128	129	129	129	142	148	155
550.12.1200-51907	OPEB Cost Allocation		-	1,009	1,017	699	1,114	1,020
550.12.1200-51930	Medicare/Employer Portion	196	196	198	190	368	486	508
Total Expenditures 12.1200		21,020	20,817	21,178	21,394	32,631	50,293	52,801

Fund:550

Water Authority

Account Number		Actual	Actual	Actual	Adopted	Year-End Estimate	Proposed	Proposed
		FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2022-23	FY 2023-24	FY 2024-25
Expenditure:								
550.20.2000-51100	Salaries	253,385	261,852	241,003	202,340	192,900	300,549	313,442
550.20.2000-51120	Vacation/Sick Leave	10,023	9,718	9,090	9,849	8,141	9,849	9,849
550.20.2000-51200	Hourly Salaries	-	-	23,129	-	25,958	-	-
550.20.2000-51500	Public Employee's Retirement	83,257	81,395	57,636	47,877	47,783	62,201	63,193
550.20.2000-51501	PT Retirement	-	-	828	-	1,025	-	-
550.20.2000-51504	Deferred Compensation	1,779	1,345	1,063	1,000	1,896	3,005	3,134
550.20.2000-51600	Worker's Compensation Insurance	5,412	3,231	2,686	1,878	-	2,634	3,152
550.20.2000-51700	Disability Insurance	2,187	2,370	2,304	1,901	1,841	2,720	2,801
550.20.2000-51800	Unemployment Insurance	1,148	180	428	-	-	-	-
550.20.2000-51900	Group Health & Life Insurance	43,508	42,569	53,296	36,870	30,955	57,337	60,204
550.20.2000-51901	Cash Back Incentive Pay	14,324	14,324	14,324	14,324	13,966	14,324	15,040
550.20.2000-51903	Auto Allowance	960	880	480	960	468	960	1,008
550.20.2000-51904	Technology Stipend	281	330	180	360	176	360	378
550.20.2000-51905	Bilingual Pay	1,594	1,650	1,339	945	1,587	1,290	1,355
550.20.2000-51906	Post Employment Health Plan	291	277	138	298	175	326	342
550.20.2000-51907	OPEB	-	-	19,366	16,005	11,002	9,994	9,129
550.20.2000-51930	Medicare/Employer Portion	4,032	4,165	4,062	2,955	3,832	4,358	4,545
	Total Expenditures 20.2000	422,180	424,285	431,351	337,562	341,705	469,907	487,572
550.40.4000-57404	Dept/Amort Expense	375,481	392,756	411,130	-	179,042	-	-
	Total Expenditures 40.4000	375,481	392,756	411,130	-	179,042	-	-
550.40.4010-54500	Dept/Amort Expense	7,898	-	348	-	-	-	-
	Total Expenditures 40.4010	7,898	-	348	-	-	-	-
550.40.4900-51100	Salaries	369,425	407,119	404,448	648,422	425,971	691,638	719,105
550.40.4900-51120	Vacation/Sick Leave	92,977	39,744	(2,041)	47,422	7,557	47,422	47,422
550.40.4900-51200	Hourly Salaries	-	2,190	(1,364)	-	-	-	-
550.40.4900-51300	Overtime	1,794	3,244	2,386	-	1,274	-	-
550.40.4900-51500	Public Employee's Retirement	113,100	143,250	92,999	153,429	105,774	143,140	144,979
550.40.4900-51504	Deferred Compensation	1,886	2,072	2,024	2,625	3,345	6,916	7,191
550.40.4900-51600	Worker's Compensation Insurance	7,127	6,001	4,473	6,018	-	6,061	7,231
550.40.4900-51700	Disability Insurance	3,307	3,599	3,545	5,999	3,252	6,595	6,793
550.40.4900-51900	Group Health & Life Insurance	31,876	39,360	36,286	88,543	41,529	86,699	91,034
550.40.4900-51901	Cash Back Incentive Pay	22,584	23,277	25,067	25,067	24,440	25,067	26,320
550.40.4900-51903	Auto Allowance	2,200	1,920	240	1,920	312	4,320	4,536
550.40.4900-51904	Technology Stipend	825	720	90	720	117	1,620	1,701
550.40.4900-51905	Bilingual Pay	1,200	1,200	1,169	1,200	1,235	1,230	1,292
550.40.4900-51906	Post Employment Health Plan	329	433	95	626	124	-	-
550.40.4900-51907	OPEB	-	-	45,646	51,290	35,258	22,999	20,940
550.40.4900-51930	Medicare/Employer Portion	5,864	6,379	6,387	9,425	7,237	10,029	10,427
550.40.4900-52200	Departmental Supplies	-	594	-	1,000	1,000	1,000	1,000
550.40.4900-52400	Print, Duplicate & Photocopy	2,665	623	650	2,000	700	2,000	2,000
550.40.4900-52600	Membership and Dues	20,194	4,893	6,544	27,500	27,500	27,500	27,500
550.40.4900-52700	Books and Periodicals	426	424	-	1,500	1,500	1,500	1,500
550.40.4900-52805	Software License	8,218	3,003	7,400	10,000	10,000	10,000	10,000
550.40.4900-53200	Mileage Reimbursement	-	-	-	350	350	350	350
550.40.4900-53300	Equipment Repairs and Maintenance	-	-	-	1,500	1,500	1,500	1,500
550.40.4900-53610	Cost Reimbursements	116,902	116,902	116,902	120,000	120,000	120,000	120,000
550.40.4900-54100	Special Departmental Expenses	6,299	(886)	982	6,500	6,500	6,500	6,500
550.40.4900-54400	Professional Services	-	34,436	111,982	115,000	131,470	115,000	115,000
550.40.4900-54500	Contracted Services	19,561	77,293	210,003	170,000	354,474	180,000	180,000
550.40.4900-54625	Engineering	4,950	3,163	(3,163)	-	-	-	-
550.40.4900-54700	Insurance & Surety Bonds	168,386	242,466	107,774	507,930	507,930	189,750	199,237
550.40.4900-54800	Conventions and Meetings	4,488	-	3,230	6,500	6,500	6,500	6,500
550.40.4900-56990	Interest Expense	2,010,162	1,845,705	1,104,987	1,877,619	1,877,619	449,900	384,450
550.40.4900-57404	Depreciation/Amortization Expense	367,626	367,626	336,987	400,000	400,000	400,000	400,000
550.40.4900-57800	Contra Capital	-	(5,561)	-	-	-	-	-
550.40.4900-58500	Bad Debt	9,087	-	15,246	-	12,168	-	-
	Total Expenditures 40.4900	3,393,459	3,371,189	2,640,974	4,290,105	4,116,636	2,565,236	2,544,508

Fund:550

Water Authority

Account Number		Actual	Actual	Actual	Adopted	Year-End Estimate	Proposed	Proposed
		FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2022-23	FY 2023-24	FY 2024-25
Expenditure:								
550.40.4920-51100	Salaries	620,316	708,578	761,425	862,518	822,468	1,295,522	1,343,424
550.40.4920-51120	Vacation/Sick Leave	38,629	33,096	25,909	34,818	65,278	34,818	34,818
550.40.4920-51200	Hourly Salaries		28,629	20,608	32,130	-	32,130	32,130
550.40.4920-51300	Overtime	91,189	102,993	100,252	85,000	97,891	85,000	85,000
550.40.4920-51500	Public Employee's Retirement	190,811	236,450	175,738	204,088	199,853	268,111	270,848
550.40.4920-51501	Public Agency Retirement		1,033	706	1,205	-	1,205	1,205
550.40.4920-51504	Deferred Compensation	3,848	3,370	4,078	4,400	4,911	12,955	13,434
550.40.4920-51600	Worker's Compensation Insurance	12,185	9,948	8,258	8,005	-	11,353	13,506
550.40.4920-51700	Disability Insurance	6,711	6,271	6,446	7,959	7,730	9,571	9,858
550.40.4920-51800	Unemployment Insurance	2,700	9,000	450	-	-	-	-
550.40.4920-51900	Group Health & Life Insurance	180,706	171,172	166,299	203,821	170,448	341,275	358,339
550.40.4920-51901	Cash Back Incentive Pay	8,595	9,191	15,756	16,473	16,061	16,473	17,296
550.40.4920-51905	Bilingual Pay	1,929	1,440	1,426	1,440	1,944	1,680	1,764
550.40.4920-51907	OPEB		-	53,061	68,225	46,899	43,078	39,120
550.40.4920-51930	Medicare/Employer Portion	10,978	12,574	12,858	12,525	15,952	18,785	19,480
550.40.4920-52100	Postage	14	14	-	200	200	200	200
550.40.4920-52200	Departmental Supplies		661	112	1,000	1,000	1,000	1,000
550.40.4920-52210	Supplies/Chemicals	87,413	61,654	88,745	610,000	500,000	635,000	640,000
550.40.4920-52250	Uniforms	2,604	-	5,147	5,500	5,500	5,500	5,500
550.40.4920-52400	Print Duplicate & Photocopying	1,431	-	-	-	-	-	-
550.40.4920-52600	Membership and Dues		1,805	-	13,000	13,000	13,000	13,000
550.40.4920-52700	Books and Periodicals	850	-	-	1,000	1,000	1,000	1,000
550.40.4920-53100	Automobile Supplies & Repair	2,023	2,227	3,713	10,000	10,000	20,000	25,000
550.40.4920-53150	Fuel	30,209	32,602	42,632	38,000	38,000	43,000	48,000
550.40.4920-53300	Equipment Repairs and Maintenance	2,417	24,267	18,832	22,000	22,000	29,500	32,000
550.40.4920-53305	Water Meter Maint and Repair	55,095	140,029	29,120	215,000	215,000	50,000	50,000
550.40.4920-53308	Water Valves Maint and Repair		-	-	30,000	30,000	30,000	30,000
550.40.4920-53310	Fire Hydrant Maint and Repair	28,409	-	27,889	30,000	30,000	30,000	30,000
550.40.4920-53315	Plant Maintenance and Repair	118,925	99,271	46,625	155,000	155,000	230,000	230,000
550.40.4920-53400	Building and Grounds Maintenance	5,788	3,047	9,479	8,000	8,000	8,000	8,000
550.40.4920-53500	Small Tools and Equipment's	16,736	10,989	15,145	30,000	30,000	30,000	30,000
550.40.4920-54100	Special Departmental Expenses	164,129	151,609	169,908	246,000	231,000	278,000	303,005
550.40.4920-54200	Utilities	346,941	408,831	483,659	250,000	250,000	260,000	270,000
550.40.4920-54250	Purchased Water	1,578,629	1,746,661	1,765,444	1,600,000	1,750,000	1,750,000	1,850,000
550.40.4920-54400	Professional Services		-	818	-	-	-	-
550.40.4920-54500	Contracted Services	161,104	122,795	181,735	421,000	421,000	421,000	421,000
550.40.4920-54605	Asphalt Maintenance	12,545	17,838	14,320	20,000	20,000	20,000	20,000
550.40.4920-54800	Conventions and Meetings		350	1,048	2,500	2,500	2,500	2,500
550.40.4920-54930	Safety Programs & Materials	7,622	7,293	7,021	12,100	12,100	12,100	12,100
550.40.4920-56205	Permits - Fees - Licenses	31,753	32,558	40,210	107,790	107,790	107,790	107,790
550.40.4920-56910	Legal Service	236	12,676	-	15,000	27,324	15,000	15,000
550.40.4920-56975	Grant Expense	-	-	148,032	-	-	-	-
550.40.4920-57300	Furniture and Equipment	5,580	64,246	310,992	100,000	384,749	100,000	100,000
550.40.4920-57404	Depr/Amort Expense		-	24,855	-	30,399	-	-
550.40.4920-57800	Contra Capital		-	(392,390)	-	(384,749)	-	-
	Total Expenditures 40.4920	3,829,048	4,275,167	4,396,360	5,485,697	5,360,248	6,264,546	6,485,317

Fund:550

Water Authority

Account Number		Actual FY 2019-20	Actual FY 2020-21	Actual FY 2021-22	Adopted FY 2022-23	Year-End Estimate FY 2022-23	Proposed FY 2023-24	Proposed FY 2024-25
Expenditure:								
550.40.4930-51100	Salaries	13,204	13,263	13,653	13,310	14,215	14,686	15,127
550.40.4930-51120	Vacation/Sick Leave Accrual Pay-Out	124	350	499	183	366	183	183
550.40.4930-51300	Overtime		-	63	-	-	-	-
550.40.4930-51500	Public Employees Retirement	4,057	4,133	3,203	3,149	3,531	3,039	3,050
550.40.4930-51504	Deferred Compensation	100	99	92	100	104	147	151
550.40.4930-51600	Workers Compensation	256	166	150	124	-	129	152
550.40.4930-51700	Disability Insurance	126	125	123	129	136	142	146
550.40.4930-51900	Group Health & Life Ins	3,181	3,262	3,307	3,927	3,541	3,925	4,121
550.40.4930-51905	Bilingual Pay	120	120	120	120	117	120	126
550.40.4930-51907	OPEB		-	1,045	1,053	724	488	441
550.40.4930-51930	Medicare/Employer Porti	194	198	197	200	235	213	219
550.40.4930-52100	Postage	18,390	28,720	25,000	25,000	25,000	25,000	25,000
550.40.4930-52200	Departmental Supplies		1,245	3,680	10,000	10,000	15,000	15,000
550.40.4930-54100	Special Departmental Expenses	3,532	1,887	-	5,000	5,000	5,000	5,000
550.40.4930-54500	Contracted Services	18,995	11,705	17,079	45,000	45,000	40,000	40,000
550.40.4930-54530	Credit Card Service Charges	54,287	60,090	50,043	53,000	53,000	53,000	53,000
550.40.4930-54930	Safety Programs & Materials		-	-	500	500	500	500
550.40.4930-55320	Refund/Rtn Overpayment	240	4,391	(398)	2,000	2,000	2,000	2,000
	Total Expenditures 40.4930	116,807	129,754	117,857	162,795	163,469	163,572	164,216
550.60.6000-51100	Salaries	3,656	-	-	-	-	-	-
550.60.6000-51500	Public Employee's Retirement	1,828	-	-	-	-	-	-
550.60.6000-51600	Worker's Compensation Insurance	132	-	-	-	-	-	-
550.60.6000-51700	Disability Insurance	36	-	-	-	-	-	-
550.60.6000-51900	Group Health & Life Insurance	735	-	-	-	-	-	-
550.60.6000-51930	Medicare/Employer Portion	55	-	-	-	-	-	-
	Total Expenditures 60.6000	6,442	-	-	-	-	-	-
550.70.7300-51100	Salaries		5,716	-	-	-	-	-
550.70.7300-51500	Public Employees Retirement	7	546	-	-	-	-	-
550.70.7300-51504	Deferred Compensation		17	-	-	-	-	-
550.70.7300-51600	Workers Compensation	1	-	-	-	-	-	-
550.70.7300-51700	Disability Insurance		44	-	-	-	-	-
550.70.7300-51900	Group Health & Life Ins		570	-	-	-	-	-
550.70.7300-51930	Medicare/Employer Porti		83	-	-	-	-	-
550.70.7300-54500	Contracted Services	104,676	182,624	36,322	-	2,571,265	-	-
550.70.7300-57800	Contra Capital		(182,624)	181,165	-	-	-	-
	Total Expenditures 70.7300	104,684	6,976	217,487	-	2,571,265	-	-
550.70.7340-54500	Contracted Services	(2,767)	1,648,625	4,011,864	12,589,903	2,096,346	8,590,000	7,698,000
550.70.7340-54680	Contract Services-Retention	(17,402)	-	-	-	-	-	-
550.70.7340-56205	Permits - Fees - Licenses		300	75	-	-	-	-
550.70.7340-57404	Depr/Amort Expense		-	-	-	10,773	-	-
550.70.7340-57800	Contra Capital		(1,655,900)	(4,058,730)	-	-	-	-
	Total Expenditures 70.7340	(20,169)	(6,976)	(46,791)	12,589,903	2,107,119	8,590,000	7,698,000

Fund:550

Water Authority

Account Number		Actual FY 2019-20	Actual FY 2020-21	Actual FY 2021-22	Adopted FY 2022-23	Year-End Estimate FY 2022-23	Proposed FY 2023-24	Proposed FY 2024-25
Expenditure:								
550.80.8230-51100	Salaries	8,665	8,558	8,493	8,291	9,038	9,148	9,422
550.80.8230-51120	Vacation/Sick Leave	39	598	247	-	175	-	-
550.80.8230-51500	Public Employee's Retirement	2,629	2,597	1,994	1,962	2,232	1,893	1,900
550.80.8230-51504	Deferred Compensation	50	50	51	50	80	91	94
550.80.8230-51600	Worker's Compensation Insurance	167	103	94	-	-	80	95
550.80.8230-51700	Disability Insurance	80	79	76	80	85	88	91
550.80.8230-51900	Group Health & Life Insurance	2,426	2,677	2,490	2,764	2,424	2,500	2,625
550.80.8230-51907	OPEB Cost Allocation	-	-	651	656	451	304	274
550.80.8230-51930	Medicare/Employer Portion	125	132	121	120	146	133	137
	Total Expenditures 80.8230	14,182	14,794	14,216	13,923	14,632	14,237	14,638
550.90.9000-51500	Public Employee's Retirement (PERS)	-	-	346,646	378,800	492,440	401,344	404,500
550.90.9000-51503	Pension Expense	300,272	1,159,497	1,016,239	-	-	-	-
550.90.9000-51907	OPEB Cost Allocation	107,306	80,284	(96,617)	-	-	-	-
	Total Expenditures 90.9000	407,578	1,239,781	1,266,268	378,800	492,440	401,344	404,500
550.98.9800-37800	Transfer Out	(301,191)	(159,879)	-	-	-	-	-
	Total Expenditures 98.9800	(301,191)	(159,879)	-	-	-	-	-
	Fund: 550 Total Expenditure:	8,442,501	9,804,441	9,570,525	23,361,728	15,480,074	18,623,929	17,960,464
	Grand Total Revenues:	12,398,054	12,260,343	12,457,186	12,567,683	9,735,886	12,049,675	12,011,345
	Grand Total Expenditures:	8,442,501	9,804,441	9,570,525	23,361,728	15,480,074	18,623,929	17,960,464
	Grand Total Surplus / (Deficit)	3,955,554	2,455,902	2,886,660	(10,794,045)	(5,744,188)	(6,574,254)	(5,949,119)
	Fund Balances (Deficits) - Beginning of Year	24,080,370	28,035,924	30,491,826	33,378,486	33,378,486	27,634,299	21,060,045
	Fund Balances (Deficits) - End of Year	28,035,924	30,491,826	33,378,486	22,584,441	27,634,299	21,060,045	15,110,926

Fund: 560

Pico Rivera Innovative Municipal Energy (PRIME)

Account Number		Actual	Actual	Actual	Adopted	Year-End	Proposed	Proposed
		FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	Estimate FY 2022-23	FY 2023-24	FY 2024-25
Revenue:								
560.00.0000-43100	Interest Income	65,399	18,342	13,478	-	54,557	-	-
560.00.0000-43150	Principal Income	-	2,007	-	-	-	-	-
560.00.0000-45000	State Grants	-	-	323,931	-	-	-	-
560.00.0000-47200	Miscellaneous Revenue	-	-	4,951	-	-	-	-
560.00.0000-47610	Cost Reimbursements	3,002	-	-	-	-	-	-
560.00.0000-47750	Gen/Demand and Collections	16,374,119	14,733,649	17,342,761	20,381,163	23,942,748	23,655,274	26,168,819
560.00.0000-47751	PRIME Future	85,942	65,128	51,694	-	43,625	-	-
560.00.0000-47752	Resource Adequacy Sale	221,995	-	631,152	-	311,459	-	-
560.00.0000-47757	Net Energy Metering (NEM)	-	-	-	-	-	-	-
Fund: 560 Total Revenue:		16,750,457	14,819,127	18,367,968	20,381,163	24,352,389	23,655,274	26,168,819

Expenditure:

560.11.1110-51100	Salaries	149,551	234,041	211,951	177,156	163,847	267,056	281,015
560.11.1110-51120	Vacation/Sick Leave	423	1,901	16,436	13,099	4,266	13,099	13,099
560.11.1110-51200	Hourly Salaries	-	-	-	-	8,818	-	-
560.11.1110-51300	Overtime	816	-	-	-	-	-	-
560.11.1110-51500	Public Employee's Retirement	49,433	71,250	50,901	41,918	41,259	55,269	56,662
560.11.1110-51501	PT Retirement	-	-	-	-	331	-	-
560.11.1110-51504	Deferred Compensation	-	1,200	875	800	1,068	2,671	2,811
560.11.1110-51600	Worker's Compensation Insurance	3,293	2,866	2,381	1,644	-	2,340	2,826
560.11.1110-51700	Disability Insurance	1,042	1,883	1,955	1,513	1,481	2,437	2,510
560.11.1110-51900	Group Health & Life Insurance	16,739	21,358	24,157	24,980	31,139	43,255	45,417
560.11.1110-51901	Cash Back Incentive Pay	3,584	4,913	643	-	-	2,865	3,008
560.11.1110-51903	Auto Allowance	1,325	1,500	825	300	536	1,500	1,575
560.11.1110-51904	Technology Stipend	353	450	248	90	161	450	473
560.11.1110-51905	Bilingual Pay	-	-	-	-	-	240	252
560.11.1110-51906	Post Employment Health Plan	169	-	141	96	201	630	662
560.11.1110-51907	OPEB Cost Allocation	-	-	16,551	14,013	9,633	8,881	8,185
560.11.1110-51930	Medicare/Employer Portion	2,199	3,493	3,270	2,580	2,793	3,872	4,075
Total Expenditure 11.1110		228,928	344,855	330,332	278,189	265,532	404,565	422,570

Fund: 560

Pico Rivera Innovative Municipal Energy (PRIME)

Account Number		Actual	Actual	Actual	Adopted	Year-End	Proposed	Proposed
		FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	Estimate FY 2022-23	FY 2023-24	FY 2024-25
Expenditure:								
560.16.1600-51100	Salaries	32,956	75,942	820	-	-	-	-
560.16.1600-51120	Vacation/Sick Leave Accrual Pay-Out	14,925	11,844	(3,477)	-	-	-	-
560.16.1600-51500	Public Employee's Retirement	3,071	47,799	262	-	-	-	-
560.16.1600-51504	Deferred Compensation	450	1,000	-	-	-	-	-
560.16.1600-51600	Worker's Compensation Insurance	22	2,317	9	-	-	-	-
560.16.1600-51700	Disability Insurance	295	643	27	-	-	-	-
560.16.1600-51900	Group Health & Life Insurance	4,014	8,904	217	-	-	-	-
560.16.1600-51905	Bilingual Pay	300	600	-	-	-	-	-
560.16.1600-51930	Medicare/Employer Portion	454	1,143	82	-	-	-	-
560.16.1600-52100	Postage	10,895	4,360	8,540	11,000	11,000	13,705	14,277
560.16.1600-52200	Departmental Supplies	2,622	-	-	1,500	750	1,500	1,500
560.16.1600-52205	Office Supplies	1,246	317	181	1,000	1,000	1,000	1,000
560.16.1600-52300	Advertising and Publications	14,492	29,999	5,721	39,545	8,400	18,400	18,400
560.16.1600-52400	Print, Duplicate, Photocopy	4,392	957	5,141	5,200	5,200	5,200	5,200
560.16.1600-52600	Membership and Dues	7,660	170	1,560	55,337	55,337	56,980	58,674
560.16.1600-52700	Books and Periodicals	375	327	-	-	-	-	-
560.16.1600-52800	Software		593	490	1,500	500	-	-
560.16.1600-53200	Mileage Reimbursement		-	74	250	-	250	250
560.16.1600-53500	Small Tools and Equipment	451	2,223	-	1,500	-	1,500	1,500
560.16.1600-54300	Telephone	2,388	2,388	2,388	3,000	3,000	3,000	3,000
560.16.1600-54400	Professional Services	438,792	23,782	-	-	-	-	-
560.16.1600-54705	CPUC Bond Posting - PRIME		147,000	-	-	-	-	-
560.16.1600-54800	Convention and Meeting Expense	4,110	179	165	5,000	4,677	3,200	3,200
560.16.1600-54900	Professional Development		-	199	1,500	-	1,500	1,500
560.16.1600-56910	Legal Service	129,277	-	8,109	12,850	1,239	12,850	12,850
560.16.1600-56992	Bank Service Charges		985	-	1,235	1,470	5,000	5,000
560.16.1600-57300	Furniture and Equipment		-	-	-	4,555	-	-
	Total Expenditure 16.1600	673,185	363,472	30,507	140,417	97,128	124,085	126,351
560.16.1635-54275	Purchased Power - PRIME	11,273,791	13,559,205	15,565,916	12,139,023	13,244,680	13,668,832	16,238,119
560.16.1635-54276	Net Energy Metering (NEM) Expense	(2,335)	19,564	12,054	5,000	-	22,000	22,000
560.16.1635-54277	Resource Adequacy Purchase	319,260	443,975	1,031,821	3,196,490	2,791,798	3,623,865	4,052,522

Fund: 560

Pico Rivera Innovative Municipal Energy (PRIME)

Account Number		Actual	Actual	Actual	Adopted	Year-End	Proposed	Proposed
		FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	Estimate FY 2022-23	FY 2023-24	FY 2024-25
560.16.1635-54300	Telephone						-	-
560.16.1635-54400	Professional Services	352,112	691,663	678,776	719,750	649,314	765,314	685,314
560.16.1635-56205	Permit - Fees - Licenses		-	-	209,408	-	-	-
560.16.1635-56992	Bank Service Charges		-	985	-	1,720	-	-
560.16.1635-56960	City Loan Repayment		-	-	611,445	1,600,000	-	-
560.16.1635-56975	Grant Expense		-	323,931	-	-	-	-
	Total Expenditure 16.1635	11,942,828	14,714,407	17,613,482	16,881,116	18,287,512	18,080,011	20,997,955
560.16.1638-52300	Advertising & Publications		99	99	-	-	-	-
560.16.1638-52305	Marketing - PRIME		1,318	-	35,750	-	35,750	35,750
560.16.1638-54400	Professional Services		20,000	-	25,000	-	25,000	25,000
560.16.1638-52310	Research and Development - PRIME		-	-	25,000	510	25,000	25,000
	Total Expenditure 16.1638	-	21,417	99	85,750	510	85,750	85,750
Expenditure:								
560.20.2000-51100	Salaries	22,688	14,154	14,948	16,160	16,900	31,804	34,025
560.20.2000-51120	Vacation/Sick Leave		1,309	745	1,671	370	1,671	1,671
560.20.2000-51500	Public Employee's Retirement	9,129	3,816	3,482	3,824	4,298	6,582	6,861
560.20.2000-51504	Deferred Compensation	34	25	25	25	253	318	340
560.20.2000-51600	Worker's Compensation Insurance	634	140	160	61	-	279	342
560.20.2000-51700	Disability Insurance	209	98	134	154	159	291	299
560.20.2000-51800	Unemployment Insurance	765	-	-	-	-	-	-
560.20.2000-51900	Group Health & Life Insurance	1,648	659	487	618	498	3,084	3,238
560.20.2000-51901	Cash Back Incentive Pay	1,102	597	551	551	537	551	578
560.20.2000-51903	Auto Allowance	480	270	288	300	293	300	315
560.20.2000-51904	Technology Stipend	128	101	90	90	88	90	95
560.20.2000-51906	Post Employment Health Plan	148	91	94	96	109	110	116
560.20.2000-51907	OPEB Cost Allocation		-	1,160	1,278	879	1,058	991
560.20.2000-51930	Medicare/Employer Portion	351	242	224	235	295	461	493
	Total Expenditure 20.2000	37,314	21,502	22,386	25,063	24,679	46,599	49,364

Fund: 560

Pico Rivera Innovative Municipal Energy (PRIME)

Account Number		Actual	Actual	Actual	Adopted	Year-End Estimate	Proposed	Proposed
		FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2022-23	FY 2023-24	FY 2024-25
560.80.8230-51100	Salaries	10,506	927	-	-	-	-	-
560.80.8230-51120	Vacation/Sick Leave		199	-	-	-	-	-
560.80.8230-51500	Public Employee's Retirement	3,169	2,379	-	-	-	-	-
560.80.8230-51600	Worker's Compensation Insurance	199	129	-	-	-	-	-
560.80.8230-51700	Disability Insurance	100	13	-	-	-	-	-
560.80.8230-51900	Group Health & Life Insurance	822	90	-	-	-	-	-
560.80.8230-51930	Medicare/Employer Portion	151	21	-	-	-	-	-
	Total Expenditure 80.8230	14,947	3,757	-	-	-	-	-
560.90.9000-51503	Pension Expense	(77,932)	634,444	(715,478)	-	-	-	-
560.90.9000-51907	OPEB Cost Allocation	(18,721)	71,780	(58,787)	-	-	-	-
	Total Expenditure 90.9000	(96,653)	706,224	(774,265)	-	-	-	-
	Fund: 560 Total Expenditure:	12,800,548	16,175,633	17,222,541	17,410,535	18,675,360	18,741,010	21,681,990
	Grand Total Revenues:	16,750,457	14,819,127	18,367,968	20,381,163	24,352,389	23,655,274	26,168,819
	Grand Total Expenditures:	12,800,548	16,175,633	17,222,541	17,410,535	18,675,360	18,741,010	21,681,990
	Grand Total Surplus / (Deficit)	3,949,908	(1,356,506)	1,145,427	2,970,628	5,677,028	4,914,264	4,486,829
	Fund Balances (Deficits) - Beginning of Year	1,191,307	5,141,215	3,784,709	4,930,136	4,930,136	10,607,164	15,521,428
	Fund Balances (Deficits) - End of Year	5,141,215	3,784,709	4,930,136	7,900,764	10,607,164	15,521,428	20,008,257

Fund: 570

Golf Course

Account Number		Actual	Actual	Actual	Adopted	Year-End Estimate	Proposed	Proposed
		FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2022-23	FY 2023-24	FY 2024-25
Revenue:								
570.00.0000-47200	Miscellaneous Revenue	6,444	38,806	18,287	15,000	12,538	28,000	28,000
570.00.0000-48300	Green Fees	385,023	743,967	350,433	350,000	236,341	318,000	355,400
570.00.0000-48400	Driving Range Fees	139,630	262,576	90,871	100,000	49,628	128,000	146,000
570.00.0000-48660	Golf Course Concessions	95,165	150,083	301,724	300,000	250,736	608,300	649,700
570.00.0000-48680	Golf Lessons	8,580	16,010	-	-	1,658	12,000	13,000
570.00.0000-48700	Merchandise Sales	52,483	81,706	18,603	15,000	15,551	36,500	46,000
570.00.0000-48820	Rentals	87,812	143,888	67,959	270,000	34,188	45,000	45,000
Fund: 570 Total Revenue:		775,137	1,437,035	847,877	1,050,000	600,640	1,175,800	1,283,100
Expenditure:								
570.16.1620-51100	Salaries	-	-	-	6,541	-	-	-
570.16.1620-51300	Overtime	-	157	839	-	1,951	-	-
570.16.1620-51504	Deferred Compensation	-	3	2	25	-	-	-
570.16.1620-51500	Public Employees Retirement (PERS)	-	-	-	1,538	-	-	-
570.16.1620-51600	Worker's Compensation Insurance	-	-	-	68	-	-	-
570.16.1620-51700	Disability Insurance	-	1	6	61	8	-	-
570.16.1620-51900	Group Health and Life Ins	-	14	145	32	171	-	-
570.16.1620-51901	Cash Back Incentive Pay	-	-	-	551	-	-	-
570.16.1620-51907	OPEB Cost Allocation	-	-	-	517	355	-	-
570.16.1620-51930	Medicare/Employer Portion	-	2	12	95	28	-	-
570.16.1620-52100	Postage	24	100	-	200	-	300	300
570.16.1620-52200	Departmental Supplies	20,986	37,680	31,742	24,050	24,050	40,700	40,700
570.16.1620-52205	Office Supplies	1,326	1,139	2,401	2,200	3,905	3,600	3,600
570.16.1620-52210	Supplies/Chemicals	8,225	13,487	15,528	18,000	18,000	30,500	30,500
570.16.1620-52300	Advertising And Publications	2,962	3,306	5,978	7,200	7,200	7,200	7,200
570.16.1620-53300	Equipment Repairs and Maintenance	10,693	5,740	9,186	10,480	31,927	22,480	22,480
570.16.1620-53301	Equipment Rental	43,006	39,128	41,381	88,060	19,076	88,062	88,062
570.16.1620-53400	Building and Grounds Maintenance	22,315	7,420	-	-	39,094	-	-
570.16.1620-53440	Plumbing Supplies	618	-	-	2,400	615	5,000	5,000
570.16.1620-53500	Small Tools and Equipment's	10,682	11,193	16,817	13,250	4,007	13,200	13,200
570.16.1620-54200	Utilities	212,619	199,973	188,522	190,400	190,400	190,400	190,400
570.16.1620-54500	Contracted Services	51,738	65,173	77,178	78,608	78,608	134,820	134,820
570.16.1620-54530	Credit Card Service Charges	11,000	35,128	16,901	14,400	10,992	14,400	14,400
570.16.1620-54670	Tree Care	6,440	1,150	-	18,000	10,000	27,000	27,000
570.16.1620-54700	Insurance & Surety Bonds	66,713	69,295	66,440	75,000	47,720	75,000	75,000
570.16.1620-55300	Food & Beverage	(85,618)	(21,694)	(48,983)	-	16,978	-	-
570.16.1620-55301	Restaurant & Banquet Supplies	7,001	7,221	4,691	10,350	10,350	100,550	100,550
570.16.1620-55302	Anniversary Celebration	3,933	-	-	-	-	-	-
570.16.1620-56100	Contracted - Payroll Expense	521,546	617,000	655,000	585,000	588,545	700,000	700,000
570.16.1620-56200	Management Fees	13,978	36,000	46,567	60,000	35,426	60,000	60,000
570.16.1620-56205	Permit - Fees - Licenses	38,011	41,475	30,000	50,000	50,000	72,000	72,000
570.16.1620-56300	Pro Shop Merchandise	49,081	63,963	13,944	60,000	39,000	60,000	60,000
570.16.1620-56800	Cable T.V. Access	-	1,493	1,902	2,400	2,433	2,400	2,400
570.98.9800-56900	Transfer Out	-	-	-	-	-	-	-
570.16.1620-56910	Legal Service	-	-	-	-	-	-	-
570.16.1620-56992	Bank Service Charges	-	-	-	-	-	-	-
570.16.1620-56993	Misc. Expenses	-	-	-	-	-	-	-
570.16.1620-57210	Capital Assets	-	-	-	-	-	219,800	25,000
570.16.1620-57800	Contra Capital	-	-	-	-	-	(219,800)	(25,000)
570.16.1620-57300	Furniture and Equipment	2,474	4,000	2,300	4,000	4,000	7,000	7,000
570.16.1620-57404	Depreciation/Amortization Expense	26,308	31,650	26,463	-	20,152	-	-
570.16.1620-58500	Bad Debt	-	18,346	-	-	-	-	-
Total Expenditure 16.1620		1,046,058	1,289,543	1,204,963	1,323,426	1,254,991	1,654,612	1,654,612

Fund: 570

Golf Course

Account Number		Actual FY 2019-20	Actual FY 2020-21	Actual FY 2021-22	Adopted FY 2022-23	Year-End Estimate FY 2022-23	Proposed FY 2023-24	Proposed FY 2024-25
Expenditure:								
570.20.2000-51100	Salaries	3,866	4,197	14,904	16,160	16,900	30,396	32,501
570.20.2000-51120	Vacation/Sick Leave		-	400	-	370	-	-
570.20.2000-51500	Public Employee's Retirement	1,381	1,618	3,447	3,824	4,298	6,291	6,553
570.20.2000-51504	Deferred Compensation	17	25	25	25	253	304	325
570.20.2000-51600	Worker's Compensation Insurance	92	70	159	61	-	266	327
570.20.2000-51700	Disability Insurance	38	41	130	154	159	171	176
570.20.2000-51900	Group Health & Life Insurance	29	29	478	618	498	1,012	1,063
570.20.2000-51901	Cash Back Incentive Pay	551	551	551	551	537	551	578
570.20.2000-51903	Auto Allowance		-	288	300	293	600	630
570.20.2000-51904	Technology Stipend		-	90	90	88	180	189
570.20.2000-51906	Post Employment Health Plan		-	91	96	109	221	232
570.20.2000-51907	OPEB Cost Allocation		-	1,160	1,278	879	1,011	947
570.20.2000-51930	Medicare/Employer Portion	64	68	214	235	295	441	471
	Total Expenditures 20.2000	6,039	6,599	21,936	23,392	24,678	41,444	43,992
570.90.9000-51503	Contracted Services		-	27,102	-	-	-	-
	Total Expenditures 70.7300	-	-	27,102	-	-	-	-
	Fund: 570 Total Expenditure:	1,052,097	1,296,142	1,254,001	1,346,818	1,279,670	1,696,056	1,698,604
	Grand Total Revenues:	775,137	1,437,035	847,877	1,050,000	600,640	1,175,800	1,283,100
	Grand Total Expenditures:	1,052,097	1,296,142	1,254,001	1,346,818	1,279,670	1,696,056	1,698,604
	Grand Total Surplus / (Deficit)	(276,960)	140,893	(406,124)	(296,818)	(679,030)	(520,256)	(415,504)
	Fund Balances (Deficits) - Beginning of Year	(2,397,168)	(2,674,128)	(2,533,235)	(2,939,360)	(2,939,360)	(3,618,389)	(4,138,645)
	Fund Balances (Deficits) - End of Year	(2,674,128)	(2,533,235)	(2,939,360)	(3,236,178)	(3,618,389)	(4,138,645)	(4,554,149)

Fund: 590

Recreation Area Complex

Account Number		Actual	Actual	Actual	Adopted	Year-End	Proposed	Proposed
		FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	Estimate FY 2022-23	FY 2023-24	FY 2024-25
Revenue:								
590.00.0000-43100	Interest Income	9,084	1,083	(5,330)	1,078	4,131	11,920	10,180
590.00.0000-43105	Interest and penalty	7,934	125,860	57,433	-	-	-	-
590.00.0000-43116	Investment Fair Value Gain (Loss)					(961)	-	-
590.00.0000-47200	Miscellaneous Revenue		3,777	168	-	-	-	-
590.00.0000-48820	Rentals	273,496	278,848	289,607	-	305,425	318,456	328,010
	Fund: 590 Total Revenue:	290,514	409,568	341,878	1,078	308,595	330,376	338,190
Expenditure:								
590.11.1110-51100	Salaries	34,302	43,976	38,588	33,619	42,468	49,177	51,846
590.11.1110-51120	Vacation/Sick Leave	423	1,846	7,575	1,072	5,100	1,072	1,072
590.11.1110-51500	Public Employee's Retirement	3,923	12,359	8,239	7,955	8,006	10,178	10,454
590.11.1110-51504	Deferred Compensation		-	-	-	179	492	519
590.11.1110-51600	Worker's Compensation Insurance	123	538	434	312	-	431	521
590.11.1110-51700	Disability Insurance	303	388	326	295	309	303	312
590.11.1110-51900	Group Health & Life Insurance	133	135	432	620	516	1,012	1,063
590.11.1110-51901	Cash Back Incentive Pay	1,148	2,277	1,754	1,432	1,397	1,432	1,504
590.11.1110-51903	Auto Allowance	950	1,200	1,013	900	878	1,200	1,260
590.11.1110-51904	Technology Stipend	195	180	124	90	263	360	378
590.11.1110-51906	Post Employment Health Plan	225	240	310	336	381	481	505
590.11.1110-51907	OPEB Cost Allocation		-	3,393	2,659	1,828	1,635	1,510
590.11.1110-51930	Medicare/Employer Portion	525	713	702	490	768	713	752
590.11.1110-54400	Professional Services	242,419	82,026	54,173	90,000	-	90,000	90,000
590.11.1110-54500	Contracted Services	-	-	67,500	-	(67,500)	-	-
590.11.1110-58500	Bad Debt		384,122	-	-	-	-	-
	Total Expenditure 11.1110	284,668	530,000	184,563	139,780	(5,408)	158,486	161,696
590.16.1610-54200	Utilities	2,146	1,975	3,338	-	627	-	-
590.16.1610-57404	Dept/Amort Expense	78,417	78,247	30,305	-	746	-	-
	Total Expenditure 16.1610	80,564	80,222	33,642	-	1,373	-	-
590.90.9000-51503	Pension Expense	(6,237)	81,011	(42,018)	-	-	-	-
	Total Expenditure 90.9000	(6,237)	81,011	(42,018)	-	-	-	-
	Fund: 590 Total Expenditure:	358,995	691,234	176,188	139,780	(4,035)	158,486	161,696
	Grand Total Revenues:	290,514	409,568	341,878	1,078	308,595	330,376	338,190
	Grand Total Expenditures:	358,995	691,234	176,188	139,780	(4,035)	158,486	161,696
	Grand Total Surplus / (Deficit)	(68,480)	(281,665)	165,690	(138,702)	312,630	171,890	176,494
	Fund Balances (Deficits) - Beginning of Year	552,464	483,984	202,318	368,008	368,008	680,638	852,528
	Fund Balances (Deficits) - End of Year	483,984	202,318	368,008	229,306	680,638	852,528	1,029,022

Fund: 640

American Recovery Plan

Account Number		Actual FY 2019-20	Actual FY 2020-21	Actual FY 2021-22	Adopted FY 2022-23	Year-End Estimate FY 2022-23	Proposed FY 2023-24	Proposed FY 2024-25
Revenue:								
640.00.0000-45160	American Rescue Plan Act of 2021		-	10,227,800	-	-	-	-
Fund: 640 Total Revenue:		-	-	10,227,800	-	-	-	-
Expenditure:								
640.15.1500-54500	Contracted Services		-	10,227,800	-	-	-	-
Total Expenditures 20.2000		-	-	10,227,800	-	-	-	-
640.98.9800-56900	Transfer Out		-	-	770,391	-	-	-
Total Expenditures 98.9800		-	-	-	770,391	-	-	-
Fund: 640 Total Expenditure:		-	-	10,227,800	770,391	-	-	-
Grand Total Revenues:		-	-	10,227,800	-	-	-	-
Grand Total Expenditures:		-	-	10,227,800	770,391	-	-	-
Grand Total Surplus / (Deficit)		-	-	(0)	(770,391)	-	-	-
Fund Balances (Deficits) - Beginning of Year		-	-	-	(0)	(0)	(0)	(0)
Fund Balances (Deficits) - End of Year		-	-	(0)	(770,391)	(0)	(0)	(0)

Fund: 661

Highway Bridge Program (HBP)

Account Number	Actual FY 2019-20	Actual FY 2020-21	Actual FY 2021-22	Adopted FY 2022-23	Year-End Estimate FY 2022-23	Proposed FY 2023-24	Proposed FY 2024-25
Revenue:							
661.00.0000-44800		-	1,594	6,458,823	270,861	3,869,647	14,173,154
661.70.7300-44800		-	32,440	-	-	-	-
Fund: 661 Total Revenue:	-	-	34,034	6,458,823	270,861	3,869,647	14,173,154
Expenditure:							
661.70.7300-51100		-	3,552	-	5,950	-	-
661.70.7300-51600		-	41	-	-	-	-
661.70.7300-54500		-	32,440	6,458,823	261,936	3,869,647	14,173,154
Total Expenditures 70.7300	-	-	36,033	6,458,823	267,887	3,869,647	14,173,154
Fund: 661 Total Expenditure:	-	-	36,033	6,458,823	267,887	3,869,647	14,173,154
Grand Total Revenues:	-	-	34,034	6,458,823	270,861	3,869,647	14,173,154
Grand Total Expenditures:	-	-	36,033	6,458,823	267,887	3,869,647	14,173,154
Grand Total Surplus / (Deficit)	-	-	(1,999)	-	2,974	-	-
Fund Balances (Deficits) - Beginning of Year	163	163	163	(1,836)	(1,836)	1,138	1,138
Fund Balances (Deficits) - End of Year	163	163	(1,836)	(1,836)	1,138	1,138	1,138

Fund: 670

Used Oil Recycle

Account Number		Actual FY 2019-20	Actual FY 2020-21	Actual FY 2021-22	Adopted FY 2022-23	Year-End Estimate FY 2022-23	Proposed FY 2023-24	Proposed FY 2024-25
Revenue:								
670.00.0000-43100	Interest Income	1,643	338	(1,244)	330	575	1,420	1,210
670.00.0000-43116	Investment Fair Value Gain (Loss)					(313)	-	-
670.00.0000-45000	State Grants	33,248	7,610	-	7,610	-	9,000	9,200
Fund: 670 Total Revenue:		34,891	7,948	(1,244)	7,940	262	10,420	10,410
Expenditure:								
670.30.3035-54500	Contracted Services	14,888	18,754	7,693	26,562	-	26,562	26,562
Total Expenditure 30.3035		14,888	18,754	7,693	26,562	-	26,562	26,562
Fund: 670 Total Expenditure:		14,888	18,754	7,693	26,562	-	26,562	26,562
Grand Total Revenues:		34,891	7,948	(1,244)	7,940	262	10,420	10,410
Grand Total Expenditures:		14,888	18,754	7,693	26,562	-	26,562	26,562
Grand Total Surplus / (Deficit)		20,004	(10,806)	(8,937)	(18,622)	262	(16,142)	(16,152)
Fund Balances (Deficits) - Beginning of Year		72,869	92,873	82,066	73,129	73,129	73,391	57,249
Fund Balances (Deficits) - End of Year		92,873	82,066	73,129	54,507	73,391	57,249	41,097

Fund: 671

Cal Recycle

Account Number		Actual FY 2019-20	Actual FY 2020-21	Actual FY 2021-22	Adopted FY 2022-23	Year-End Estimate FY 2022-23	Proposed FY 2023-24	Proposed FY 2024-25
Revenue:								
671.00.0000-44150	SB 1383 Fee	-	-	87,835	83,856	315,530	215,655	258,786
671.00.0000-45112	Misc Local Grants	-	-	90,036	-	-	-	-
Fund: 671 Total Revenue:		-	-	177,871	83,856	315,530	215,655	258,786
Expenditure:								
671.11.1110-51100	Salaries	-	-	113,125	112,348	68,051	112,067	117,213
671.11.1110-51120	Vacation/Sick Leave Accrual	-	-	2,203	-	19,881	-	-
671.11.1110-51500	Public Employee Retirement (PERS)	-	-	26,724	26,584	6,415	23,193	23,634
671.11.1110-51504	Deferred Compensation	-	-	1,075	625	-	1,121	1,172
671.11.1110-51600	Workers' Compensation	-	-	1,302	1,043	-	982	1,179
671.11.1110-51700	Disability Insurance	-	-	1,009	902	229	969	998
671.11.1110-51900	Group Health & Life Ins	-	-	10,504	11,815	3,422	27,883	29,277
671.11.1110-51901	Cash Back Incentive Pay	-	-	161	-	-	-	-
671.11.1110-51903	Auto Allowance	-	-	88	-	-	-	-
671.11.1110-51904	Technology Stipend	-	-	26	-	-	-	-
671.11.1110-51905	Bilingual Pay	-	-	425	300	(16)	360	378
671.11.1110-51907	OPEB Cost Allocation	-	-	8,584	8,887	6,109	3,727	3,414
671.11.1110-51930	Medicare/Employer Portion	-	-	1,581	1,575	1,407	1,625	1,700
671.11.1110-52200	Departmental Supplies	-	-	1,672	-	-	-	-
671.11.1110-52305	Marketing	-	-	-	4,200	-	4,200	4,200
671.11.1110-52310	Research & Development	-	-	-	4,200	-	4,200	4,200
671.11.1110-54400	Professional Services	-	-	-	5,600	-	5,600	5,600
671.11.1110-56910	Legal Service	-	-	2,085	-	-	-	-
Total Expenditure 11.1110		-	-	170,562	178,079	105,498	185,927	192,965
Expenditure:								
671.70.7300-54500	Contracted Services	-	-	-	40,850	3,898	40,850	40,850
Total Expenditures 70.7300		-	-	-	40,850	3,898	40,850	40,850
Fund: 671 Total Expenditure:		-	-	170,562	218,929	109,396	226,777	233,815
Grand Total Revenues:		-	-	177,871	83,856	315,530	215,655	258,786
Grand Total Expenditures:		-	-	170,562	218,929	109,396	226,777	233,815
Grand Total Surplus / (Deficit)		-	-	7,309	(135,073)	206,134	(11,122)	24,971
Fund Balances (Deficits) - Beginning of Year								
		-	-	-	7,309	7,309	213,443	202,321
Fund Balances (Deficits) - End of Year								
		-	-	7,309	(127,764)	213,443	202,321	227,292

Fund: 690

Recreation & Education Accelerating Children's Hopes (REACH)

Account Number		Actual FY 2019-20	Actual FY 2020-21	Actual FY 2021-22	Adopted FY 2022-23	Year-End Estimate FY 2022-23	Proposed FY 2023-24	Proposed FY 2024-25
Revenue:								
690.00.0000-43100	Interest Income	11,907	1,698	(8,420)	1,839	4,772	8,680	7,420
690.00.0000-43116	Investment Fair Value Gain (Loss)					(3,801)	-	-
690.00.0000-45000	State Grants	1,072,110	988,455	897,904	1,114,410	360,375	1,238,234	1,238,234
690.00.0000-46507	Parks and Rec - REACH (Non-Grant)	4,891	50	19,280	24,000	2,000	19,000	18,050
690.00.0000-47200	Miscellaneous Revenue		-	3,161	-	-	-	-
	Fund: 690 Total Revenue:	1,088,908	990,203	911,925	1,140,249	363,346	1,265,914	1,263,704
Expenditure:								
690.80.8105-51100	Salaries	99,803	93,967	102,450	86,316	161,704	75,623	81,786
690.80.8105-51120	Vacation/Sick Leave	533	1,314	-	1,653	-	1,653	1,653
690.80.8105-51200	Hourly Salaries	512,894	562,069	551,828	599,040	519,087	875,803	902,077
690.80.8105-51300	Overtime		128	-	-	-	-	-
690.80.8105-51500	Public Employee's Retirement	32,535	24,041	27,989	20,424	40,785	15,651	16,491
690.80.8105-51501	Public Agency Retirement	18,949	20,634	20,260	22,470	19,125	32,843	33,828
690.80.8105-51504	Deferred Compensation	105	87	36	500	180	756	818
690.80.8105-51600	Worker's Compensation Insurance	10,389	813	1,179	801	-	663	822
690.80.8105-51700	Disability Insurance	928	896	949	835	1,400	696	717
690.80.8105-51800	Unemployment Insurance	18,372	56,862	12,753	-	896	-	-
690.80.8105-51900	Group Health & Life Insurance	28,739	26,211	27,239	25,672	38,488	19,626	20,607
690.80.8105-51905	Bilingual Pay		-	165	-	764	-	-
690.80.8105-51907	OPEB Cost Allocation		-	3,424	6,828	4,694	2,515	2,382
690.80.8105-51930	Medicare/Employer Portion	8,871	9,491	9,479	1,300	9,958	1,097	1,186
690.80.8105-52100	Postage		-	4	100	-	40	40
690.80.8105-52200	Departmental Supplies	1,250	81	718	14,400	1,221	4,800	4,800
690.80.8105-52250	Uniforms	6,848	13,000	6,827	19,550	1,235	12,500	12,500
690.80.8105-52400	Print, Duplicate & Photocopy	953	-	-	27,000	376	12,600	12,600
690.80.8105-52600	Membership and Dues		-	-	900	994	450	450
690.80.8105-53200	Mileage Reimbursement		-	-	600	-	600	600
690.80.8105-53500	Small Tools and Equipment's	8,719	36,431	22,562	38,200	356	15,995	15,995
690.80.8105-54100	Special Departmental Expenses	169,201	94,726	157,484	170,000	41,125	210,000	210,000
690.80.8105-54300	Telephone		-	-	16,000	-	1,600	1,600
690.80.8105-54500	Contracted Services	3,166	5,637	31,481	40,200	12,265	28,600	28,600
690.80.8105-54800	Conventions and Meetings	1,006	120	-	18,400	-	2,900	2,900
690.80.8105.55285	Event Tickets		-	-	11,715	16,029	7,810	7,810
	Total Expenditure 80.8105	923,262	946,508	976,826	1,122,904	870,681	1,324,821	1,360,262
690.80.8114-54530	Credit Card Service Charges	586	3				-	-
	Total Expenditure 80.8114	586	3	-	-	-	-	-
	Fund: 690 Total Expenditure:	923,848	946,511	976,826	1,122,904	870,681	1,324,821	1,360,262
	Grand Total Revenues:	1,088,908	990,203	911,925	1,140,249	363,346	1,265,914	1,263,704
	Grand Total Expenditures:	923,848	946,511	976,826	1,122,904	870,681	1,324,821	1,360,262
	Grand Total Surplus / (Deficit)	165,060	43,692	(64,901)	17,345	(507,335)	(58,907)	(96,558)
	Fund Balances (Deficits) - Beginning of Year	348,654	513,714	557,406	492,505	492,505	(14,830)	(73,737)
	Fund Balances (Deficits) - End of Year	513,714	557,406	492,505	509,850	(14,830)	(73,737)	(170,296)

Fund: 697

Miscellaneous Local Grants

Account Number		Actual FY 2019-20	Actual FY 2020-21	Actual FY 2021-22	Adopted FY 2022-23	Year-End Estimate FY 2022-23	Proposed FY 2023-24	Proposed FY 2024-25
Revenue:								
697.00.0000-45000	State Grants		-	-	60,000	-	10,093,531	93,531
697.00.0000-45110	Prop A - LA County Parks - 1992 Alloc	182,238	38,539	-	-	-	-	-
697.00.0000-49700	Service Connection Fees		24,500	-	-	-	-	-
	Fund: 697 Total Revenue:	182,238	63,039	-	60,000	-	10,093,531	93,531
Expenditure:								
697.70.7300-54500	Contracted Services	38,538	-	-	-	-	10,000,000	-
697.70.7300-57100	Land	-	-	-	-	-	-	-
	Total Expenditure 70.7300	38,538	-	-	-	-	10,000,000	-
697.80.8000-54500	Contracted Services	65,426	-	-	42,588	-	42,588	42,588
	Total Expenditure 80.8000	65,426	-	-	42,588	-	42,588	42,588
697.80.8104-54500	Contracted Services		-	28,573	-	190,872	-	-
	Total Expenditure 80.8104	-	-	28,573	-	190,872	-	-
697.80.8116-51100	Salaries		-	-	9,324	-	28,570	29,427
697.80.8116-51200	Hourly Salaries		3,145	31,238	29,000	17,514	29,000	29,000
697.80.8116-51500	Public Employees Retirement (PERS)		-	625	2,206	-	5,913	5,934
697.80.8116-51501	PT Retirement		-	999	1,088	890	1,088	1,088
697.80.8116-51504	Deferred Compensation		-	-	50	-	286	294
697.80.8116-51700	Disability Insurance		-	-	83	-	276	284
697.80.8116-51900	Group Health & Life Ins		-	-	2,567	-	7,689	8,073
697.80.8116-51907	OPEB Cost Allocation		-	-	738	507	950	857
697.80.8116-51930	Medicare/Employer Porti		-	429	140	344	414	427
697.80.8116-52200	Departmental Supplies		1,055	9,004	1,875	-	1,875	1,875
697.80.8116-53200	Mileage Reimbursement		-	-	155	34	155	155
697.80.8116-54500	Contracted Services		-	101,534	76,787	21,911	76,787	76,787
	Total Expenditure 80.8116	-	4,200	143,830	124,013	41,201	153,003	154,201
	Fund: 697 Total Expenditure:	103,964	4,200	172,402	166,601	232,073	10,195,591	196,789
	Grand Total Revenues:	182,238	63,039	-	60,000	-	10,093,531	93,531
	Grand Total Expenditures:	103,964	4,200	172,402	166,601	232,073	10,195,591	196,789
	Grand Total Surplus / (Deficit)	78,274	58,839	(172,402)	(106,601)	(232,073)	(102,060)	(103,258)
	Fund Balances (Deficits) - Beginning of Year	(89,290)	(11,016)	47,824	(124,579)	(124,579)	(356,652)	(458,712)
	Fund Balances (Deficits) - End of Year	(11,016)	47,824	(124,579)	(231,180)	(356,652)	(458,712)	(561,970)

Fund: 698

Miscellaneous Federal Grants

Account Number		Actual	Actual	Actual	Adopted	Year-End	Proposed	Proposed
		FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	Estimate FY 2022-23	FY 2023-24	FY 2024-25
Revenue:								
698.00.0000-44800	Federal Grants	682,457	114,280	251,764	-	147,191	8,379,390	-
698.70.7300-44800	Federal Grants		-	-	-	284,736	-	-
	Fund: 698 Total Revenue:	682,457	114,280	251,764	-	431,927	8,379,390	-
Expenditure:								
698.70.7300-54500	Contracted Services		200	105,485	-	771,934	8,379,390	-
698.70.7300-54521	Design Services	419,774	176,300	-	-	-	-	-
	Total Expenditure 70.7300	419,774	176,500	105,485	-	771,934	8,379,390	-
698.98.9800-56900	Transfer Out	192,155	-	-	-	-	-	-
	Total Expenditure 98.9800	192,155	-	-	-	-	-	-
	Fund: 698 Total Expenditure:	611,929	176,500	105,485	-	771,934	8,379,390	-
	Grand Total Revenues:	682,457	114,280	251,764	-	431,927	8,379,390	-
	Grand Total Expenditures:	611,929	176,500	105,485	-	771,934	8,379,390	-
	Grand Total Surplus / (Deficit)	70,528	(62,219)	146,280	-	(340,007)	-	-
	Fund Balances (Deficits) - Beginning of Year	(379,842)	(309,314)	(371,533)	(225,253)	(225,253)	(565,260)	(565,260)
	Fund Balances (Deficits) - End of Year	(309,314)	(371,533)	(225,253)	(225,253)	(565,260)	(565,260)	(565,260)

Fund: 699

Miscellaneous State Grants

Account Number		Actual FY 2019-20	Actual FY 2020-21	Actual FY 2021-22	Adopted FY 2022-23	Year-End Estimate FY 2022-23	Proposed FY 2023-24	Proposed FY 2024-25
Revenue:								
699.00.0000-45000	State Grants	138,448	94,210	310,750	4,185,948	5,651	9,366,278	4,500,000
699.00.0000-47200	Miscellaneous Revenue	-	-	122	-	-	-	-
699.00.0000-47610	Cost Reimbursements	26,187	2,910	-	-	-	-	-
Fund: 699 Total Revenue:		164,635	97,119	310,872	4,185,948	5,651	9,366,278	4,500,000
Expenditure:								
699.11.1110-54500	Contracted Services	-	-	2,683	-	16,807	329,318	329,318
Total Expenditure 11.1110		-	-	2,683	-	16,807	329,318	329,318
699.30.3010-54500	Contracted Services	-	89,887	47,772	-	27,420	105,840	105,840
Total Expenditure 30.3010		-	89,887	47,772	-	27,420	105,840	105,840
699.30.3030-54160	Census	15,057	15,186	-	-	-	-	-
Total Expenditure 30.3030		15,057	15,186	-	-	-	-	-
699.30.4020-54500	Contracted Services	-	-	-	-	-	60,000	60,000
Total Expenditure 30.4020		-	-	-	-	-	60,000	60,000
699.40.4010-51100	Salaries	1,560	4,827	793	-	-	-	-
699.40.4010-51500	Public Employees Retirement (PERS)	97	502	207	-	-	-	-
699.40.4010-51504	Deferred Compensation	-	5	-	-	-	-	-
699.40.4010-51600	Workers Compensation	-	-	9	-	-	-	-
699.40.4010-51700	Disability Insurance	11	46	8	-	-	-	-
699.40.4010-51900	Group Health & Life Ins	190	519	105	-	-	-	-
699.40.4010-51906	Post Employment Health Plan	4	2	-	-	-	-	-
699.40.4010-51930	Medicare/Employer Porti	15	77	12	-	-	-	-
Total Expenditure 40.4010		1,877	5,978	1,135	-	-	-	-
699.70.7300-51100	Salaries	-	-	5,064	-	1,111	-	-
699.70.7300-51500	Public Employees Retirement (PERS)	-	-	1,250	-	303	-	-
699.70.7300-51504	Deferred Compensation	-	-	14	-	2	-	-
699.70.7300-51600	Workers Compensation	-	-	58	-	-	-	-
699.70.7300-51700	Disability Insurance	-	-	43	-	7	-	-
699.70.7300-51900	Group Health & Life Ins	-	-	479	-	13	-	-
699.70.7300-51930	Medicare/Employer Porti	-	-	71	-	19	-	-
699.70.7300-54500	Contracted Services	121,562	326,537	100,444	4,185,948	94,681	9,269,242	4,500,000
Total Expenditure 70.7300		121,562	326,537	107,424	4,185,948	96,135	9,269,242	4,500,000
Fund: 699 Total Expenditure:		138,496	437,588	159,013	4,185,948	140,363	9,764,400	4,995,158
Grand Total Revenues:		164,635	97,119	310,872	4,185,948	5,651	9,366,278	4,500,000
Grand Total Expenditures:		138,496	437,588	159,013	4,185,948	140,363	9,764,400	4,995,158
Grand Total Surplus / (Deficit)		26,139	(340,469)	151,859	-	(134,712)	(398,122)	(495,158)
Fund Balances (Deficits) - Beginning of Year		(119,582)	(93,443)	(433,912)	(282,053)	(282,053)	(416,765)	(814,887)
Fund Balances (Deficits) - End of Year		(93,443)	(433,912)	(282,053)	(282,053)	(416,765)	(814,887)	(1,310,045)

Fund: 851

Successor - DS FUND

Account Number	Actual	Actual	Actual	Adopted	Year-End	Proposed	Proposed
	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2022-23	FY 2023-24	FY 2024-25
Revenue:							
851.00.0000-43100	Interest Income	7,741	8	17,786	-	6,928	-
851.00.0000-47120	Gain on asset disposal	-	-	-	-	92,809	-
851.00.0000-47200	Miscellaneous Revenue	-	-	(103)	-	-	-
851.00.0000-47900	Transfer In	3,861,483	5,403,730	8,578,307	1,065,000	1,065,000	1,065,000
	Fund: 851 Total Revenue:	3,869,224	5,403,738	8,595,990	1,065,000	1,164,737	1,065,000
Expenditure:							
851.00.0000-56990	Interest Expense	1,144,276	803,231	899,989	-	-	-
	Total Expenditure 00.0000	1,144,276	803,231	899,989	-	-	-
851.20.2000-51100	Salaries	22,688	10,338	35,888	54,844	40,180	76,570
851.20.2000-51120	Vacation/Sick Leave	-	1,309	400	1,671	740	671
851.20.2000-51500	Public Employee's Retirement	9,204	3,464	8,364	12,977	10,253	15,439
851.20.2000-51504	Deferred Compensation	34	50	50	50	601	766
851.20.2000-51600	Worker's Compensation Insurance	641	140	384	420	-	633
851.20.2000-51700	Disability Insurance	209	107	244	503	383	572
851.20.2000-51800	Unemployment Insurance	765	-	-	-	-	-
851.20.2000-51900	Group Health & Life Insurance	1,648	270	2,815	3,511	2,869	6,477
851.20.2000-51901	Cash Back Incentive Pay	1,102	1,102	1,102	1,102	1,074	1,157
851.20.2000-51903	Auto Allowance	480	60	818	1,260	761	1,638
851.20.2000-51904	Technology Stipend	128	23	289	450	263	567
851.20.2000-51906	Post Employment Health Plan	147	24	239	394	284	574
851.20.2000-51907	OPEB Cost Allocation	-	-	3,341	4,338	2,982	2,400
851.20.2000-51930	Medicare/Employer Portion	350	192	507	790	695	1,110
	Total Expenditure 20.2000	37,394	17,079	54,440	82,310	61,086	103,063
851.20.2010-56991	Bond Issuance Cost	-	-	232,695	-	3,368	-
	Total Expenditure 20.2010	-	-	232,695	-	3,368	-
851.50.5000-54100	Special Departmental Expenses	-	-	-	-	168,209	-
851.50.5000-54500	Contracted Services	16,686	22,880	9,496	-	2,480	7,000
851.50.5000-56910	Legal Service	-	-	215	970	-	970
851.50.5000-56990	Interest Expense	1,598,450	1,473,150	1,479,324	-	101,699	123,254
851.50.5000-57404	Dept/Amort Expense	1,235	1,235	1,130	-	514	-
	Total Expenditure 50.5000	1,616,371	1,497,265	1,490,165	970	272,901	131,224
851.90.9000-57404	Dept/Amort Expense	3,527	3,527	3,239	-	1,472	-
	Total Expenditure 90.9000	3,527	3,527	3,239	-	1,472	-
	Fund: 851 Total Expenditure:	2,801,569	2,321,101	2,680,528	83,280	338,827	234,287
	Grand Total Revenues:	3,869,224	5,403,738	8,595,990	1,065,000	1,164,737	1,065,000
	Grand Total Expenditures:	2,801,569	2,321,101	2,680,528	83,280	338,827	184,385
	Grand Total Surplus / (Deficit)	1,067,655	3,082,638	5,915,462	981,720	825,910	880,615
	Fund Balances (Deficits) - Beginning of Year	(117,119,422)	(116,051,767)	(112,969,129)	(107,053,667)	(107,053,667)	(106,227,757)
	Fund Balances (Deficits) - End of Year	(116,051,767)	(112,969,129)	(107,053,667)	(106,071,947)	(106,227,757)	(105,397,044)

Fund: 852

Redevelopment Obligation Retirement Fund

Account Number		Actual FY 2019-20	Actual FY 2020-21	Actual FY 2021-22	Adopted FY 2022-23	Year-End Estimate FY 2022-23	Proposed FY 2023-24	Proposed FY 2024-25
Revenue:								
852.00.0000-40900	County Deferral (RDA)	4,260,389	4,260,880	4,957,246	-	1,075,528	-	-
852.00.0000-43100	Interest Income	113,817	32,867	(188,754)	31,227	48,702	121,920	104,100
	Fund: 852 Total Revenue:	4,374,206	4,293,747	4,768,492	31,227	1,124,230	121,920	104,100
Expenditure:								
852.98.9800-56900	Transfer Out	3,861,483	5,403,730	2,104,937	-	-	-	-
	Total Expenditure 98.9800	3,861,483	5,403,730	2,104,937	-	-	-	-
	Fund: 852 Total Expenditure:	3,861,483	5,403,730	2,104,937	-	-	-	-
	Grand Total Revenues:	4,374,206	4,293,747	4,768,492	31,227	1,124,230	121,920	104,100
	Grand Total Expenditures:	3,861,483	5,403,730	2,104,937	-	-	-	-
	Grand Total Surplus / (Deficit)	512,723	(1,109,983)	2,663,555	31,227	1,124,230	121,920	104,100
	Fund Balances (Deficits) - Beginning of Year	2,272,953	2,785,675	1,675,692	4,339,247	4,339,247	5,463,478	5,585,398
	Fund Balances (Deficits) - End of Year	2,785,675	1,675,692	4,339,247	4,370,474	5,463,478	5,585,398	5,689,498

Fund: 875

Section 115 PRSP-Trust

Account Number		Actual FY 2019-20	Actual FY 2020-21	Actual FY 2021-22	Adopted FY 2022-23	Year-End Estimate FY 2022-23	Proposed FY 2023-24	Proposed FY 2024-25
Revenue:								
875.00.0000-48004	Other Income - Section 115 PRSP Trust	26,759	285,165	(192,302)		52,266	-	-
	Fund: 875 Total Revenue:	26,759	285,165	(192,302)	-	52,266	-	-
Expenditure:								
875.20.2010-56992	Bank Service Charges					3,448		
	Total Expenditure 9800	-	-	-	-	3,448	-	-
	Grand Total Revenues:	26,759	285,165	(192,302)	-	52,266	-	-
	Grand Total Expenditures:	-	-	-	-	3,448	-	-
	Grand Total Surplus / (Deficit)	26,759	285,165	(192,302)	-	48,818	-	-
	Fund Balances (Deficits) - Beginning of Year	1,061,066	1,087,825	1,372,990	1,180,688	1,180,688	1,229,506	1,229,506
	Fund Balances (Deficits) - End of Year	1,087,825	1,372,990	1,180,688	1,180,688	1,229,506	1,229,506	1,229,506



City of Pico Rivera

Capital Improvement Program

Fiscal Years 2023-24 through 2027-28

Introduction

The Capital Improvement Program (CIP) is a long-range fiscal forecast, which identifies major public improvements to the City of Pico Rivera's (City) infrastructure over the next five (5) years. The CIP is important for planning, building, managing, and maintaining the City's existing infrastructure. The City's CIP includes improvements for streets, bridges, roadways, parks and open spaces, storm water quality, water production, treatment and delivery, City buildings and other facilities, Americans with Disability Act (ADA) improvements, and other large-scale capital projects. The five-year CIP includes detailed CIP Project Worksheets and an overview of the program by project type, year, and funding source.

This proposed five (5) year CIP plan has been developed based on input from various departments, community needs identified over the past year, and consideration of City Council priorities. It also incorporated recommendations set forth in the following master plans completed over the last several years, including water, storm drain, ADA, Pavement Management Program (PMP), urban water, reclaimed water, median landscaping, facilities, and security. The plan provides cost estimates for each project and identifies funding sources with consideration given to ongoing resources.

The CIP contains many projects that will further the City's vision of a sustainable, equitable and vibrant community to live and work.

CIP Preparation Process

The CIP is prepared with the biennial budget process for fiscal years (FY) 2023-25. The City's Biennial Budget is a road map for anticipated future revenue and planned expenditures, allocating resources, and reflecting the City Council's priorities and policies for the upcoming two (2) fiscal years. The first two years of the CIP will become the capital budget for which project funding will be authorized. The remaining three years of the CIP serve as a guide for future capital investments. Estimated funding sources for projects reflect the City's conservative approach to estimating future revenues and proposed funding for future projects.

As part of the biennial budget process, the CIP is updated allowing the City to re-evaluate its priorities and needs in each subsequent year based on the most current revenue projections and project priorities. During the development of the CIP, capital projects affecting public health and safety, and/or legal mandates receive the highest priority. Emphasis is also placed on capital projects maintaining service levels or preventing deterioration of facilities.

CIP projects are recommended by the departments; reviewed and evaluated by the Administrative Services Department to ensure the City's priorities, infrastructure needs, financial capacity, and impact the projects could have on the City's operating budget are addressed; and the City Council ultimately approves funding as part of the budget.

The five-year Capital Improvement Plan is to be presented on each of the planned dates to the City Council as follows:

- April 18 - Overview – Proposed Five-Year Capital Improvement Plan (CIP)
- June 13 - Public Hearing – FY 2023-25 Proposed (Preliminary) Operating Budget and Five-Year CIP
- June 27 - Adoption – FY 2023-25 Proposed Operating Budget and Five-Year CIP

The final CIP will be adopted by the City Council with the Operating Budget on June 27, 2023.

CIP Funding

The City's CIP is funded utilizing a variety of restricted and special funding, as well as some appropriations from the General Fund. Some of the special revenue funds used for CIP's are Proposition C, Measure R, Measure M, Community Development Block Grant (CDBG), the American Rescue Plan Act (ARPA) Fund, Senate Bill 1 (SB-1), Water Fund, and various City, County, State and Federal grants. As a result, the majority of the funding options available for CIP projects are limited to the type of funding available. This presents a challenge in funding, especially with some of the larger CIP projects that do not have a dedicated funding source.

The total CIP plan for the five (5) year period, FY 2023-28 is \$275.3 million. Of this amount, \$202.4 million represents continuing project budgets and \$72.9 million in new project funding is being requested for FY 2023-28. In building the CIP, the City reports \$66.5 million in unfunded scheduled projects, including Street Resurfacing, Wastewater (Sewer), ADA Improvements, Facilities and Parks projects.

The City is sustainable only if both its capital infrastructure assets and its financial assets can be maintained over the long term. Therefore, these unfunded needs will have to be addressed and incorporated in future budgets.

Project by FY, including both funded and unfunded projects

Projects	Net Adjusted Carryover	Sum of FY 2023-2024	Sum of FY 2024-2025	Sum of FY 2025-2026	Sum of FY 2026-2027	Sum of FY 2027-2028	Sum of 5-Year Total Budget
Ongoing	59,412,205	48,241,638	41,599,642	45,757,174	5,891,591	1,500,000	202,402,250
1STREETS	11,241,049	7,839,632	1,300,000	1,300,000	700,000	700,000	23,080,681
Annual Signing and Striping - Ongoing	46,614						46,614
Durfee Ave Underpass Project	105,450	40,000					145,450
Major Corridors Median Beautification Project	1,581,442	4,169,479	400,000	400,000			6,550,921
Overlay Improvements on Whittier Boulevard	95,744						95,744
Residential Resurfacing Program - Chip Seal	119,868						119,868
Residential Resurfacing Program - Overlay & Reconstruction - Ongoing	5,561,436	100,000					5,661,436
Residential Resurfacing Program - Slurry and Cape Seal .	469,520						469,520
Restoration of Entrance Monuments	77,647						77,647
Rosemead Blvd Median Beautification Project	1,552,174	3,530,153	200,000	200,000			5,482,327
Rosemead Boulevard Road Resurfacing Project (North of Whittier Boulevard)	734,239						734,239
Rosemead/Beverly Rd Intersection Improvements - Hot Spots - Grant, not Measure R Local Return	831,800						831,800
Telegraph Rd Traffic Enhancements Project Phase II	3,501						3,501
Telegraph Road over Rio Hondo Channel Bridge Project	30,092		200,000	200,000	200,000	200,000	830,092
Underpasses Improvements (Passons, Paramount & Rosemead) BOD Report	31,521		500,000	500,000	500,000	500,000	2,031,521
2BRIDGES	11,001,822	4,530,414	17,684,654	39,097,174	3,091,591		75,405,655
Bridge Preventative Maintenance Prog-Coop Agreement with LACPW	50,869						50,869
Pico Rivera Regional Bikeway Project	8,014,701						8,014,701
Rehabilitation Telegraph Rd Bridge Over San Gabriel River	2,536,623	1,638,248	12,331,730	14,310,102			30,816,703
Rehabilitation Washington Blvd Bridge Over Rio Hondo River	248,839	2,892,166	5,052,924	24,787,072	3,091,591		36,072,592
Slauson Avenue over San Gabriel River Bridge Seismic Retrofit	27,868						27,868
Whittier Blvd. Underpass East of Orange St. Slope Repairs	122,922		300,000				422,922
3WATER	17,752,965	11,120,000	7,698,000	3,463,000	500,000		40,533,965
Advance Metering Infrastructure (AMI)	632,566	400,000					1,032,566
City Yard Generator, Transfer Switch & Main Electrical Panel	211,624	65,000					276,624
Construction - Water Main Replacement (W41,W98,W110)	6,502,455						6,502,455
Design - Water Main Replacement (W41, W98, W110)	1,698,301						1,698,301
Garrick, Olympic, Spruce, Calada, Water Main Replacement	144,922						144,922
PFAS Treatment System Project	4,136,810						4,136,810
PFAS Treatment System Project - Phase II - Federalize		3,350,000					3,350,000
Plant No. 3 Electrical Control and MCC Panel	211,799						211,799
Pressure Relief Sustaining Valve Stations	429,655	150,000					579,655
Storage Tanks	600,000	2,544,000	3,490,000				6,634,000
Water Distribution System Pressure Zone Partition	750,000						750,000
Water Facility Improvements	1,000,000	500,000			500,000		2,000,000

Projects	Net Adjusted Carryover	Sum of FY 2023-2024	Sum of FY 2024-2025	Sum of FY 2025-2026	Sum of FY 2026-2027	Sum of FY 2027-2028	Sum of 5-Year Total Budget
Water Main Improvements	1,169,000	4,111,000	4,208,000	3,463,000			12,951,000
Water Wells 7,8,9 & 10 Destruction Project	250,000						250,000
Well No 1,2,12 - Casing Vents and Raise Pump Base	15,833						15,833
4PARKS	12,114,765	20,675,000	12,957,988		500,000		46,247,753
Dog Park	1,440,000						1,440,000
Pico Park Security Camera System	200,000						200,000
Renovation of Rio Hondo Park Playgrounds	26,156						26,156
Rio Hondo Park		3,500,000	4,500,000				8,000,000
Rio Hondo Park - Soccer Field	797,331		250,000				1,047,331
Rio Hondo Park Outdoor Safety Lighting Replacement	100,000						100,000
Rivera Park enhanced safety netting on field		75,000					75,000
Rivera Park Playground/Surfacing Replacement					500,000		500,000
Senior Center ADA and Safety Improvements to Parking Lots	78,992						78,992
Smith Park Aquatic Center Renovation	9,088,153	16,000,000	7,307,988				32,396,141
Smith Park Security Camera System	220,000						220,000
Smith Park Stadium Bleachers Storage Installation		50,000					50,000
Smith Park Stadium Turf Replacement			900,000				900,000
The PAD Park - Design		1,050,000					1,050,000
The PAD park development - Design	164,133						164,133
5FACILITIES	4,161,922	2,720,601	1,520,000	1,450,000	1,100,000	800,000	11,752,523
ADA City Hall Ramps, Restrooms and Elevator - Construction	32,003						32,003
ADA City Hall Ramps, Restrooms and Elevator - Design		250,000					250,000
ADA Improvements		1,100,000	1,100,000	1,100,000	800,000	800,000	4,900,000
Bus Shelter Improvements Project	299,839	300,000	300,000	300,000	300,000		1,499,839
City Hall Electric Vehicle Charging Stations (EVCS)	193,208						193,208
City Yard - NPDES Compliance	25,000						25,000
Council Chambers A V B Upgrades and Accessibility Improvements	520,616						520,616
HVAC Installation (Pico/Rivera Gyms) and Replacement at various City facilities	800,000						800,000
Hydraulic Elevator Repairs	75,000						75,000
Parks and Recreation Office HVAC		250,000					250,000
Pico Park Indoor Restrooms Renovation		150,000					150,000
Pico Park Outdoor Field Restroom Replacement	418,626						418,626
Pico Park Outdoor Gymnasium Restroom Renovation		400,000					400,000
Rio Hondo Park Outdoor Restrooms Renovation	70,000						70,000
Rivera Park - new roof for office / Smith Park - new roof for facility	600,000						600,000
Rivera Park Kitchen Renovation				50,000			50,000
Rivera Park Office/Auditorium/Lobby Flooring replacement			120,000				120,000
Senior Center ADA and Safety Improvements – Restroom	550,000						550,000

Projects	Net Adjusted Carryover	Sum of FY 2023-2024	Sum of FY 2024-2025	Sum of FY 2025-2026	Sum of FY 2026-2027	Sum of FY 2027-2028	Sum of 5-Year Total Budget
Senior Center Patio ADA Improvements	250,000						250,000
Teen Center Renovation	242,088						242,088
Teen Center Renovation - Design	35,542	320,601					356,143
6TRAFFIC	1,765,257						1,765,257
Beverly Blvd - TSSP	315,700						315,700
HSIP Cycle 7 - Traffic Signal Upgrades	382,410						382,410
HSIP Cycle 8 - Traffic Signal Upgrades	281,427						281,427
Intelligent Transportation System (ITS) Master Plan	147,496						147,496
Slauson Avenue Traffic Signal Synchronization Project (TSSP)	297,574						297,574
Washington Blvd Traffic Signal Synchronization Program	340,650						340,650
7STORMDRAINS	1,374,425	170,000					1,544,425
Bartolo Storm Drain Improvements and Relinquishment	632,624						632,624
Catch Basin Device Installation	350,000						350,000
NPDES Infrastructure Projects	380,000	170,000					550,000
Storm Drain CIPP Relining Project at 8672 Pico Vista Road	11,801						11,801
8SEWERS		1,185,991	439,000	447,000			2,071,991
Sewer Main Improvements		1,185,991	439,000	447,000			2,071,991
Proposed		19,678,790	13,160,000	13,140,000	13,440,000	13,440,000	72,858,790
1STREETS		12,485,000	12,590,000	12,590,000	12,890,000	12,890,000	63,445,000
Annual Citywide Bridge Repairs Project			200,000	200,000	500,000	500,000	1,400,000
Annual Sidewalk Improvements Project		200,000	270,000	270,000	270,000	270,000	1,280,000
Annual Signing and Striping Project		120,000	120,000	120,000	120,000	120,000	600,000
Major Arterials Signing and Striping Project		165,000					165,000
Road Resurfacing Program - Overlay and Reconstruction		12,000,000	12,000,000	12,000,000	12,000,000	12,000,000	60,000,000
4PARKS		315,000					315,000
Rio Vista Musco Lights		100,000					100,000
Smith Park Stadium PA Sound System		65,000					65,000
Smith Park/Rio Vista Fence Replacements (multiple locations)		150,000					150,000
5FACILITIES		1,144,400					1,144,400
ER work for Design of Golf Course due to Fire Damage		44,400					44,400
Golf Course Security Camera System		100,000					100,000
Pico Park (26) Interior and (36) Exterior Doors		600,000					600,000
Pico Park Roof		310,000					310,000
Rivera Park Sound Panels		90,000					90,000
6TRAFFIC		5,304,390	20,000				5,324,390
Citywide Sign Audit and Roadway Safety Sign Enhancement Project		2,839,170					2,839,170
Citywide Traffic Signal Safety Enhancements Project		2,167,720					2,167,720
School Crossings Safety Enhancements Project		297,500	20,000				317,500

Projects	Net Adjusted Carryover	Sum of FY 2023-2024	Sum of FY 2024-2025	Sum of FY 2025-2026	Sum of FY 2026-2027	Sum of FY 2027-2028	Sum of 5-Year Total Budget
7STORMDRAINS		430,000	550,000	550,000	550,000	550,000	2,630,000
NPDES Infrastructure Projects		430,000	550,000	550,000	550,000	550,000	2,630,000
Grand Total	59,412,205	67,920,428	54,759,642	58,897,174	19,331,591	14,940,000	275,261,040

















CITY OF PICO RIVERA
CIP PROJECT REQUEST FORM
FISCAL YEAR 2023-28

PROJECT NAME: CIP (New) : Road Resurfacing Program - Overlay and Reconstruction

PROJECT MANAGER: Gene Edwards

DEPARTMENT: Public Works

Project Type: <i>Select 1</i>	<input checked="" type="checkbox"/> Streets	<input type="checkbox"/> Traffic
	<input type="checkbox"/> Bridges	<input type="checkbox"/> Storm Drain
	<input type="checkbox"/> Water	<input type="checkbox"/> Sewer
	<input type="checkbox"/> Parks	<input type="checkbox"/> Studies
	<input type="checkbox"/> Facilities	<input type="checkbox"/> Other

Project Limits: Please provide project parameters (i.e., geographic location)
 Central and North areas of the city.

Are there any existing plans, maps or other supporting documentation for this project?
 (to be provided upon request)

Project Description: Citywide resurfacing of streets (overlay and reconstruction in Central and North areas of the city. Project also includes ADA curb ramps, striping and signage. This work follows the previous southern phase (CIP 50066). CIP 50066 completed full design citywide and will construct south of Slauson Avenue. This new proposed Resurfacing Project will complete construction of the pending north and central areas.

Project Justification: Design is being completed under CIP 50066 and will be finalized by July 2023. This Resurfacing Project is part of the 5-YR CIP Program and will proceed to construction upon appropriation of new funds. Currently unfunded.

Priority Assessment:

Low - Project can be deferred without significant negative impact(s)

Medium - Project cannot be deferred without some negative impact(s)

High - Project must be implemented due to mandates, public safety concerns, etc.

Cost Estimate: \$ 12,000,000

Ongoing Cost: \$ 12,000,000 annually

Federal/State Fund

YES

NO

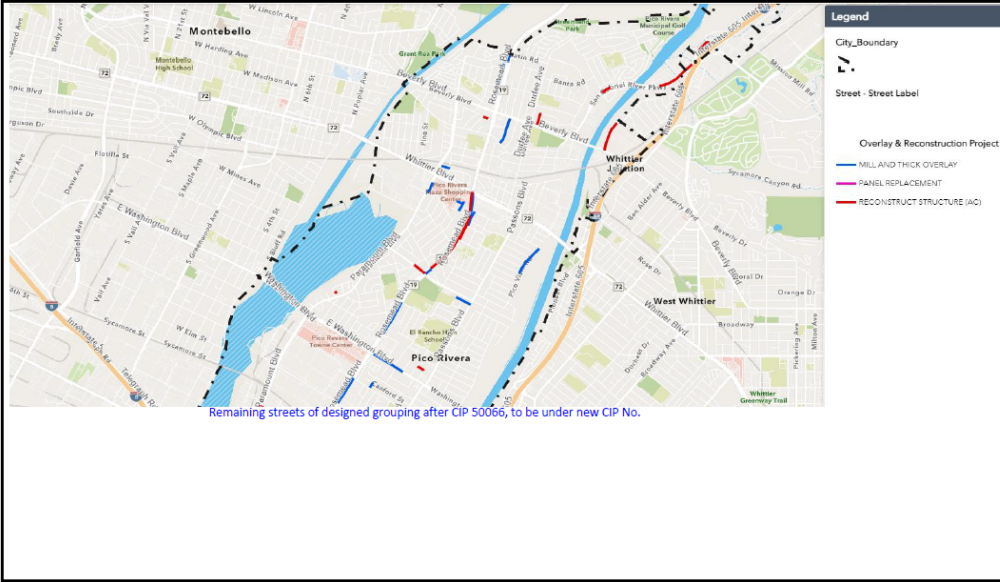
Local Match Fund Amount: \$ _____

Fund deadline: _____ Date

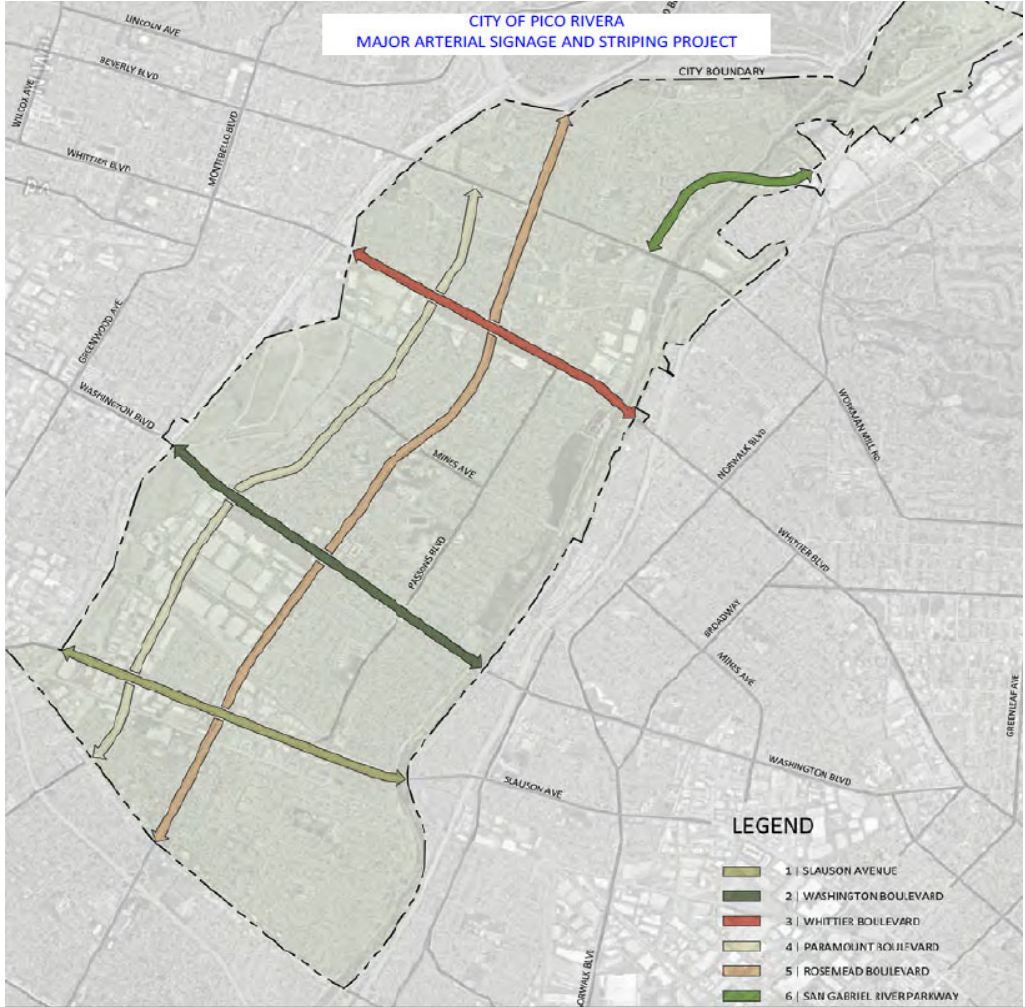
PROJ NO.	NEW	Proposed FY 2023-24	Proposed FY 2024-25	Proposed FY 2025-26	Proposed FY 2026-27	Proposed FY 2027-28	Proposed beyond 2028	Total Budget
DESIGN		\$ -						\$ -
RIGHT OF WAY		\$ -						\$ -
ENVIRONMENTAL		\$ -						\$ -
CONSTRUCTION		\$ 10,200,000	\$ 10,200,000	\$ 10,200,000	\$ 10,200,000	\$ 10,200,000		\$ 51,000,000
CONSTRUCTION MGMT		\$ 1,800,000	\$ 1,800,000	\$ 1,800,000	\$ 1,800,000	\$ 1,800,000		\$ 9,000,000
MAINTENANCE		\$ -						\$ -
TOTAL		\$ 12,000,000	\$ 12,000,000	\$ 12,000,000	\$ 12,000,000	\$ 12,000,000	\$ -	\$ 60,000,000

FUNDING SOURCES	Proposed FY 2023-24	Proposed FY 2024-25	Proposed FY 2025-26	Proposed FY 2026-27	Proposed FY 2027-28	Proposed beyond 2028	Total Budget
305	\$ 538,000						\$ 538,000
SB1 - Fund 202	\$ 1,200,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000		\$ 5,200,000
Prop C - Fund 206	\$ -	\$ 500,000	\$ 500,000	\$ 500,000	\$ 600,000		\$ 2,100,000
Measure R - Fund 207	\$ -	\$ 100,000	\$ 300,000	\$ 500,000	\$ 500,000		\$ 1,400,000
Measure W - Fund 209	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000		\$ 500,000
Unfunded	\$ 10,162,000	\$ 10,300,000	\$ 10,100,000	\$ 9,900,000	\$ 9,800,000		\$ 50,262,000
TOTAL	\$ 12,000,000	\$ 12,000,000	\$ 12,000,000	\$ 12,000,000	\$ 12,000,000	\$ -	\$ 60,000,000

EXHIBIT 1 – Selected Street Segments for Overlay and Reconstruction



CITY OF PICO RIVERA
MAJOR ARTERIAL SIGNAGE AND STRIPING PROJECT



Photos of Fire Damage













CITY OF PICO RIVERA
CIP PROJECT REQUEST FORM
FISCAL YEAR 2023-28

PROJECT NAME: School Crossings Safety Enhancements Project

PROJECT MANAGER: Kenner Guerrero

DEPARTMENT: Public Works

Project Type:	<input type="checkbox"/> Streets <input type="checkbox"/> Bridges <input type="checkbox"/> Water <input type="checkbox"/> Parks <input type="checkbox"/> Facilities	<input checked="" type="checkbox"/> Traffic <input type="checkbox"/> Storm Drain <input type="checkbox"/> Sewer <input type="checkbox"/> Studies <input type="checkbox"/> Other
<i>Select 1</i>		

Project Limits:	Please provide project parameters (i.e., geographic location) Citywide
	<input checked="" type="checkbox"/> Yes Are there any existing plans, maps or other supporting documentation for this project? (to be provided upon request)

Project Description: Improve 18 pedestrian school crossings with either improved school crossing signage, installation of rectangular rapid flashing beacons (RRFBs), or LED enhanced signage as well as adding advance limit lines and signage.

Project Justification: HSIP Cycle 11 awarded project was an identified safety improvement in the City's Local Roadway Safety Plan. The City received a grant from the Highway Safety Improvement Program, Cycle 11 grant to implement the project.

Priority Assessment:	<input type="checkbox"/> Low - Project can be deferred without significant negative impact(s) <input checked="" type="checkbox"/> Medium - Project cannot be deferred without some negative impact(s) <input type="checkbox"/> High - Project must be implemented due to mandates, public safety concerns, etc.
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Cost Estimate: \$ 317,500

Ongoing Cost:

Federal/State Fund	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Local Match Fund Amount: \$ <u>27,500.00</u> Fund deadline: <u>6/30/2026</u> Date
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PROJ NO.	NEW	Carryover	Proposed FY 2023-24	Proposed FY 2024-25	Proposed FY 2025-26	Proposed FY 2026-27	Proposed FY 2027-28	Proposed beyond 2028	Total Budget
DESIGN			\$ 32,000						\$ 32,000
RIGHT OF WAY									\$ -
ENVIRONMENTAL									\$ -
CONSTRUCTION			\$ 265,000	\$ 20,000					\$ 285,000
MAINTENANCE									\$ -
TOTAL		\$ -	\$ 297,000	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ 317,000

FUNDING SOURCES	Carryover	Proposed FY 2023-24	Proposed FY 2024-25	Proposed FY 2025-26	Proposed FY 2026-27	Proposed FY 2027-28	Proposed beyond 2028	Total Budget
HSIP Federal Funds (Fund 698)		\$ 247,500						\$ 247,500
TDA funds (Fund 210)		\$ 50,000	\$ 20,000					\$ 70,000
								\$ -
								\$ -
TOTAL	\$ -	\$ 297,500	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ 317,500





Tuesday, May 9, 2023

A Regular Meeting of the City Council and Water Authority was held in the Parks and Recreation Community Room, 6767 Passons Boulevard, Pico Rivera, California.

Mayor/President Lutz called the regular meeting to order at 6:05 p.m. on behalf of the City Council and Water Authority.

PRESENT: Camacho, Garcia, Lara, Sanchez, Lutz

ABSENT: None

INVOCATION: Delivered by Parks and Recreation Director Yugar

PLEDGE OF ALLEGIANCE: Led by Community and Economic Development Director Betancourt

SPECIAL PRESENTATION(S):

- A Proclamation for National Police Week May 14 – 20, 2023, presented to the Pico Rivera Sheriff's Station Captain
- A Proclamation for Public Works Week May 22 – 26, 2023, presented to the Department of Public Works
- A Proclamation for National Mental Health Awareness month
- A Proclamation for National Foster Care month

PUBLIC HEARING:

City Council:

- 1. Public Hearing – Approval of Resolutions Related to the Landscape and Lighting Assessment District No. 1 for Fiscal Year 2023-24. (700)**

Mayor Lutz opened the public hearing and noted that there were no written communications or public comment cards to provide public testimony.

Mayor Lutz closed the public hearing.

Motion by Councilmember Garcia, seconded by Mayor Pro Tem Lara to: 1) Conduct a hearing; 2) Approve Resolution No. 7275 ratifying the Engineer's Annual Levy Report for the Pico Rivera Landscape and Lighting Assessment District No.1 for fiscal year (FY) 2023-24; and 3) Approve Resolution No. 7276 ordering the Collection of Assessments within the Pico Rivera Landscape and Lighting Assessment District No. 1

for FY 2023-24 pursuant to the Landscaping and Lighting Act of 1972. Motion carries by the following roll call vote:

Resolution No. 7275 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PICO RIVERA, CALIFORNIA, APPROVING THE ENGINEER'S REPORT FOR THE FISCAL YEAR 2023-2024 LEVY AND COLLECTION OF ASSESSMENTS WITHIN THE PICO RIVERA LANDSCAPE AND LIGHTING ASSESSMENT DISTRICT NO. 1

Resolution No. 7276 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PICO RIVERA, CALIFORNIA, ORDERING THE COLLECTION OF ASSESSMENTS WITHIN THE PICO RIVERA LANDSCAPE AND LIGHTING ASSESSMENT DISTRICT NO.1, FISCAL YEAR 2023-24

AYES: Camacho, Garcia, Lara, Sanchez, Lutz

NOES: None

2. Public Hearing – Approval of Resolutions Related to the Paramount/Mines Landscape Maintenance Assessment District for Fiscal Year 2023-24. (700)

Mayor Lutz opened the public hearing and noted that there were no written communications or public comment cards to provide public testimony.

Mayor Lutz closed the public hearing.

Motion by Mayor Pro Tem Lara, seconded by Councilmember Camacho to: 1) Conduct a public hearing; 2) Approve Resolution No. 7277 ratifying the Engineer's Annual Levy Report for the Paramount/Mines Landscape Maintenance Assessment District for fiscal year (FY) 2023-24; and 3) Approve Resolution No. 7278 confirming the Diagram and Assessment and ordering the Levy of the FY 2023-24 Assessment for the Paramount/Mines Landscape Maintenance Assessment District pursuant to the Landscaping and Lighting Act of 1972. Motion carries by the following roll call vote:

Resolution No. 7277 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PICO RIVERA, CALIFORNIA, APPROVING THE ENGINEER'S REPORT FOR THE FISCAL YEAR 2023-2024 LEVY AND COLLECTION OF ASSESSMENTS WITHIN THE PARAMOUNT/MINES LANDSCAPE MAINTENANCE ASSESSMENT DISTRICT PURSUANT TO THE LANDSCAPING AND LIGHTING ACT OF 1972

Resolution No. 7278 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PICO RIVERA, CALIFORNIA, CONFIRMING THE DIAGRAM AND ASSESSMENT, AND LEVYING THE FISCAL YEAR 2023-24 ASSESSMENT FOR THE PICO RIVERA PARAMOUNT/MINES LANDSCAPE MAINTENANCE ASSESSMENT DISTRICT PURSUANT TO THE LANDSCAPING AND LIGHTING ACT OF 1972

AYES: Camacho, Garcia, Lara, Sanchez, Lutz
NOES: None

PUBLIC COMMENTS:

John Soto:

- Addressed the City Council to express concerns regarding loud music nuisance at the Pico Rivera Golf Course.

Lauren Talbott, Pico Rivera Library Manager:

- Addressed the City Council regarding library updates and upcoming events for the month of May.

Allyn Long:

- Addressed the City Council regarding concerns with a recent administrative citation relating to his business warehouse located on Durfee Avenue.

Written communication was received by the following:

Jose Sanchez:

- Addressed the City Council regarding unmaintained and abandoned residential and commercial properties.

City Manager Carmona pulled Consent Calendar Item No. 6 Veterans Commission Appointment from the Agenda.

CONSENT CALENDAR ITEMS:

City Council:

3. Minutes:

- Approved City Council regular meeting of April 25, 2023.

4. Approved 17th Warrant Register of the 2022-2023 Fiscal Year. (700)

Check Numbers: 291540-291622

Special Check Numbers: None

5. Second Reading – Adoption of Ordinance No. 1170 Approving Zoning Code Amendment No. 193 to Amend Sections to Title 5, *Business License and Regulations*, Chapter 5.75, *Tobacco Retail License* and Title 18, *Zoning*, Chapter 18.40, *Land Use*, Chapter 18.48, *Precise Plan of Design* and Chapter 18.56, *Conditional Use Permit* of the Pico Rivera Municipal Code.

(1300)

1. Adopted Ordinance No. 1170 approving Zone Reclassification No. 193 amending Title 5, *Business License and Regulations*, Chapter 5.75, *Tobacco Retail License* and Title 18, *Zoning*, Chapter 18.40, *Land Use*, Chapter 18.48, *Precise Plan of Design* and Chapter 18.56, *Conditional Use Permit* of the Pico Rivera Municipal Code.

Ordinance No. 1170 AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PICO RIVERA, CALIFORNIA, AMENDING TITLE 5, *BUSINESS LICENSE AND REGULATIONS* AND 18, *ZONING*, OF THE PICO RIVERA MUNICIPAL CODE HEREIN AS ZONE CODE AMENDMENT NO. 193 (**SECOND READING AND ADOPTION**)

6. Veterans Commission Appointment. (300)

Item was pulled from the Agenda.

7. Conformance with the General Plan and Acquisition of the Real Property Identified as 9357 Kruse Road, Pico Rivera, California 90660 (APN: 8123-013-025). (600)

1. Approved Resolution No. 7279 finding conformance with the General Plan and approved the City's acquisition of the real property identified as 9357 Kruse Road (Property); and
2. Determined that the approval is exempt pursuant to the California Environmental Quality Act (CEQA) Guidelines Commonsense Exemption under Section 15060(c)(3).

Resolution No. 7279 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PICO RIVERA, CALIFORNIA, FINDING CONFORMANCE WITH THE GENERAL PLAN AND APPROVING THE ACQUISITION OF THE REAL PROPERTY IDENTIFIED AS 9357 KRUSE ROAD, PICO RIVERA, CALIFORNIA 90660 (APN: 8123-013-025)

8. Acceptance of Grant Funds from the State of California Department of Parks and Recreation Office of Grants and Local Services Assistance Specified Grant – Rio Hondo Park Renovation Grant. (700)

1. Accepted grant funding in the amount of \$8,500,000 for Rio Hondo Park Renovation through the Department of Parks and Recreation Office of Grants and Local Services; and
2. Authorized the City Manager to execute all related grant documents.

9. Receive and File – 10-Day Report on Urgency Ordinance No. 1169 Prohibiting Specified Uses in the Commercial General and Commercial Planned Development Zone in Accordance with Government Code Section 65858(d). (1300)

1. Received, filed, and issued a 10-day report on Urgency Ordinance No. 1169 enacting a 45-day moratorium on specified uses in the Commercial General (C-G) and Commercial Planned Development (CDP) zone as required under Government Code Section 65858(d).

10. Fiscal Year 2022-23 City of Pico Rivera Third Quarter Budget Review as of March 31, 2023. (700)

1. Received and filed the Third Quarter Budget Report ending March 31, 2023, which represents the balances and activity for the first and second quarters (July 2022 through March 2023) of the fiscal year 2022-23; and

2. Approved designating \$6 million of the FY 2021-22 Unassigned General Fund Balance to the Smith Park Aquatics Center Project (CIP No. 50043).
- 11. Acceptance of Grant Funds from the State of California Department of Parks and Recreation Office of Grants and Local Services Assistance Specified Grant – Smith Park Aquatic Center. (700)**
1. Accepted grant funding in the amount of \$8,500,000 for the Smith Park Aquatic Center Renovation through the Department of Parks and Recreation Office of Grants and Local Services; and
 2. Authorized the City Manager to execute all related grant documents.
- 12. Pico Rivera Youth Center Renovation Project (CIP No. 50034) – Amendment No. 1 Professional Services Agreement No. 23-2155 with Dahlin Group, Inc. for Architect/Engineer Services. (500)**
1. Approved Amendment No. 1 to Professional Services Agreement No. 23-2155 with Dahlin Group, Inc. to provide Architect/Engineer (A-E) services for design and construction support of the Youth Center Renovation Project, CIP No. 50034 for an amount not-to-exceed \$16,500; and
 2. Authorized the City Manager to execute Amendment No. 1 in a form approved by the City Attorney.
- Agreement No. 23-2155-1
- 13. Approve an Increase in the Fiscal Year 2022-23 Purchase Order with Fiesta Taxi Incorporated for Paratransit Services. (700)**
1. Approved an increase in the fiscal year (FY) 2022-23 purchase order (PO) with Fiesta Taxi Incorporated (Fiesta Taxi) in an amount of \$65,000 to be added to the current PO amount of \$49,000 for a new PO amount of \$114,000;
 2. Authorized the City Manager to re-appropriate any unused PO amount in the FY 2023-24; and
 3. Authorized the City Manager to execute the increased PO.

Water Authority:

- 14. Minutes:**
- Approved Water Authority regular meeting of March 28, 2023.
- 15. Water Main Replacement Projects (CIP No. 50078) – Award Professional Services Agreement for Design and Construction Support Services. (500)**
1. Awarded a Professional Services Agreement to Tetra Tech, Inc. to provide design and construction support services for the Water Main Replacement Projects (CIP No. 50078) for an amount not-to-exceed \$180,000; and
 2. Authorized the Executive Director to execute an agreement in a form approved by the General Counsel.

Agreement No. 23-71

Councilmember Camacho recused himself and did not participate in the vote of Consent Calendar Item No. 13 *Purchase Order with Fiesta Tax for Paratransit Services*.

Motion by Mayor Pro Tem/Vice President Lara, seconded by Councilmember/Commissioner Garcia to approve Consent Calendar Item Nos. 3, 4, 5, 7, 8, 9, 10, 11, 12, 13, 14, and 15. Motion carries by the following roll call vote:

AYES: Camacho, Garcia, Lara, Sanchez, Lutz
NOES: None
RECUSE: Camacho (Item No. 13)

CONSENT CALENDAR ITEMS PULLED FOR FURTHER CLARIFICATION: None

REGULAR AGENDA:

16. First Reading – Introduce an Ordinance Prohibiting Spectators and Participants at Illegal Motor Vehicle Speed Contests or Exhibitions of Speed Known as “Street Takeovers”. (1400)

Public Safety Coordinator Marquez provided a brief presentation on the proposed City ordinance prohibiting spectators and participants at “street takeovers” and establishing a process for forfeiture of vehicles involved which included the addition of Chapter 10.84 of Title 10 of the Pico Rivera Municipal Code, violations and penalties, and shared other municipalities with similar ordinances.

Councilmembers discussed the use of the City Attorney’s office as the prosecutor, administrative citation methods for violations, and the inclusion of reckless car maneuvers also known as “donuts” and vehicles obstructing access to these vehicle contests as violations in the ordinance.

Motion by Councilmember Garcia, seconded by Councilmember Dr. Sanchez to: 1) Introduce and waive first reading of an ordinance to add Chapter 10.84 to the Pico Rivera Municipal Code to prohibit spectators and participants at illegal motor vehicle speed contests or exhibitions of speed and to establish the forfeiture of nuisance vehicles engaged therein; and 2) Authorize the City Manager (or authorized designee) to accept and execute all documents necessary to implement and enforce the proposed ordinance. Motion carries by the following roll call vote:

Ordinance No. 1171 AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PICO RIVERA, CALIFORNIA, ADDING CHAPTER 10.84 OF TITLE 10 OF THE PICO RIVERA MUNICIPAL CODE TO PROHIBIT SPECTATORS AND PARTICIPANTS AT ILLEGAL MOTOR VEHICLE SPEED CONTESTS OR EXHIBITIONS OF SPEED AND TO ESTABLISH THE FORFEITURE OF NUISANCE VEHICLES ENGAGED THEREIN
(INTRODUCTION AND FIRST READING)

AYES: Camacho, Garcia, Lara, Sanchez, Lutz
NOES: None

CITY MANAGER/STAFF REPORTS:

Parks and Recreation Director Yugar presented the findings of a recent Noise Assessment study conducted at the Pico Rivera Golf Course, mentioning that outdoor signage will be installed and staff will continue monitoring event attendees to help keep the noise levels low. She also announced that the Parks and Recreation Department and Media and Communications division received the following awards from the California Association of Public Information Officials (CAPIO): 1) Award of Distinction for the Pico Rivera Transit Rebrand, 2) Award of Distinction for City Photographer, Robert Moreno's photography at the City's Boxing event, 3) EPIC Award for the Pico Rivera Transit Design, and 4) 2023 Best in Show – Small Production for the Pico Rivera Transit Design.

GOOD OF THE ORDER (INTERGOVERNMENTAL AGENCY MEETINGS, AB 1234 REPORTS, NEW BUSINESS, OLD BUSINESS):

Councilmember Garcia advised that future development include the expense of maintenance and operations. He also reported on his attendance at the National Day of Prayer event and the Veterans Commission inaugural meeting.

Councilmember Camacho reported on behalf of the Los Angeles Vector Control and the influx of mosquitoes this season as a result of an increase of rainfall. He also report on his attendance at the National Association of Latino Elected Officials board meeting where scholarships were awarded and trade unions and economic mobility were discussed. He requested staff to look into creating an ordinance on maintenance of commercial properties, seconded by Councilmember Garcia.

Councilmember Dr. Sanchez commented on her attendance at the Congressional Art Contest at the Water Replenishment District facility, the Cinco de Mayo event at the American Legion, the Los Angeles County Fire Service Day tour of station 40, the 2nd Annual Carshow fundraiser hosted by the National Latino Police Officers Association East LA Chapter, and the Free Food Drive-Thru Giveaway hosted by the Los Angeles County Supervisor Janice Hahn and the Los Angeles Regional Food Bank at Pico Park.

Mayor Pro Tem Lara reported on his attendance at the Veterans Commission inaugural meeting, a meeting with local City Businesses, the unveiling of the Los Angeles County Department of Mental Health's School Threat Assessment Response Team (START) program campaign, and the National Day of Prayer event.

Mayor Lutz reported on a Los Angeles County Sanitation District meeting where they voted on maintenance items and commented on his attendance to the National Day of Prayer, the Free Food Drive-Thru Giveaway hosted by the Los Angeles County Supervisor Janice Hahn and the Los Angeles Regional Food Bank at Pico Park, the Water Replenishment District Educational Festival at the Lakewood facility and the unveiling of the Los Angeles County Department of Mental Health's School Threat Assessment Response Team (START) program campaign.

ADJOURNMENT:

Mayor/President Lutz adjourned the City Council and Water Authority meeting at 7:17 p.m. There being no objection it was so ordered.

AYES: Camacho, Garcia, Lara, Sanchez, Lutz

NOES: None

Erik Lutz, Mayor/President

ATTEST:

Cynthia Ayala, Jr. Deputy City Clerk/Interim Agency Secretary

I hereby certify that the foregoing is a true and correct report of the proceedings of the City Council regular meeting dated May 9, 2023, and approved by the City Council and on June 13, 2023.

Cynthia Ayala, Jr. Deputy City Clerk/Interim Agency Secretary



Tuesday, May 9, 2023

A Special Meeting of the City Council was held in the Parks and Recreation Community Room, 6767 Passons Boulevard, Pico Rivera, California.

Mayor Lutz called the special meeting to order at 4:05 p.m. on behalf of the City Council.

PRESENT: Camacho, Garcia, Lara, Sanchez, Lutz

ABSENT: None

*Councilmember Dr. Sanchez arrived at 4:07 p.m.

PUBLIC COMMENTS: None

City Council:

1. Fiscal Year 2023-25 Preliminary (Proposed) Budget Study Session. (700)

Administrative Services Director Guo provided a presentation on the Preliminary (Proposed) Budget covering the biennial budget process, budget development, general fund operating budget, an economic update, general fund revenues, its sources and trends, general fund appropriations, expenditure categories, proposed positions, changes to salaries and benefits and maintenance and operations, unfunded capital projects, a CIP study session report, community outreach opportunities and the next steps.

City Council members discussed the park selection process for surplus money opportunities, enterprise funds, and establishing parking fees at the Pico Rivera Golf Course.

Mayor Lutz requested that staff to investigate the expense of installing exercise equipment at park sites, seconded by Mayor Pro Tem Lara.

Motion by Councilmember Dr. Sanchez, seconded by Councilmember Garcia to: 1) Receive and file the fiscal year 2023-25 Preliminary (Proposed) Budget; and 2) Provide direction to staff. Motion carries by the following roll call vote:

AYES: Camacho, Garcia, Lara, Sanchez, Lutz

NOES: None

City Attorney Alvarez-Glasman stated that a third Closed Session item regarding Labor Negotiators be added to the Agenda.

Motion by Councilmember Camacho, seconded by Mayor Pro Tem Lara to add item (c) Conference with Labor Negotiator, Government Code section 549567.6 to the agenda. Motion carries by the following roll call vote:

AYES: Camacho, Garcia, Lara, Sanchez, Lutz
NOES: None

Recessed to Closed Session at 4:59 p.m.

ALL CITY COUNCIL MEMBERS WERE PRESENT

Reconvened from Closed Session at 6:03 p.m.

ALL CITY COUNCIL MEMBERS WERE PRESENT

CLOSED SESSION(S):

a. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION

Pursuant to Government Code Section 54956.9(d)(1)
Pico Water District vs. City of Pico Rivera
Los Angeles County Superior Court Case No. 22NWCV00967

City Attorney Alvarez-Glasman stated that the City Council received an update on the litigation. No final action was taken and there was nothing further to report.

b. PUBLIC EMPLOYEE EVALUATION

Pursuant to Government Code Section 54957(b)(1)
Title: City Manager

City Attorney Alvarez-Glasman stated that direction was provided. No final action was taken and there was nothing further to report.

c. CONFERENCE WITH LABOR NEGOTIATOR

Pursuant to Government Code Section 54957.6
Agency Designated Representative: City Manager Carmona, Human Resources Director Shirinian and Assistant City Manager Garcia
Employee Organizations: Service Employees International Union Local 721 Part-time

City Attorney Alvarez-Glasman stated that direction was provided. No final action was taken and there was nothing further to report.

ADJOURNMENT:

Mayor Lutz adjourned the City Council special meeting at 6:04 p.m. There being no objection it was so ordered.

AYES: Camacho, Garcia, Lara, Sanchez, Lutz
NOES: None

Erik Lutz, Mayor

ATTEST:

Cynthia Ayala, Jr. Deputy City Clerk

I hereby certify that the foregoing is a true and correct report of the proceedings of the City Council special meeting dated May 9, 2023 and approved by the City Council on June 13, 2023.

Cynthia Ayala, Jr. Deputy City Clerk



Wednesday, May 31, 2023

A Special Meeting of the City Council was held in the Parks and Recreation Community Room, 6767 Passons Boulevard, Pico Rivera, California.

Mayor Lutz called the special meeting to order at 4:05 p.m. on behalf of the City Council.

PRESENT: Camacho, Garcia, Sanchez, Lutz

ABSENT: Lara (Excused)

*Councilmember Dr. Sanchez requested to attend the meeting remotely due to a family related "Emergency Circumstances" in accordance with Government Code Section 54953(f)(2)(A)(ii). Motion by Councilmember Garcia, seconded by Councilmember Camacho to approve Councilmember Dr. Sanchez' attendance at the special meeting remotely. Motion carries by the following roll call vote:

AYES: Camacho, Garcia, Sanchez, Lutz

NOES: None

ABSENT: Lara

INVOCATION: Councilmember Garcia

PLEDGE OF ALLEGIANCE: Councilmember Camacho

PUBLIC HEARING:

City Council:

- 1. Public Hearing – Urgency Ordinance No. 1169 – 10 Month, 15 Day Extension Per Government Code Section 65858 Placing a Moratorium on Specified Uses in the Commercial General (C-G) and Commercial Planned Development (CPD) Zone. (1300)**

Mayor Lutz opened the public hearing and noted that there were no written communications or public comment cards to provide public testimony.

Mayor Lutz closed the public hearing.

Motion by Councilmember Garcia, seconded by Councilmember Camacho to: 1) Adopt by four-fifths (4/5) vote, an extension of ten (10) months and fifteen (15) days to Ordinance No. 1169 prohibiting specified uses in the Commercial General (C-G) and Commercial Planned Development (CPD); and 2) Determine that the Urgency Ordinance is exempt from the California Environmental Quality Act. Motion carries by the following roll call vote:

Urgency Ordinance No. 1172 AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PICO RIVERA, CALIFORNIA, EXTENDING URGENCY ORDINANCE NO. 1169 FOR A PERIOD OF 10 MONTHS, 15 DAYS PROHIBITING ANY NEW AUTOMOBILE LEASING AND RENTING, AUTOMOBILE PARTS AND ACCESSORY, AUTOMOBILE INSURANCE, MEDICAL AND DENTAL OFFICE, DISCOUNT CLOTHING AND SHOE STORE (WAREHOUSE), DOLLAR STORE, DRUG STORE PET SHOP AND GROOMING, PICTURE FRAMES AND FRAMING, BARBERSHOPS AND BEAUTY SALONS, NAILS SALONS, CELL PHONE REPAIR, TATTOO SHOPS, AND PARTY RENTAL STORES IN THE COMMERCIAL GENERAL (C-G) AND COMMERCIAL PLANNED DEVELOPMENT (CPD) ZONE (**ADOPT**)

AYES: Camacho, Garcia, Sanchez, Lutz
NOES: None
ABSENT: Lara

PUBLIC COMMENTS: None

REGULAR AGENDA:

City Council:

2. Approve a Resolution Authorizing the Filing of an Application for the Land Water Conservation Fund Grant – Smith Park Aquatics Center Renovation Project. (700)

Motion by Councilmember Camacho, seconded by Councilmember Garcia to: 1) Approve Resolution No. 7281 authorizing the filing of an application for grant funding for the Smith Park Aquatics Center Renovation Project through the Land Water Conservation Fund Grant (LWCF Grant) in the amount of \$6,000,000; and 2) Authorize the City Manager to execute all documents necessary for the LWCF Grant submission and/or related agreement in a form approved by the City Attorney. Motion carries by the following roll call vote:

Resolution No. 7281 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PICO RIVERA, CALIFORNIA, APPROVING THE SUBMITTAL OF A GRANT APPLICATION TO THE STATE OF CALIFORNIA OFFICE OF GRANTS AND LOCAL SERVICES FOR THE LAND AND WATER CONSERVATION FUND FOR THE SMITH PARK AQUATICS CENTER RENOVATION PROJECT

AYES: Camacho, Garcia, Lara, Sanchez, Lutz
NOES: None

3. Approve a Resolution Authorizing the Filing of an Application for the Land Water Conservation Fund Grant – Kruse Road Property. (700)

Motion by Councilmember Camacho, seconded by Councilmember Garcia to: 1) Approve Resolution No. 7282 authorizing the filing of an application for grant funding for the Kruse Road property through the Land Water Conservation Fund Grant (LWCF Grant) in the amount of \$6,000,000; and 2) Authorize the City Manager to execute all documents necessary for the LWCF Grant submission and/or related agreement in a form approved by the City Attorney. Motion carries by the following roll call vote:

Resolution No. 7282 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PICO RIVERA, CALIFORNIA, APPROVING THE SUBMITTAL OF A GRANT APPLICATION TO THE STATE OF CALIFORNIA OFFICE OF GRANTS AND LOCAL SERVICES FOR THE LAND AND WATER CONSERVATION FUND FOR THE ACQUISITION OF 2.63 ACRES OF CONTIGUOUS VACANT LAND LOCATED NORTH OF KRUSE ROAD AND ADJACENT TO THE PICO RIVERA GOLF COURSE (APN: 8123-014-054) FOR THE PURPOSE OF CREATING ADDITIONAL PARK SPACE

AYES: Camacho, Garcia, Sanchez, Lutz
NOES: None
ABSENT: Lara

ADJOURNMENT:

Mayor Lutz adjourned the City Council special meeting at 4:11 p.m. There being no objection it was so ordered.

AYES: Camacho, Garcia, Sanchez, Lutz
NOES: None
ABSENT: Lara

Erik Lutz, Mayor

ATTEST:

Cynthia Ayala, Jr. Deputy City Clerk

I hereby certify that the foregoing is a true and correct report of the proceedings of the City Council special meeting dated May 31, 2023 and approved by the City Council on June 13, 2023.

Cynthia Ayala, Jr. Deputy City Clerk



18th WARRANT REGISTER OF THE 2022 - 2023 FISCAL YEAR

MEETING DATE: 6/13/2023

	CHECK DATE	STARTING	ENDING	AMOUNT
CHECK NUMBERS:	5/4/23-5/25/23	291623	291928	\$ 3,461,474.76
ACH NUMBERS:	4/27/23-5/25/23	11866	12024	\$ 2,915,960.21
SPECIAL CHECKS/EFT:		11955 11997	11956 11997	
VOIDED CHECKS/EFT:				
PRE-NOTE				
	TOTAL REGISTER AMOUNT:			\$ 6,377,434.97

City of Pico Rivera
Payment Register

From Payment Date: 4/27/2023 - To Payment Date: 5/25/2023

Number	Date	Description	Source	Payee Name	Transaction Amount
CBC GenOpe - CBC General Operating					
<u>Check</u>					
291623	05/04/2023	05/09/2023	Accounts Payable	2Thrive Media, dba Loco Canopies	\$1,198.25
	Invoice	Description			Amount
	6599	PODIUM TABLE WITH GRAPHIC			\$1,198.25
291624	05/04/2023	05/10/2023	Accounts Payable	All Supplies Wholesale	\$2,480.63
	Invoice	Description			Amount
	1005	ELECTRICAL MAINTENANCE SUPPLIES			\$2,480.63
291625	05/04/2023	05/10/2023	Accounts Payable	Alvarez-Glasman & Colvin	\$24,529.13
	Invoice	Description			Amount
	2023-02-20660	LEGAL SVCS FEBRUARY 2023			\$14,294.13
	2023MAYATTYFEES	CITY ATTY RETAINER FEE FOR MAY 2023			\$10,235.00
291626	05/04/2023	05/09/2023	Accounts Payable	American Marker	\$3,030.50
	Invoice	Description			Amount
	10302-23	HEAT PREVENTION WATER BOTTLES			\$3,030.50
291627	05/04/2023	05/17/2023	Accounts Payable	Calbo Training Institute	\$2,750.00
	Invoice	Description			Amount
	16313	BUILDING TRAINING FOR JONATHAN FLORES			\$2,750.00

City of Pico Rivera
Payment Register

From Payment Date: 4/27/2023 - To Payment Date: 5/25/2023

Number	Date	Description	Source	Payee Name	Transaction Amount
291628	05/04/2023	05/10/2023	Accounts Payable	CalRecycle	\$1,020.39
	Invoice	Description			Amount
	0523BEVCONRECCAL	FY 22/23 UNSPENT FUNDS BEVERAGE CONTAINER RECYCLE PROGRAM			\$1,020.39
291629	05/04/2023	05/09/2023	Accounts Payable	City of Commerce	\$442.86
	Invoice	Description			Amount
	MIS000356	CITY PORTION FOR DJ/PHOTO BOOTH AT SOUTHEAST BALL EVENT			\$442.86
291630	05/04/2023	05/12/2023	Accounts Payable	Columba Barba (Mariachi Ausente LLC)	\$1,420.00
	Invoice	Description			Amount
	105	SENIOR CENTER ENTERTAINMENT 5/4/23			\$1,420.00
291631	05/04/2023	05/09/2023	Accounts Payable	County of Los Angeles Dept of Public Works	\$4,466.05
	Invoice	Description			Amount
	RE-PW23041005163	IW THROUGH MARCH 2023			\$4,466.05
291632	05/04/2023	05/09/2023	Accounts Payable	County of Los Angeles Dept of Public Works	\$8,014.23
	Invoice	Description			Amount
	RE-PW23031304518	IW THROUGH FEBRUARY 2023			\$8,014.23
291633	05/04/2023	05/10/2023	Accounts Payable	CPACINC.COM	\$11,792.52
	Invoice	Description			Amount
	SI-1296760	CPAC BARRACUDA EMAIL & SPAM FILTER			\$11,792.52

City of Pico Rivera
Payment Register

From Payment Date: 4/27/2023 - To Payment Date: 5/25/2023

Number	Date	Description	Source	Payee Name	Transaction Amount
291634	05/04/2023	05/09/2023	Accounts Payable	DAHLIN GROUP, INC	\$26,810.00
	Invoice	Description			Amount
	2303-169	PROFESSIONAL SVCS THROUGH 3/31/23, YOUTH CENTER RENOVATION			\$10,850.00
	2303-264	PROFESSIONAL SVCS THROUGH 4/26/23, YOUTH CENTER RENOVATION			\$15,960.00
291635	05/04/2023	05/09/2023	Accounts Payable	Excel Paving (Palp, Inc)	\$86,884.89
	Invoice	Description			Amount
	11-27012	PROFESSIONAL SVCS THROUGH NOVEMBER 2022, HOT SPOT INTERSECTION			\$91,457.78
	11-27012-A	PROFESSIONAL SVCS THROUGH NOVEMBER 2022, HOT SPOT INTERSECTION			(\$4,572.89)
291636	05/04/2023	05/08/2023	Accounts Payable	FEDERAL EXPRESS	\$27.37
	Invoice	Description			Amount
	8-100-37999	DELIVERY CHARGES			\$27.37
291637	05/04/2023	05/11/2023	Accounts Payable	GoTo Communications, Inc.	\$2,800.29
	Invoice	Description			Amount
	IN7101873140	TELECOMMUNICATIONS SERVICES VOIP			\$2,800.29
291638	05/04/2023	05/09/2023	Accounts Payable	HDL Coren & Cone	\$3,493.90
	Invoice	Description			Amount
	SIN027438	CONTRACT SVCS-PROPERTY TAX APRIL-JUNE 2023			\$3,493.90

City of Pico Rivera
Payment Register

From Payment Date: 4/27/2023 - To Payment Date: 5/25/2023

Number	Date	Description	Source	Payee Name	Transaction Amount
291639	05/04/2023	05/10/2023	Accounts Payable	Hinderliter, De Llamas & Associates	\$7,191.89
	Invoice	Description			Amount
		SIN026170			\$6,591.89
		SIN026856			\$600.00
291640	05/04/2023	05/12/2023	Accounts Payable	Infinity Technologies	\$37,664.01
	Invoice	Description			Amount
		1308			\$21,857.76
		1309			\$4,305.00
		1309-A			\$11,501.25
291641	05/04/2023	05/09/2023	Accounts Payable	InfoSend, Inc	\$5,005.20
	Invoice	Description			Amount
		233104			\$1,229.78
		233105			\$3,775.42
291642	05/04/2023	05/10/2023	Accounts Payable	Keenan & Associates	\$1,250.00
	Invoice	Description			Amount
		287820			\$1,250.00
291643	05/04/2023	05/09/2023	Accounts Payable	Knowbe4, Inc	\$4,860.00
	Invoice	Description			Amount
		INV244965			\$4,860.00

City of Pico Rivera
Payment Register

From Payment Date: 4/27/2023 - To Payment Date: 5/25/2023

Number	Date	Description	Source	Payee Name	Transaction Amount
291644	05/04/2023	05/08/2023	Accounts Payable	L.A. County Metropolitan Trans Authority (TAP)	\$951.00
	Invoice	Description			Amount
	6018683	METRO 30 DAY SENIOR PASS			\$292.00
	6019303	METRO 30 DAY SENIOR PASS			\$312.00
	6018879	METRO 30 DAY SENIOR PASS			\$347.00
291645	05/04/2023	05/15/2023	Accounts Payable	MARIACHI TIERRA MIA	\$1,150.00
	Invoice	Description			Amount
	4	SENIOR CENTER ENTERTAINMENT FOR MOTHER'S DAY, 5/10/23			\$1,150.00
291646	05/04/2023	05/09/2023	Accounts Payable	Martinez, Ben	\$60.00
	Invoice	Description			Amount
	SPRINGWK523	UMPIRE SVCS FOR SENIOR LEAGUE 4/20/23			\$60.00
291647	05/04/2023	05/09/2023	Accounts Payable	Metro Builders & Engineers Group, Ltd	\$116,024.97
	Invoice	Description			Amount
	597-05	PROFESSIONAL SVCS THROUGH 2/28/23, PFAS TREATMENT SYSTEM			\$122,131.55
	597-05-A	PROFESSIONAL SVCS THROUGH 2/28/23, PFAS TREATMENT SYSTEM			(\$6,106.58)
291648	05/04/2023	05/09/2023	Accounts Payable	On The Go DJ Pro, Inc	\$490.00
	Invoice	Description			Amount
	1262311	PHOTO BOOTH FOR SENIOR CENTER EVENT, 5/4/23			\$490.00

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Number	Date	Description	Source	Payee Name	Transaction Amount
291649	05/04/2023	05/11/2023	Accounts Payable	PARS	\$300.00
	Invoice	Description			Amount
	52962	PARS TRUST ADMINISTRATOR SVCS MONTH ENDING 2/28/23			\$300.00
291650	05/04/2023		Accounts Payable	Pico Rivera Pony Baseball	\$300.00
	Invoice	Description			Amount
	2023-101	2023 PLAYPASS VOUCHERS			\$300.00
291651	05/04/2023	05/22/2023	Accounts Payable	Postmaster-Santa Fe Springs Post Office	\$3,200.00
	Invoice	Description			Amount
	2023POSTMASTMAY	POSTAGE FOR MAY 2023, CHECK 8			\$3,200.00
291652	05/04/2023	05/09/2023	Accounts Payable	Promotional Design Concepts Inc	\$1,245.83
	Invoice	Description			Amount
	44573	DOUBLE SIDED VINYL WALL WITH PRINTING			\$1,245.83
291653	05/04/2023	05/11/2023	Accounts Payable	Public Interest Investigations, Inc	\$8,298.20
	Invoice	Description			Amount
	1255	PROFESSIONAL SVCS 2/24/23-2/28/23			\$8,298.20
291654	05/04/2023	05/15/2023	Accounts Payable	Revenue & Cost Specialists	\$6,250.00
	Invoice	Description			Amount

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Number	Date	Description	Source	Payee Name	Transaction Amount
	9121	PROFESSIONAL SVCS, PROJECT 4302			\$6,250.00
291655	05/04/2023	05/09/2023	Accounts Payable	RHA LANDSCAPE ARCHITECTS-PLANNERS, INC.	\$9,370.00
	Invoice	Description			Amount
	0322048	CONTRACTED SVCS 2/26/22-3/25/22, THE PAD/MINI PITCH			\$9,370.00
291656	05/04/2023	05/18/2023	Accounts Payable	Rivera Baseball Association Inc	\$1,050.00
	Invoice	Description			Amount
	2023-100	2023 PLAYPASS VOUCHERS			\$1,050.00
291657	05/04/2023		Accounts Payable	TEK Time Systems, Inc.	\$107.07
	Invoice	Description			Amount
	2061638	ANNUAL MAINTENANCE TO TIME STAMP MACHINE			\$107.07
291658	05/04/2023	05/09/2023	Accounts Payable	ATI Restoration, LLC.	\$236,617.03
	Invoice	Description			Amount
	F661303008-001	EMERGENCY SVCS, GOLF COURSE FIRE			\$236,617.03
291659	05/09/2023		Accounts Payable	Los Angeles County Department Public Health	\$299.00
	Invoice	Description			Amount
	2023WTRCONINSPLA	RECYCLED WATER CONNECTION INSPECTION BEVERLY BL LANDSCAPE MEDIAN			\$299.00
291660	05/09/2023		Accounts Payable	Los Angeles County Department Public Health	\$299.00

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Number	Date	Description	Source	Payee Name	Transaction Amount
	Invoice	Description			Amount
	2023RECYWTRCONLA	RECYCLED WATER CONNECTION INSPECTION SAN GABRIEL RIVER PKWY			\$299.00
291661	05/11/2023	05/16/2023	Accounts Payable	Agustin Ruelas	\$300.00
	Invoice	Description			Amount
	2023TUPDEP-AR	DEPOSIT REIMBURSEMENT TUP 2023-737, BREWJERIA 4937 DURFEE AVE			\$300.00
291662	05/11/2023	05/16/2023	Accounts Payable	American Public Works Assoc	\$2,387.50
	Invoice	Description			Amount
	2023MEMREN	APWA MEMBERSHIP RENEWAL 06/01/2023-05/31/2024			\$2,387.50
291663	05/11/2023	05/24/2023	Accounts Payable	Bay Area Driving School, Inc.	\$308.00
	Invoice	Description			Amount
	144939	ONLINE DRIVER'S ED FOR 03/01/2023-04/30/2023			\$308.00
291664	05/11/2023	05/15/2023	Accounts Payable	Bishop Company	\$1,747.85
	Invoice	Description			Amount
	INV-857995	SMALL TOOLS FOR STREET DIVISION			\$220.28
	INV-860472	SMALL TOOLS & EQUIPMENT FOR WATER DIVISION			\$1,527.57
291665	05/11/2023	05/16/2023	Accounts Payable	BMG Money, Inc	\$364.13
	Invoice	Description			Amount
	051123	EMPLOYEE DEDUCTION FOR P/E 05/05/23			\$364.13

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Number	Date	Description	Source	Payee Name	Transaction Amount
291666	05/11/2023		Accounts Payable	Catering by Herach & Ara	\$1,540.11
	Invoice	Description			Amount
	5-4-23-04	SENIOR CENTER CATERING CINCO DE MAYO EVENT 5/4/23			\$1,540.11
291667	05/11/2023	05/18/2023	Accounts Payable	Century Rooter & Jetting Service, Inc	\$14,100.00
	Invoice	Description			Amount
	73409	REPAIRS ON ORANGE STREET			\$715.00
	73683	REPAIRS ON 9530 SHADE LN			\$910.00
	73717	REPAIRS ON 9530 SHADE LN			\$65.00
	73991	REPAIR 9530 SHADE LN			\$12,410.00
291668	05/11/2023	05/19/2023	Accounts Payable	CINTAS CORP.	\$2,753.53
	Invoice	Description			Amount
	8406233879	REPLENISH AND SERVICE FIRST AID KITS AND AED CITYWIDE			\$1,089.66
	8406233681	REPLENISH AND SERVICE FIRST AID KITS AND AED CITYWIDE			\$1,309.79
	8406233683	REPLENISH AND SERVICE FIRST AID KITS AND AED CITYWIDE			\$354.08
291669	05/11/2023	05/16/2023	Accounts Payable	City of Pico Rivera	\$196.03
	Invoice	Description			Amount
	2023-0000020	COBRA BALANCE-SAMMY SANCHEZ			\$196.03
291670	05/11/2023	05/24/2023	Accounts Payable	CivicWell	\$2,671.25

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Number	Date	Description	Source	Payee Name	Transaction Amount
	Invoice	Description			Amount
	107155	PROFESSIONAL SVCS MARCH 2023, 4-448 WHITTIER BL CALTRANS GRANT			\$631.50
	107156	PROFESSIONAL SVCS MARCH 2023, 4-449 WHITITER BL SPECIFIC PLAN			\$2,039.75
291671	05/11/2023	05/22/2023	Accounts Payable	CLASSIC EAGLE RESTORATION CONSULTANT LLC	\$2,096.25
	Invoice	Description			Amount
	CERC-WO202300768	SPECIAL EVENTS VAN #120 DRIVER SIDE DENT			\$2,096.25
291672	05/11/2023	05/18/2023	Accounts Payable	Coastal Occupational Medical Group	\$870.00
	Invoice	Description			Amount
	1456-76641	PRE-EMPLOYMENT PHYSICALS			\$870.00
291673	05/11/2023		Accounts Payable	Commerce Casino	\$1,008.29
	Invoice	Description			Amount
	0520FB07	MULTI CITY EVENT 5/20/23, FINAL PAYMENT			\$1,008.29
291674	05/11/2023		Accounts Payable	Controlled Climate Construction, Inc.	\$10,000.00
	Invoice	Description			Amount
	2023REFWSTDEP-CC	REFUND WASTE MANAGEMENT DEPOSIT, 8825 MERCURY 2022-770			\$10,000.00
291675	05/11/2023	05/16/2023	Accounts Payable	DAHLIN GROUP, INC	\$78,024.36
	Invoice	Description			Amount
	2303-266	PROFESSIONAL SVCS THROUGH 4/26/23, SMITH PARK AQUATIC CENTER			\$68,059.66

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Number	Date	Description	Source	Payee Name	Transaction Amount
	2303-265	PROFESSIONAL SVCS THROUGH 3/31/23, SMITH PARK AQUATIC CENTER			\$8,067.20
	2303-263	PROFESSIONAL SVCS THROUGH 3/31/23, SMITH PARK AQUATIC CENTER			\$1,897.50
291676	05/11/2023		Accounts Payable	DIVERSIFIED THERMAL SERVICES INC	\$10,000.00
	Invoice	Description			Amount
	2023REFWSTDEP-DT	REFUND WASTE MANAGEMENT DEPOSIT, 8101 ROSEMEAD 2022-2714			\$10,000.00
291677	05/11/2023	05/17/2023	Accounts Payable	Dudek	\$32,225.74
	Invoice	Description			Amount
	202302367	PROFESSIONAL SERVICES 02/25/2023-03/31/2023			\$32,225.74
291678	05/11/2023	05/16/2023	Accounts Payable	ECS Imaging Inc	\$5,000.00
	Invoice	Description			Amount
	17750	Implementation Cost & User Fees			\$5,000.00
291679	05/11/2023	05/16/2023	Accounts Payable	Ewing Irrigation Products Inc	\$666.01
	Invoice	Description			Amount
	19034993	IRRIGATION SUPPLIES			\$184.79
	19132678	IRRIGATION SUPPLIES			\$481.22
291680	05/11/2023		Accounts Payable	Ferguson Enterprises, Inc	\$22.58
	Invoice	Description			Amount
	SC615592	APRIL 2023 SVC CHARGE			\$22.58

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Number	Date	Description	Source	Payee Name	Transaction Amount
291681	05/11/2023		Accounts Payable	Franchise Tax Board	\$50.00
	Invoice	Description			Amount
	051123	EMPLOYEE DEDUCTION FOR P/E 05/05/23			\$50.00
291682	05/11/2023		Accounts Payable	G L KAPLAN CONSTRUCTION CO	\$8,400.00
	Invoice	Description			Amount
	2023REFWSTDEP-GL	REFUND WASTE MANAGEMENT DEPOSIT, 7351 CRIDER BP 2022-2376			\$8,400.00
291683	05/11/2023	05/15/2023	Accounts Payable	GARCIA, JOHN, R.	\$165.35
	Invoice	Description			Amount
	41807	REIMBURSEMENT FOR COUNCILMEMBER EMBROIDERED JACKET			\$165.35
291684	05/11/2023	05/23/2023	Accounts Payable	George Rivera	\$110.21
	Invoice	Description			Amount
	2023UNIFMREIM-GR	REIMBURSEMENT FOR UNIFORM PANTS			\$110.21
291685	05/11/2023	05/23/2023	Accounts Payable	GM Sager Construction Co., Inc.	\$4,500.00
	Invoice	Description			Amount
	42534	ASPHALT REPAIRS, SERAPIS AVE & TELEGRAPH RD			\$4,500.00
291686	05/11/2023	05/18/2023	Accounts Payable	H & L Charter Co.	\$1,249.75
	Invoice	Description			Amount

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Number	Date	Description	Source	Payee Name	Transaction Amount
	P/25654	CHARTER BUS FOR SENIOR BALL AT COMMERCE CASINO, 5/20/23			\$1,249.75
291687	05/11/2023	05/16/2023	Accounts Payable	Horizon Nursery	\$141.44
	Invoice	Description			Amount
	003498	TREES			\$141.44
291688	05/11/2023	05/16/2023	Accounts Payable	Industrial Pipe & Steel Company	\$66.45
	Invoice	Description			Amount
	25057	MAINTENANCE SUPPLIES			\$66.45
291689	05/11/2023	05/17/2023	Accounts Payable	Inland Empire Stages, LTD	\$1,417.00
	Invoice	Description			Amount
	59288	TRIPS & TOURS TO PANTAGES THEATRE, 3/10/23			\$1,417.00
291690	05/11/2023		Accounts Payable	Jas Pacific, Inc.	\$1,940.00
	Invoice	Description			Amount
	BI 14497	PROFESSIONAL SVCS MARCH 2023			\$1,520.00
	PC 6606	PROFESSIONAL SVCS MARCH 2023, CH EV CHARGING STATIONS PLAN CHECK			\$210.00
	PC 6570-PW	PLAN CHECK SVCS FEBRUARY 2023, CH EV CHARGING STATIONS			\$210.00
291691	05/11/2023	05/15/2023	Accounts Payable	Levying Officer	\$233.39
	Invoice	Description			Amount
	051123	EMPLOYEE DEDUCTION FOR P/E 05/05/23			\$233.39

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Number	Date	Description	Source	Payee Name	Transaction Amount
291692	05/11/2023	05/15/2023	Accounts Payable	MARIACHI TIERRA MIA	\$350.00
	Invoice	Description			Amount
	4-A	SENIOR CTR FOLKLORICO ENTERTAINMENT MOTHER'S DAY EVENT, 5/10/23			\$350.00
291693	05/11/2023	05/16/2023	Accounts Payable	MeterSYS	\$18,635.75
	Invoice	Description			Amount
	INV-000828	PROFESSIONAL SVCS AMI PROJECT 50072			\$9,565.75
	INV-000813	PROFESSIONAL SVCS AMI PROJECT 50072			\$9,070.00
291694	05/11/2023	05/16/2023	Accounts Payable	Metro Builders & Engineers Group, Ltd	\$227,074.53
	Invoice	Description			Amount
	597-06	PROFESSIONAL SVCS THROUGH 3/31/23, PFAS TREATMENT SYS PROJ 50042			\$239,025.82
	597-06-A	PROFESSIONAL SVCS THROUGH 3/31/23, PFAS TREATMENT SYS PROJ 50042			(\$11,951.29)
291695	05/11/2023	05/16/2023	Accounts Payable	Milagro Media Strategies	\$1,750.00
	Invoice	Description			Amount
	2008	PUBLIC RELATIONS AND MEDIA SVCS APRIL 2023			\$1,750.00
291696	05/11/2023	05/17/2023	Accounts Payable	Minuteman Press	\$139.28
	Invoice	Description			Amount
	66000	POSTCARDS FOR PRIME			\$139.28

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Number	Date	Description	Source	Payee Name	Transaction Amount
291697	05/11/2023	05/12/2023	Accounts Payable	Monserrat Palacios	\$76.75
	Invoice	Description			Amount
	2023REIMPERM-MP	REIMBURSEMENT FOR THE PAD NOTICE OF EXEMPTION RECORDER FEE			\$76.75
291698	05/11/2023	05/16/2023	Accounts Payable	Moore Iacofano & Goltsman Inc	\$62,663.25
	Invoice	Description			Amount
	0080688	PROFESSIONAL SVCS MARCH 2023, MEDIAN BEAUTIFICATION, ROSEMEAD			\$23,153.50
	0080689	PROFESSIONAL SVCS MARCH 2023, MAJOR CORRIDORS MEDIAN			\$39,509.75
291699	05/11/2023	05/18/2023	Accounts Payable	NUFIC	\$342.13
	Invoice	Description			Amount
	050123	SUPPLEMENTAL LIFE INSURANCE FOR MAY 2023			\$342.13
291700	05/11/2023		Accounts Payable	Nutrien AG Solutions, Inc	\$1,609.66
	Invoice	Description			Amount
	50590780	WEED ABATEMENT MATERIALS FOR STREET			\$804.83
	50437833	WEED ABATEMENT MATERIALS FOR STREET			\$804.83
291701	05/11/2023	05/18/2023	Accounts Payable	NV5, Inc.	\$977.15
	Invoice	Description			Amount
	293000	PROFESSIONAL SVCS 7/1/22-8/31/22, TPM 83251-605 WAREHOUSE			\$362.15
	292995	PROFESSIONAL SVCS JULY 2022, TPM 82864 VILLAGE WALK			\$315.00
	303017	PROFESSIONAL SVCS OCTOBER 2022, BURKE TRACT MAP 74823			\$300.00

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Number	Date	Description	Source	Payee Name	Transaction Amount
291702	05/11/2023	05/16/2023	Accounts Payable	Omni Concepts, Inc	\$1,200.04
	Invoice	Description			Amount
	26268	AUDITORIUM DIVIDER PLASTIC SPACER FOR PICO PARK			\$1,200.04
291703	05/11/2023	05/22/2023	Accounts Payable	ON POINT GAME WEAR	\$1,547.36
	Invoice	Description			Amount
	3893	REACH UNIFORMS			\$1,106.36
	3894	REACH UNIFORMS			\$441.00
291704	05/11/2023	05/15/2023	Accounts Payable	On The Go DJ Pro, Inc	\$840.00
	Invoice	Description			Amount
	1262312	PHOTO BOOTH AT SENIOR CENTER 05/10/2023			\$490.00
	1260553	DJ PACKAGE AT SENIOR CENTER ON 05/11/2023			\$350.00
291705	05/11/2023	05/24/2023	Accounts Payable	Oromill Lumber, Inc.	\$154.26
	Invoice	Description			Amount
	236024	SMALL TOOLS FOR FACILITIES			\$154.26
291706	05/11/2023		Accounts Payable	Ortiz, Nayleen	\$180.00
	Invoice	Description			Amount
	1245	BALLOON DECOR STANDS FOR SENIOR CENTER DANCE			\$180.00

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291707	05/11/2023	05/19/2023	Accounts Payable	Pacific Telemanagement Services (PTS)	\$113.00
	Invoice	Description			Amount
	2105363	PAY PHONE FOR PR CITY HALL & PUBLIC LIBRARY MAY 2023			\$113.00
291708	05/11/2023		Accounts Payable	PageFreezer Software Inc.	\$2,448.60
	Invoice	Description			Amount
	INV-13903	SOCIAL MEDIA ARCHIVES FOR PUBLIC RECORD REQUEST SUBSCRIPTION			\$2,448.60
291709	05/11/2023	05/11/2023	Accounts Payable	PETTY CASH	\$211.79
	Invoice	Description			Amount
	2023PETCASRE0423	REPLENISH PETTY CASH APRIL 2023			\$211.79
291710	05/11/2023	05/19/2023	Accounts Payable	Pico Water District	\$10,155.37
	Invoice	Description			Amount
	2023MARPICOWATER	UTILITIES FOR MARCH 2023			\$6,680.73
	2023MARPICAWATER	UTILITIES FOR MARCH 2023			\$33.06
	2023MARPICBWATER	UTILITIES FOR MARCH 2023			\$3,441.58
291711	05/11/2023	05/16/2023	Accounts Payable	PM Law Enforcement Services, LLC	\$10,000.00
	Invoice	Description			Amount
	23-001	LAW ENFORCEMENT SERVICES FOR 03/01/23-03/31/2023			\$5,000.00
	23-002	LAW ENFORCEMENT SERVICES FOR 04/01/2023-04/30/2023			\$5,000.00

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Number	Date	Description	Source	Payee Name	Transaction Amount
291712	05/11/2023	05/15/2023	Accounts Payable	Royal Industrial Solutions, City of Industry	\$928.21
	Invoice	Description			Amount
	1075-1138416	PLANT MAINTENANCE SUPPLIES			\$447.53
	1075-1137380	PLANT MAINTENANCE SUPPLIES			\$480.68
291713	05/11/2023	05/16/2023	Accounts Payable	Salgado Tire Service	\$170.00
	Invoice	Description			Amount
	0065	TIRE REPAIR			\$30.00
	0707	TIRE REPAIR FOR UNIT 125			\$20.00
	3710	TIRE REPAIR			\$20.00
	4119	TIRE REPAIR			\$25.00
	4232-A	TIRE REPAIR FOR UNIT 125			\$20.00
	4254	TIRE REPAIR			\$25.00
	4484	TIRE REPAIR			\$30.00
291714	05/11/2023	05/16/2023	Accounts Payable	San Gabriel Valley Water Co	\$661.12
	Invoice	Description			Amount
	2023APRILSANGABR	UTILITIES FOR APRIL 2023			\$661.12
291715	05/11/2023	05/18/2023	Accounts Payable	SEIU Local 721-COPE	\$67.00
	Invoice	Description			Amount
	051123	COPE FEES FOR P/E 05/05/23			\$67.00

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Number	Date	Description	Source	Payee Name	Transaction Amount
291716	05/11/2023	05/15/2023	Accounts Payable	South Coast Air Quality Mgmt Dist	\$899.84
	Invoice	Description			Amount
	4169621	EMMISSIONS FEES FOR PARKS & REC BUILDING			\$439.92
	4169654	EMMISSIONS FEES FOR CITY HALL			\$459.92
291717	05/11/2023	05/17/2023	Accounts Payable	Specialized Elevator Corporation	\$387.46
	Invoice	Description			Amount
	55733	MONTHLY ELEVATOR MAINTENANCE SERVICE FOR APRIL 2023			\$387.46
291718	05/11/2023	05/22/2023	Accounts Payable	Standard Insurance Company	\$2,531.74
	Invoice	Description			Amount
	050123	VISION SERVICES FOR MAY 2023			\$2,531.74
291719	05/11/2023	05/19/2023	Accounts Payable	State of California Dept of Justice	\$416.00
	Invoice	Description			Amount
	653634	PRE-EMPLOYMENT LIVE SCANS APRIL 2023			\$416.00
291720	05/11/2023	05/17/2023	Accounts Payable	Sunbelt Rentals, Inc.	\$359.47
	Invoice	Description			Amount
	137814211-0001	DEPARTMENT EXPENSE			\$359.47
291721	05/11/2023	05/17/2023	Accounts Payable	Swank Motion Pictures Inc	\$175.00
	Invoice	Description			Amount

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Number	Date	Description	Source	Payee Name	Transaction Amount
	RG 3382693	MOVIE LICENSE RENTAL 5/23/23			\$175.00
291722	05/11/2023	05/22/2023	Accounts Payable	The Flag Shop	\$1,736.44
	Invoice	Description			Amount
	20878	FLAGS FOR FACILITIES			\$1,736.44
291723	05/11/2023	05/19/2023	Accounts Payable	TJKM Transportation Consultants	\$2,180.06
	Invoice	Description			Amount
	0054010	PROFESSIONAL SVCS MARCH 2023, PR LRSP			\$2,180.06
291724	05/11/2023	05/16/2023	Accounts Payable	TKM ENGINEERING	\$4,440.00
	Invoice	Description			Amount
	1182	PROFESSIONAL SVCS 4/11/23-4/28/23, LRSP			\$3,700.00
	1183	PROFESSIONAL SVCS 4/12/23-4/27/23, ITS MASTER PLAN			\$740.00
291725	05/11/2023	05/16/2023	Accounts Payable	TRUSAIC	\$1,818.00
	Invoice	Description			Amount
	CINV-029212	2023 ACA MAY PAYMENT			\$1,818.00
291726	05/11/2023	05/17/2023	Accounts Payable	Uhaul	\$255.55
	Invoice	Description			Amount
	5402708142	PROPANE FOR ASPHALT MAINTENANCE			\$123.42
	5402691620	PROPANE FOR ASPHALT MAINTENANCE			\$132.13

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291727	05/11/2023	05/15/2023	Accounts Payable	Walters Wholesale Electric Co	\$2,677.51
	Invoice	Description			Amount
	S122860388.001	PLANT MAINTENANCE AND REPAIR			\$104.77
	S122870772.001	PLANT MAINTENANCE AND REPAIR			\$2,572.74
291728	05/11/2023	05/19/2023	Accounts Payable	WEBSTER'S BEE REMOVAL SERVICE	\$235.00
	Invoice	Description			Amount
	2018	BEE REMOVAL SVCS 9732 LUNDAHL DR			\$235.00
291729	05/11/2023	05/16/2023	Accounts Payable	West Coast Arborists, Inc	\$25,460.00
	Invoice	Description			Amount
	198952	TREE TRIMMING SVCS 4/16/23-4/15/23			\$17,376.00
	199046	TREE REMOVALS AND PLANTING 4/1/23-4/15/23			\$8,084.00
291730	05/11/2023	05/16/2023	Accounts Payable	West Coast Sand & Gravel, Inc.	\$316.31
	Invoice	Description			Amount
	598451	UTILITY SAND			\$316.31
291731	05/11/2023	05/24/2023	Accounts Payable	Western Dental Services, Inc.	\$230.87
	Invoice	Description			Amount
	050123	DENTAL SERVICES (DHMO) FOR MAY 2023			\$230.87

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Number	Date	Description	Source	Payee Name	Transaction Amount
291732	05/11/2023	05/16/2023	Accounts Payable	Yao Engineering, Inc.	\$7,538.15
	Invoice	Description			Amount
	202303-23003	PROFESSIONAL SVCS MARCH 2023, GOLF COURSE FIRE DAMAGE			\$7,538.15
291733	05/11/2023	05/17/2023	Accounts Payable	Zapien's Restaurant Group, Inc.	\$2,067.19
	Invoice	Description			Amount
	5/10/2023	SENIOR CENTER MOTHER'S DAY CATERING, 5/10/23			\$2,067.19
291734	05/16/2023		Utility Management Refund	4412 MG ENTERPRISES LLC	\$247.65
291735	05/16/2023		Utility Management Refund	ALVAREZ, JOSE	\$5.98
291736	05/16/2023		Utility Management Refund	ALVAREZ, RODOLFO	\$4.36
291737	05/16/2023		Utility Management Refund	CORONA, JAVIER	\$61.85
291738	05/16/2023		Utility Management Refund	GARCIA GENERA, ELSA	\$61.90
291739	05/16/2023		Utility Management Refund	MARTINEZ, VERONICA	\$39.17
291740	05/16/2023		Utility Management Refund	MORGAN PROPERTIES FOUR LLC	\$63.84
291741	05/16/2023		Utility Management Refund	RENDON, AUGUSTINA	\$28.67
291742	05/16/2023		Utility Management Refund	SAENZ, FATIMA, G.	\$44.20
291743	05/16/2023		Utility Management Refund	TRINH, RICHARD , S	\$83.38
291744	05/16/2023		Utility Management Refund	YOSHIYAMA, RYAN	\$52.85
291745	05/18/2023		Accounts Payable	ACOSTA, MICHAEL	\$102.21
	Invoice	Description			Amount
	0523PRIMTRUUP-MA	PRIME ANNUAL NET ENERGY METERING TRUE UP PAYMENTS 10.2022 ROUND			\$102.21

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Number	Date	Description	Source	Payee Name	Transaction Amount
291746	05/18/2023		Accounts Payable	AGUIRRE , DAVID	\$79.52
	Invoice	Description			Amount
	0523PRIMTRUUP-DA	PRIME ANNUAL NET ENERGY METERING TRUE UP PAYMENTS 10.2022 ROUND			\$79.52
291747	05/18/2023		Accounts Payable	AGUIRRE, RAUL	\$299.94
	Invoice	Description			Amount
	0523PRIMTRUUP-RA	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$299.94
291748	05/18/2023		Accounts Payable	AJEMIAN, LEON	\$94.21
	Invoice	Description			Amount
	0523PRIMTRUUP-LA	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$94.21
291749	05/18/2023		Accounts Payable	AKM CONSULTING ENGINEERS INC	\$21,409.00
	Invoice	Description			Amount
	0012215	PROFESSIONAL SVCS APRIL 2023, PLANT 3 SWITCHBOARD CIP50027			\$21,409.00
291750	05/18/2023		Accounts Payable	Alan's Lawnmower & Garden Center	\$37.56
	Invoice	Description			Amount
	1160502	MECHANIC SHOP SUPPLIES			\$37.56
291751	05/18/2023		Accounts Payable	ALDEGUER, EVELYN	\$84.53
	Invoice	Description			Amount
	0523PRIMTRUUP-EA	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$84.53

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Number	Date	Description	Source	Payee Name	Transaction Amount
291752	05/18/2023		Accounts Payable	ALVARADO , JIM	\$81.80
	Invoice	Description			Amount
	0523PRIMTRUUP-JA	PRIME ANNUAL NET ENERGY METERING TRUE UP PAYMENTS 10.2022 ROUND			\$81.80
291753	05/18/2023		Accounts Payable	ALVAREZ, MARIA, E	\$85.55
	Invoice	Description			Amount
	0523PRIMTRUUP-MA	PRIME ANNUAL NET ENERGY METERING TRUE UP PAYMENTS 10.2022 ROUND			\$85.55
291754	05/18/2023		Accounts Payable	ALVAREZ, GONZALO	\$11.33
	Invoice	Description			Amount
	0523PRIMTRUUP-GA	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$11.33
291755	05/18/2023	05/23/2023	Accounts Payable	AM-TEC TOTAL SECURITY INC	\$845.00
	Invoice	Description			Amount
	628582	CITY YARD ALARM REPAIRS			\$845.00
291756	05/18/2023		Accounts Payable	AMBRIZ, MARIA	\$118.87
	Invoice	Description			Amount
	0523PRIMTRUUP-MA	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$118.87
291757	05/18/2023		Accounts Payable	AN, HAEUN	\$270.88
	Invoice	Description			Amount

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Number	Date	Description	Source	Payee Name	Transaction Amount
	0523PRIMTRUUP-HA	PRIME ANNUAL NET ENERGY METERING TRUE UP PAYMENTS 10.2022 ROUND			\$270.88
291758	05/18/2023		Accounts Payable	ANAMPA , MARIA	\$89.29
	Invoice	Description			Amount
	0523PRIMTRUUP-MA	PRIME ANNUAL NET ENERGY METERING TRUE UP PAYMENTS 10.2022 ROUND			\$89.29
291759	05/18/2023		Accounts Payable	ANG, ANGELIQUE	\$158.05
	Invoice	Description			Amount
	0523PRIMTRUUP-AA	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$158.05
291760	05/18/2023		Accounts Payable	ANGELES, EDILBERTO	\$93.78
	Invoice	Description			Amount
	0523PRIMTRUUP-EA	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$93.78
291761	05/18/2023	05/24/2023	Accounts Payable	Ansafone Contact Center, Labell Exchange & BTE Com	\$258.67
	Invoice	Description			Amount
	230506069101	WATER DIVISION AFTER HOURS ANSWERING SVCS APRIL 2023			\$140.65
	230506025101	PW AFTER HOURS ANSWERING SVCS MAY 2023			\$118.02
291762	05/18/2023	05/23/2023	Accounts Payable	Atkinson, Andelson, Loya, Ruud & Romo	\$1,378.13
	Invoice	Description			Amount
	680771	LEGAL SVCS APRIL 2023			\$1,378.13

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Number	Date	Description	Source	Payee Name	Transaction Amount
291763	05/18/2023		Accounts Payable	AVILA, AURORA	\$73.94
	Invoice	Description			Amount
	0523PRIMTRUUP-AA	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$73.94
291764	05/18/2023		Accounts Payable	AVINA, JULIAN	\$86.99
	Invoice	Description			Amount
	0523PRIMTRUUP-JA	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$86.99
291765	05/18/2023	05/23/2023	Accounts Payable	Ayala, Cynthia	\$11.82
	Invoice	Description			Amount
	2023MILECORRECT	ADDITIONAL MILEAGE REIMBURSEMENT			\$11.82
291766	05/18/2023		Accounts Payable	BALDERRAMA, JOE	\$146.62
	Invoice	Description			Amount
	0523PRIMTRUUP-JB	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$146.62
291767	05/18/2023		Accounts Payable	BARRETTA, ANGELA	\$153.56
	Invoice	Description			Amount
	0523PRIMTRUUP-AB	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$153.56
291768	05/18/2023		Accounts Payable	BROSWELL, PHYLLIS	\$31.81
	Invoice	Description			Amount
	0523PRIMTRUUP-PB	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$31.81

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Number	Date	Description	Source	Payee Name	Transaction Amount
291769	05/18/2023		Accounts Payable	CABRERA, ISMAEL	\$8.00
	Invoice	Description			Amount
	RCPT-1612706	REFUND FOR OVERPAYMENT			\$8.00
291770	05/18/2023		Accounts Payable	CARVAJAL MARTIN	\$82.29
	Invoice	Description			Amount
	0523PRIMTRUUP-MC	PRIME ANNUAL NET ENERGY METERING TRUE UP PAYMENTS 10.2022 ROUND			\$82.29
291771	05/18/2023		Accounts Payable	CASTANON, ERNEST	\$3.28
	Invoice	Description			Amount
	0523PRIMTRUUP-EC	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$3.28
291772	05/18/2023		Accounts Payable	CAZARES, JOSE	\$126.40
	Invoice	Description			Amount
	0523PRIMTRUUP-JC	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$126.40
291773	05/18/2023		Accounts Payable	Certifix Live Scan	\$375.00
	Invoice	Description			Amount
	74924	PRE-EMPLOYMENT LIVE SCANS			\$375.00
291774	05/18/2023		Accounts Payable	CHACON, VERONICA	\$157.82
	Invoice	Description			Amount

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Number	Date	Description	Source	Payee Name	Transaction Amount
	0523PRIMTRUUP-VC	PRIME ANNUAL NET ENERGY METERING TRUE UP PAYMENTS 10.2022 ROUND			\$157.82
291775	05/18/2023		Accounts Payable	CHAVEZ, LUPE	\$19.38
	Invoice	Description			Amount
	0523PRIMTRUUP-LC	PRIME ANNUAL NET ENERGY METERING TRUE UP PAYMENTS 10.2022 ROUND			\$19.38
291776	05/18/2023		Accounts Payable	CLASSIC EAGLE RESTORATION CONSULTANT LLC	\$216.66
	Invoice	Description			Amount
	CERC-WO202300769	HANDLE REPLACEMENT TO SPECIAL EVENT TRUCK TAILGATE			\$216.66
291777	05/18/2023	05/23/2023	Accounts Payable	CliftonLarsonAllen LLP	\$1,055.00
	Invoice	Description			Amount
	3707655	FY 22/23 ANNUAL AUDIT SVCS			\$1,055.00
291778	05/18/2023		Accounts Payable	COLOCHO , ROBERT , O.	\$147.37
	Invoice	Description			Amount
	0523PRIMTRUUP-RC	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$147.37
291779	05/18/2023	05/23/2023	Accounts Payable	County of Los Angeles Dept of Public Works	\$2,018.44
	Invoice	Description			Amount
	RE-PW23050805902	IW THROUGH APRIL 2023			\$2,018.44
291780	05/18/2023	05/23/2023	Accounts Payable	CPACINC.COM	\$36,626.61

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Number	Date	Description	Source	Payee Name	Transaction Amount
	Invoice	Description			Amount
	SI-1296993	ESET ANTIVIRUS SOFTWARE			\$11,856.00
	SI-1297077	COMPUTERS FOR MARKETING TEAM			\$24,770.61
291781	05/18/2023	05/24/2023	Accounts Payable	Crafco, Inc.	\$3,773.18
	Invoice	Description			Amount
	9402920014	COLD PATCH ASPHALT			\$1,886.59
	9402905406	COLD PATCH ASPHALT			\$1,886.59
291782	05/18/2023		Accounts Payable	CRUZ, RIGOBERTO	\$103.76
	Invoice	Description			Amount
	0523PRIMTRUUP-RC	PRIME ANNUAL NET ENERGY METERING TRUE UP PAYMENTS 10.2022 ROUND			\$103.76
291783	05/18/2023		Accounts Payable	CUEVAS, MARIE	\$48.75
	Invoice	Description			Amount
	RCPT-1612708	REFUND FOR OVERPAYMENT			\$48.75
291784	05/18/2023		Accounts Payable	DO, KHOA	\$13.82
	Invoice	Description			Amount
	0523PRIMTRUUP-KD	PRIME ANNUAL NET ENERGY METERING TRUE UP PAYMENTS 10.2022 ROUND			\$13.82
291785	05/18/2023		Accounts Payable	DON, ZILANY	\$121.87
	Invoice	Description			Amount

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Number	Date	Description	Source	Payee Name	Transaction Amount
	0523PRIMTRUUP-DZ	PRIME ANNUAL NET ENERGY METERING TRUE UP PAYMENTS 10.2022 ROUND			\$121.87
291786	05/18/2023		Accounts Payable	DS Services of America, Inc.	\$103.92
	Invoice	Description			Amount
	D20044206 051223	WATER DELIVERY 5/12/23			\$103.92
291787	05/18/2023		Accounts Payable	El Rancho Unified School District	\$319.54
	Invoice	Description			Amount
	0523PRIMTRUUP-ER	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$319.54
291788	05/18/2023		Accounts Payable	EMPIRE DESIGN & BUILD LLC	\$56,012.00
	Invoice	Description			Amount
	4	PROFESSIONAL SVCS, ADA CITY HALL & CH WEST IMPROVEMENTS			\$58,960.00
	4-A	PROFESSIONAL SVCS, ADA CITY HALL & CH WEST IMPROVEMENTS			(\$2,948.00)
291789	05/18/2023		Accounts Payable	Encore Awards & Marking Corp	\$80.87
	Invoice	Description			Amount
	231486	ENGRAVED NAME PLATES FOR STAFF			\$80.87
291790	05/18/2023		Accounts Payable	ENRIQUEZ, YOLANDA	\$41.63
	Invoice	Description			Amount
	0523PRIMTRUUP-YE	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$41.63

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Number	Date	Description	Source	Payee Name	Transaction Amount
291791	05/18/2023		Accounts Payable	ESPINOZA WILSON, SANDRA	\$303.28
	Invoice	Description			Amount
	0523PRIMTRUUP-SE	PRIME ANNUAL NET ENERGY METERING TRUE UP PAYMENTS 10.2022 ROUND			\$303.28
291792	05/18/2023		Accounts Payable	ESTRADA, RONALD	\$19.54
	Invoice	Description			Amount
	0523PRIMTRUUP-RE	PRIME ANNUAL NET ENERGY METERING TRUE UP PAYMENTS 10.2022 ROUND			\$19.54
291793	05/18/2023		Accounts Payable	ESTRADA, VICTORIANA	\$10.24
	Invoice	Description			Amount
	0523PRIMTRUUP-VE	PRIME ANNUAL NET ENERGY METERING TRUE UP PAYMENTS 10.2022 ROUND			\$10.24
291794	05/18/2023	05/22/2023	Accounts Payable	FEDERAL EXPRESS	\$61.28
	Invoice	Description			Amount
	8-042-40087	DELIVERY CHARGES			\$61.28
291795	05/18/2023	05/24/2023	Accounts Payable	Ferguson Enterprises, Inc	\$3,020.30
	Invoice	Description			Amount
	0234743	PLANT MAINTENANCE AND REPAIR			\$3,020.30
291796	05/18/2023		Accounts Payable	FERNANDEZ, LUIS	\$30.00
	Invoice	Description			Amount
	RCPT-1612703	REFUND FOR OVERPAYMENT OF TIKI TAKA 144972			\$30.00

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Number	Date	Description	Source	Payee Name	Transaction Amount
291797	05/18/2023	05/24/2023	Accounts Payable	Fiesta Cooperative Inc.	\$38,835.62
	Invoice	Description			Amount
	221219	DIAL-A-TAXI DECEMBER 2022			\$7,861.08
	230134	DIAL-A-TAXI JANUARY 2023			\$7,373.38
	230235	DIAL-A-TAXI FEBRUARY 2023			\$7,258.38
	230335	DIAL-A-TAXI MARCH 2023			\$7,767.79
	230419	DIAL-A-TAXI APRIL 2023			\$8,574.99
291798	05/18/2023		Accounts Payable	FIGUEROA , MIRNA	\$101.24
	Invoice	Description			Amount
	0523PRIMTRUUP-MF	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$101.24
291799	05/18/2023		Accounts Payable	FRANCO, OSWALDO	\$5.00
	Invoice	Description			Amount
	RCPT-1612701	REFUND FOR OVERPAYMENT			\$5.00
291800	05/18/2023		Accounts Payable	GABRIELA ROSAS	\$390.17
	Invoice	Description			Amount
	0523PRIMTRUUP-GR	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$390.17
291801	05/18/2023		Accounts Payable	GARCIA, CARLOS	\$19.56
	Invoice	Description			Amount

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Number	Date	Description	Source	Payee Name	Transaction Amount
	0523PRIMTRUUP-CG	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$19.56
291802	05/18/2023		Accounts Payable	GARCIA, EDUARDO	\$258.47
	Invoice	Description			Amount
	0523PRIMTRUUP-EG	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$258.47
291803	05/18/2023		Accounts Payable	GARCIA, JESUS	\$58.60
	Invoice	Description			Amount
	0523PRIMTRUUP-JG	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$58.60
291804	05/18/2023		Accounts Payable	GARCIA, ROSALINDA	\$53.89
	Invoice	Description			Amount
	0523PRIMTRUUP-RG	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$53.89
291805	05/18/2023		Accounts Payable	GARIBALDO-PRISCO, MARIA	\$29.65
	Invoice	Description			Amount
	0523PRIMTRUUP-MG	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$29.65
291806	05/18/2023		Accounts Payable	GOMEZ, MARGARITA	\$15.47
	Invoice	Description			Amount
	0523PRIMTRUUP-MG	PRIME ANNUAL NET ENERGY METERING TRUE UP PAYMENTS 10.2022 ROUND			\$15.47
291807	05/18/2023		Accounts Payable	GONZALES, MARGARET	\$131.97

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Number	Date	Description	Source	Payee Name	Transaction Amount
	Invoice	Description			Amount
	0523PRIMTRUUP-MG	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$131.97
291808	05/18/2023	05/24/2023	Accounts Payable	Gopher Sport, Gopher Performance, Moving Minds	\$485.22
	Invoice	Description			Amount
	IN285205	OUTDOOR RECREATION SUPPLIES			\$485.22
291809	05/18/2023		Accounts Payable	GORENSHTEYN , ALEKSANDR	\$59.39
	Invoice	Description			Amount
	0523PRIMTRUUP-AG	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$59.39
291810	05/18/2023	05/24/2023	Accounts Payable	GoTo Communications, Inc.	\$2,830.21
	Invoice	Description			Amount
	IN7101957854	TELECOMMUNICATIONS SERVICES VOIP			\$2,830.21
291811	05/18/2023		Accounts Payable	GUTIERREZ, RAFAEL	\$211.86
	Invoice	Description			Amount
	0523PRIMTRUUP-RG	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$211.86
291812	05/18/2023		Accounts Payable	GUZMAN, ESTEBAN	\$14.44
	Invoice	Description			Amount
	0523PRIMTRUUP-EG	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$14.44

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Number	Date	Description	Source	Payee Name	Transaction Amount
291813	05/18/2023		Accounts Payable	HATHAWAY , DAVID , A	\$104.96
	Invoice	Description			Amount
	0523PRIMTRUUP-DH	PRIME ANNUAL NET ENERGY METERING TRUE UP PAYMENTS 10.2022 ROUND			\$104.96
291814	05/18/2023		Accounts Payable	HERRERA, GABRIEL	\$8.20
	Invoice	Description			Amount
	0523PRIMTRUUP-GH	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$8.20
291815	05/18/2023		Accounts Payable	HIM, LINDY K	\$13.95
	Invoice	Description			Amount
	0523PRIMTRUUP-LH	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$13.95
291816	05/18/2023		Accounts Payable	Horizon Nursery	\$149.17
	Invoice	Description			Amount
	003504	TREES			\$149.17
291817	05/18/2023		Accounts Payable	Infinity Technologies	\$12,052.50
	Invoice	Description			Amount
	1415	ON CALL IT MANAGEMENT APRIL 2023			\$12,052.50
291818	05/18/2023	05/23/2023	Accounts Payable	InfoSend, Inc	\$3,773.50
	Invoice	Description			Amount
	234796	MAIL PREP SVCS 4/5/23-4/28/23			\$920.35

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Number	Date	Description	Source	Payee Name	Transaction Amount
	234797	POSTAGE FOR 4/5/23-4/28/23			\$2,853.15
291819	05/18/2023		Accounts Payable	ISLEY, SCOTT	\$160.58
	Invoice	Description			Amount
	0523PRIMTRUUP-SI	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$160.58
291820	05/18/2023		Accounts Payable	Karine Shirinian	\$56.00
	Invoice	Description			Amount
	0523COFFEREIM-KS	REIMBURSEMENT, COFFEE FOR PERFORMANCE EVALUATION TRAINING			\$56.00
291821	05/18/2023		Accounts Payable	Kiko's Mexican Grill	\$1,402.80
	Invoice	Description			Amount
	052523PWLNCH-KMG	NATIONAL PW WEEK LUNCHEON			\$1,402.80
291822	05/18/2023	05/22/2023	Accounts Payable	L.A. County Metropolitan Trans Authority (TAP)	\$327.00
	Invoice	Description			Amount
	6019471	METRO 30 DAY SENIOR PASS			\$327.00
291823	05/18/2023	05/23/2023	Accounts Payable	LA County Sheriffs Department	\$1,059,160.70
	Invoice	Description			Amount
	233109EC	PRV-TRANSIT/TRANSIENT DEPUTY 04/03/23-04/30/23			\$15,666.91
	233039EC	HELICOPTER SVC APRIL 2023			\$1,043,493.79

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Number	Date	Description	Source	Payee Name	Transaction Amount
291824	05/18/2023	05/22/2023	Accounts Payable	Lamas Sign , Victor Lamas	\$2,398.88
	Invoice	Description			Amount
	22-1275	SIGNS FOR WATER DEPARTMENT			\$440.00
	22-1271	CANOPY FOR PARKS & REC BUILDING			\$1,958.88
291825	05/18/2023		Accounts Payable	LIN, SIQI	\$242.12
	Invoice	Description			Amount
	0523PRIMTRUUP-SL	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$242.12
291826	05/18/2023		Accounts Payable	LOPEZ, CINDY	\$127.73
	Invoice	Description			Amount
	0523PRIMTRUUP-CL	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$127.73
291827	05/18/2023		Accounts Payable	LOYA, DANIEL , R	\$34.26
	Invoice	Description			Amount
	0523PRIMTRUUP-DL	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$34.26
291828	05/18/2023		Accounts Payable	LUNA, EUSTOLIA	\$57.47
	Invoice	Description			Amount
	0523PRIMTRUUP-EL	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$57.47
291829	05/18/2023		Accounts Payable	MALDONADO, JESSICA	\$64.98
	Invoice	Description			Amount

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Number	Date	Description	Source	Payee Name	Transaction Amount
	0523PRIMTRUUP-JM	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$64.98
291830	05/18/2023		Accounts Payable	MAROUSEK, ANDREW	\$41.56
	Invoice	Description			Amount
	0523PRIMTRUUP-AM	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$41.56
291831	05/18/2023		Accounts Payable	MARQUEZ, SUZANNE	\$110.65
	Invoice	Description			Amount
	0523PRIMTRUUP-SM	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$110.65
291832	05/18/2023		Accounts Payable	MARTINEZ, PEDRO	\$45.32
	Invoice	Description			Amount
	0523PRIMTRUUP-PM	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$45.32
291833	05/18/2023		Accounts Payable	MEDINA, SUSAN	\$124.31
	Invoice	Description			Amount
	0523PRIMTRUUP-SM	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$124.31
291834	05/18/2023		Accounts Payable	Minuteman Press	\$119.57
	Invoice	Description			Amount
	66293	VARIOUS MAILERS/POSTCARDS FOR PRIME			\$119.57
291835	05/18/2023		Accounts Payable	MNS Engineers, Inc	\$15,735.00

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Number	Date	Description	Source	Payee Name	Transaction Amount
	Invoice	Description			Amount
	83086	PROFESSIONAL SVCS APRIL 2023, GRANT WRITING WHITTIER BACK ALLEY			\$15,735.00
291836	05/18/2023		Accounts Payable	MORA, KARLA I	\$166.12
	Invoice	Description			Amount
	0523PRIMTRUUP-KM	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$166.12
291837	05/18/2023		Accounts Payable	MORALES, BRENDA	\$216.28
	Invoice	Description			Amount
	0523PRIMTRUUP-BM	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$216.28
291838	05/18/2023		Accounts Payable	MORENO, JOSE F	\$209.50
	Invoice	Description			Amount
	0523PRIMTRUUP-JM	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$209.50
291839	05/18/2023		Accounts Payable	MORONES, VIRGINIA	\$22.96
	Invoice	Description			Amount
	0523PRIMTRUUP-VM	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$22.96
291840	05/18/2023	05/24/2023	Accounts Payable	Musco Sports Lighting, LLC	\$475.00
	Invoice	Description			Amount
	407872	FUTSAL FIELD SVC AT PICO PARK			\$475.00

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Number	Date	Description	Source	Payee Name	Transaction Amount
291841	05/18/2023		Accounts Payable	Nancy Matthews	\$4,999.00
	Invoice	Description			Amount
	0523GRNTWRISVCNL	PROFESSIONAL SVCS, GRANT WRITING CALFIRE GREEN SCHOOLYARDS GRANT			\$4,999.00
291842	05/18/2023		Accounts Payable	Napa Auto Parts	\$1,152.94
	Invoice	Description			Amount
	178555	MECHANIC SHOP SUPPLIES			\$185.03
	181594	MECHANIC SHOP SUPPLIES			\$212.89
	183826	MECHANIC SHOP SUPPLIES			\$275.55
	180597	MECHANIC SHOP SUPPLIES			\$369.99
	182555	MECHANIC SHOP SUPPLIES			\$109.48
291843	05/18/2023		Accounts Payable	New City America	\$8,000.00
	Invoice	Description			Amount
	05032023	MAY 2023 SVCS, WHITTIER BLVD COMMUNITY BENEFITS DISTRICT			\$8,000.00
291844	05/18/2023		Accounts Payable	NGS HOLDINGS INC	\$129.79
	Invoice	Description			Amount
	0523PRIMTRUUP-NG	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$129.79
291845	05/18/2023		Accounts Payable	NIEBLA, VALERIE	\$27.72
	Invoice	Description			Amount
	0523PRIMTRUUP-VN	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$27.72

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Number	Date	Description	Source	Payee Name	Transaction Amount
291846	05/18/2023	05/24/2023	Accounts Payable	NV5, Inc.	\$860.00
	Invoice	Description			Amount
	329738	PROFESSIONAL SVCS MARCH 2023, VILLAGE WALK-WHITTIER			\$597.50
	329732	PROFESSIONAL SVCS MARCH 2023, ENGINEERING SVCS			\$262.50
291847	05/18/2023		Accounts Payable	O'Reilly Auto Parts	\$217.36
	Invoice	Description			Amount
	3583-447598	MECHANIC SHOP AUTO SUPPLIES			\$217.36
291848	05/18/2023	05/22/2023	Accounts Payable	On The Go DJ Pro, Inc	\$537.50
	Invoice	Description			Amount
	1262475	SENIOR CENTER EVENT COFFEE WITH FRIENDS			\$537.50
291849	05/18/2023		Accounts Payable	OPENDOOR LABS INC	\$65.04
	Invoice	Description			Amount
	0523PRIMTRUUP-OD	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$65.04
291850	05/18/2023		Accounts Payable	OPENDOOR LABS INC	\$32.85
	Invoice	Description			Amount
	0523PRIMTRUUP-OL	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$32.85
291851	05/18/2023	05/23/2023	Accounts Payable	Orange County Winwater Works	\$1,278.90

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Number	Date	Description	Source	Payee Name	Transaction Amount
	Invoice	Description			Amount
	146023 01	MAIN AND SERVICE SUPPLIES FOR REPAIRS			\$1,278.90
291852	05/18/2023		Accounts Payable	Ortiz, Nayleen	\$180.00
	Invoice	Description			Amount
	1246	BALLOON DECOR STANDS FOR SENIOR CENTER HEALTH & FITNESS			\$180.00
291853	05/18/2023		Accounts Payable	PALOMARES, MARIA D	\$341.10
	Invoice	Description			Amount
	0523PRIMTRUUP-MP	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$341.10
291854	05/18/2023	05/23/2023	Accounts Payable	PARS	\$300.00
	Invoice	Description			Amount
	53126	REP-PARS FEES FOR SVC PERIOD ENDING 3/31/23			\$300.00
291855	05/18/2023		Accounts Payable	PENA CONTRERAS, ARMANDO	\$28.78
	Invoice	Description			Amount
	0523PRIMTRUUP-PC	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$28.78
291856	05/18/2023		Accounts Payable	PEREZ, JACQULYN	\$8.00
	Invoice	Description			Amount
	RCPT-1612707	REFUND FOR OVERPAYMENT			\$8.00

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Number	Date	Description	Source	Payee Name	Transaction Amount
291857	05/18/2023		Accounts Payable	PINEDA, MARTINA	\$46.65
	Invoice	Description			Amount
	0523PRIMTRUUP-MP	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$46.65
291858	05/18/2023	05/23/2023	Accounts Payable	R.J. Noble Company	\$791,556.86
	Invoice	Description			Amount
	224898	PROFESSIONAL SVCS THROUGH 3/31/23, PAVEMENT REHAB OVERLAY			\$455,096.54
	224898-A	PROFESSIONAL SVCS THROUGH 3/31/23, PAVEMENT REHAB OVERLAY			(\$22,754.83)
	224389	PROFESSIONAL SVCS THROUGH 2/28/23, PAVEMENT REHAB OVERLAY			\$378,121.21
	224389-A	PROFESSIONAL SVCS THROUGH 2/28/23, PAVEMENT REHAB OVERLAY			(\$18,906.06)
291859	05/18/2023		Accounts Payable	RAMIREZ, REYMOND	\$10.63
	Invoice	Description			Amount
	0523PRIMTRUUP-RR	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$10.63
291860	05/18/2023		Accounts Payable	RIVERA, NANCY	\$33.72
	Invoice	Description			Amount
	0523PRIMTRUUP-NR	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$33.72
291861	05/18/2023	05/24/2023	Accounts Payable	RODOLFO ALVARADO	\$165.00
	Invoice	Description			Amount
	0523REIM3CMA-RA	REIMBURSEMENT FOR ENTRY FEE TO 3CMA SAVVY AWARD			\$165.00

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Number	Date	Description	Source	Payee Name	Transaction Amount
291862	05/18/2023		Accounts Payable	RODRIGUEZ, CLORINDA	\$72.60
	Invoice	Description			Amount
	0523PRIMTRUUP-CR	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$72.60
291863	05/18/2023		Accounts Payable	SALAZAR, JENNIFER	\$66.76
	Invoice	Description			Amount
	0523PRIMTRUUP-JS	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$66.76
291864	05/18/2023		Accounts Payable	SALCIDO, PAULA	\$229.20
	Invoice	Description			Amount
	0523PRIMTRUUP-PS	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$229.20
291865	05/18/2023	05/23/2023	Accounts Payable	Salgado Tire Service	\$20.00
	Invoice	Description			Amount
	1112	TIRE REPAIR			\$20.00
291866	05/18/2023		Accounts Payable	SALINAS, JOSE A	\$414.66
	Invoice	Description			Amount
	0523PRIMTRUUP-JS	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$414.66
291867	05/18/2023	05/22/2023	Accounts Payable	Sigala, Francisco	\$218.96
	Invoice	Description			Amount
	0523REIMABPA-FS	ABPA CONFERENCE, LODGING REIMBURSEMENT 5/7/23-5/9/23			\$218.96

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Number	Date	Description	Source	Payee Name	Transaction Amount
291868	05/18/2023	05/23/2023	Accounts Payable	Sonsray Machinery , LLC	\$100.15
	Invoice	Description			Amount
	PSO078064-1	TIRE REPAIR KIT			\$100.15
291869	05/18/2023		Accounts Payable	SOTO , JOSE	\$13.79
	Invoice	Description			Amount
	0523PRIMTRUUP-JS	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$13.79
291870	05/18/2023		Accounts Payable	SOUTHERN CALIFORNIA HOUSING RIGHTS CENTER	\$875.00
	Invoice	Description			Amount
	4-2023	FAIR HOUSING SVCS OCTOBER 2022			\$875.00
291871	05/18/2023		Accounts Payable	Southern California Municipal Athletic Federation	\$245.00
	Invoice	Description			Amount
	89698	MEMBERSHIP DUES			\$245.00
291872	05/18/2023		Accounts Payable	TKE Engineering Inc.	\$7,460.00
	Invoice	Description			Amount
	2023-225	BARTOLO DRAINAGE DITCH PROJECT 02/01/23-03/31/2023			\$7,460.00
291873	05/18/2023	05/24/2023	Accounts Payable	Uhaul	\$110.39
	Invoice	Description			Amount

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Number	Date	Description	Source	Payee Name	Transaction Amount
	5402746080	PROPANE FOR ASPHALT MAINTENANCE			\$110.39
291874	05/18/2023		Accounts Payable	Urban Futures Inc	\$5,232.00
	Invoice	Description			Amount
	CD-2022-061	CONTINUING DISCLOSURE AND COMPLIANCE SVC-FY 2022 REPORTING PERIO			\$5,232.00
291875	05/18/2023		Accounts Payable	VALENZUELA, EDWARDS	\$158.82
	Invoice	Description			Amount
	0523PRIMTRUUP-EV	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$158.82
291876	05/18/2023		Accounts Payable	VALLES, ANDREW	\$86.25
	Invoice	Description			Amount
	0523PRIMTRUUP-AV	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$86.25
291877	05/18/2023		Accounts Payable	VAZQUEZ, MARIA	\$220.32
	Invoice	Description			Amount
	0523PRIMTRUUP-MV	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$220.32
291878	05/18/2023		Accounts Payable	VENTURA, LINDA	\$3.31
	Invoice	Description			Amount
	0523PRIMTRUUP-LV	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$3.31
291879	05/18/2023		Accounts Payable	VILLA, CHRISTOPHER	\$166.21

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Number	Date	Description	Source	Payee Name	Transaction Amount
	Invoice	Description			Amount
	0523PRIMTRUUP-CV	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$166.21
291880	05/18/2023		Accounts Payable	VILLARREAL, NORMA	\$145.93
	Invoice	Description			Amount
	0523PRIMTRUUP-NV	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$145.93
291881	05/18/2023		Accounts Payable	VILLEGAS, RAYMUNDO	\$46.64
	Invoice	Description			Amount
	0523PRIMTRUUP-RV	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$46.64
291882	05/18/2023	05/24/2023	Accounts Payable	Vinnie's Portable Welding (Vincent Pires)	\$3,500.00
	Invoice	Description			Amount
	05092023	PLANT MAINTENANCE AND REPAIR			\$3,500.00
291883	05/18/2023		Accounts Payable	WEINMAN , SUSAN	\$140.10
	Invoice	Description			Amount
	0523PRIMTRUUP-SW	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$140.10
291884	05/18/2023	05/23/2023	Accounts Payable	West Coast Arborists, Inc	\$2,948.00
	Invoice	Description			Amount
	199582	TREE TRIMMING SVCS 04/16/23-04/30/23			\$2,948.00

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Number	Date	Description	Source	Payee Name	Transaction Amount
291885	05/18/2023	05/23/2023	Accounts Payable	West Coast Sand & Gravel, Inc.	\$695.13
	Invoice	Description			Amount
	606621	UTILITY SAND			\$695.13
291886	05/18/2023	05/23/2023	Accounts Payable	Whittier Fertilizer Company	\$999.68
	Invoice	Description			Amount
	397880	LANDSCAPING TOOLS & SUPPLIES FOR PARKS			\$999.68
291887	05/18/2023		Accounts Payable	YANG, RICHARD Q	\$115.24
	Invoice	Description			Amount
	0523PRIMTRUUP-RY	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$115.24
291888	05/18/2023		Accounts Payable	Yao Engineering, Inc.	\$13,990.25
	Invoice	Description			Amount
	202304-23003	GOLF COURSE FIRE DAMAGE APRIL 2023			\$12,561.80
	PR2304	WELL NO.5 ELECTRICAL UPGRADES ESDC APRIL 2023			\$1,428.45
291889	05/18/2023		Accounts Payable	ZEPEDA, ARMANDO	\$15.30
	Invoice	Description			Amount
	0523PRIMTRUUP-AZ	PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			\$15.30
291890	05/18/2023		Accounts Payable	ZUNO, JOSE LUIS	\$97.66
	Invoice	Description			Amount

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Number	Date	Description	Source	Payee Name	Transaction Amount
	0523	PRIMTRUUP-JZ			\$97.66
		PRIME ANNUAL NET ENERGY METERING TRUE UP 10/2022			
291891	05/25/2023		Accounts Payable	Alan's Lawnmower & Garden Center	\$1,149.22
	Invoice	Description			Amount
	1160501	MEDIAN AND PARK MAINTENANCE			\$1,149.22
291892	05/25/2023		Accounts Payable	Alvarez-Glasman & Colvin	\$44,225.77
	Invoice	Description			Amount
	2023-03-20690	LEGAL SVCS MARCH 2023			\$44,225.77
291893	05/25/2023		Accounts Payable	American Heritage Life Insurance Co	\$48.64
	Invoice	Description			Amount
	M0163615129	SUPPLEMENTAL LIFE INSURANCE FOR P/E 05/05/23 & 05/19/23			\$48.64
291894	05/25/2023		Accounts Payable	American Marker	\$1,704.47
	Invoice	Description			Amount
	10308-23	PW FIELD STAFF SHIRTS & JACKETS			\$1,704.47
291895	05/25/2023		Accounts Payable	BMG Money, Inc	\$364.13
	Invoice	Description			Amount
	052523	EMPLOYEE DEDUCTION FOR P/E 05/19/23			\$364.13
291896	05/25/2023		Accounts Payable	CARMONA, STEVE	\$61.66

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Number	Date	Description	Source	Payee Name	Transaction Amount
	Invoice	Description			Amount
	2023ICSCREIM-SC	2023 ICSC CONFERENCE, TRANSPORTATION & MEAL REIMBURSEMENT			\$61.66
291897	05/25/2023		Accounts Payable	Decals By Design, Inc	\$12,384.13
	Invoice	Description			Amount
	17575	PARKS & REC GRAPHICS FOR TRANSIT VANS			\$12,384.13
291898	05/25/2023		Accounts Payable	Envirocheck, Inc	\$2,295.00
	Invoice	Description			Amount
	217538	LEAD & ASBESTOS INSPECTION, PR GOLF COURSE			\$2,295.00
291899	05/25/2023		Accounts Payable	Ewing Irrigation Products Inc	\$2,005.69
	Invoice	Description			Amount
	19343246	IRRIGATION SUPPLIES FOR PARKS			\$249.43
	19344015	IRRIGATION SUPPLIES FOR PARKS			\$856.63
	19343092	IRRIGATION SUPPLIES			\$899.63
291900	05/25/2023		Accounts Payable	Ferrer, Victor, H.	\$144.10
	Invoice	Description			Amount
	2023CALCCAREIMVF	CALCCA CONFERENCE MILEAGE REIMBURSEMENT			\$144.10
291901	05/25/2023		Accounts Payable	Franchise Tax Board	\$50.00
	Invoice	Description			Amount

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Number	Date	Description	Source	Payee Name	Transaction Amount
	052523	EMPLOYEE DEDUCTION FOR P/E 05/19/23			\$50.00
291902	05/25/2023		Accounts Payable	GARCIA, JOHN, R.	\$125.94
	Invoice	Description			Amount
	2023ICSCREIM-JG	2023 ICSC CONFERENCE, MEAL REIMBURSEMENT			\$125.94
291903	05/25/2023		Accounts Payable	HDR Engineering, Inc	\$7,748.16
	Invoice	Description			Amount
	1200522425	PROF SVCS 04/02/23-05/06/2023, ROSEMEAD BLVD BRT FEASIBILITY			\$7,748.16
291904	05/25/2023		Accounts Payable	Horizon Nursery	\$149.17
	Invoice	Description			Amount
	003505	TREES			\$149.17
291905	05/25/2023		Accounts Payable	Industrial Pipe & Steel Company	\$29.59
	Invoice	Description			Amount
	26389	MAINTENANCE SUPPLIES			\$29.59
291906	05/25/2023		Accounts Payable	Keenan & Associates	\$1,250.00
	Invoice	Description			Amount
	288695	BENEFIT BRIDGE FEE MAY 2023, INSTALLMENT 11			\$1,250.00
291907	05/25/2023		Accounts Payable	LA County Sheriffs Department	\$6,956.81

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Number	Date	Description	Source	Payee Name	Transaction Amount
	Invoice	Description			Amount
	233173EC	HELICOPTER SVC APRIL 2023			\$6,956.81
291908	05/25/2023		Accounts Payable	Levyng Officer	\$233.39
	Invoice	Description			Amount
	052523	EMPLOYEE DEDUCTION FOR P/E 05/19/23			\$233.39
291909	05/25/2023		Accounts Payable	Midamerica Administrative and Retirement Solutions	\$1,962.00
	Invoice	Description			Amount
	0209426	ADMIN FEE 1Q23 ER			\$1,962.00
291910	05/25/2023		Accounts Payable	MLP Properties	\$600.00
	Invoice	Description			Amount
	0523WSTDEPREFMLP	WASTE MANAGEMENT DEPOSIT REFUND 9257 SLAUSON, 2023-509			\$600.00
291911	05/25/2023		Accounts Payable	Nasco Education LLC	\$4,815.12
	Invoice	Description			Amount
	439620	REACH STEM SUPPLIES			\$4,815.12
291912	05/25/2023		Accounts Payable	Noise Monitoring Services	\$4,999.00
	Invoice	Description			Amount
	2023078	GOLF COURSE NOISE STUDY			\$4,999.00

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Number	Date	Description	Source	Payee Name	Transaction Amount
291913	05/25/2023		Accounts Payable	Nutrien AG Solutions, Inc	\$692.37
	Invoice	Description			Amount
	51013064	MAINTENANCE SUPPLIES FOR WEED ABATEMENT			\$692.37
291914	05/25/2023		Accounts Payable	NV5, Inc.	\$787.50
	Invoice	Description			Amount
	293039	PROF SVCS 08/01/22-08/31/22, 4129 ROSEMEAD BLVD-BUILDING PLAN			\$337.50
	292986	PROF SVCS 08/01/22-08/31/22, 4121-4129 ROSEMEAD BLVD			\$247.50
	303024	PROF SVCS 10/01/22-10/31/22, BAYBAR-VIBRO PIERS			\$202.50
291915	05/25/2023		Accounts Payable	O'Reilly Auto Parts	\$192.14
	Invoice	Description			Amount
	3583-447610	AUTO SUPPLIES			\$192.14
291916	05/25/2023		Accounts Payable	O'Reilly Auto Parts	\$11.58
	Invoice	Description			Amount
	3583-447648	AUTO SUPPLIES			\$11.58
291917	05/25/2023		Accounts Payable	On The Go DJ Pro, Inc	\$490.00
	Invoice	Description			Amount
	1262313	PHOTO BOOTH FOR SENIOR CENTER EVENT, 5/25/23			\$490.00
291918	05/25/2023		Accounts Payable	Ortiz, Nayleen	\$100.00

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Number	Date	Description	Source	Payee Name	Transaction Amount
	Invoice	Description			Amount
	1247	ADDITIONAL BALLON DECOR FOR HEALTH & FITNESS DAY			\$100.00
291919	05/25/2023		Accounts Payable	Passage Entertainment	\$1,200.00
	Invoice	Description			Amount
	05312023SCPE	EQUIPMENT RENTAL, SENIOR CENTER EVENT			\$1,200.00
291920	05/25/2023		Accounts Payable	PGI-Pacific Graphics, Inc.	\$3,569.61
	Invoice	Description			Amount
	46578	MAY 2023 PROFILE			\$3,569.61
291921	05/25/2023		Accounts Payable	Pico Rivera Dons Football For Youth	\$2,700.00
	Invoice	Description			Amount
	2023-102	2023 PLAYPASS VOUCHERS			\$2,700.00
291922	05/25/2023		Accounts Payable	SEIU Local 721-COPE	\$67.00
	Invoice	Description			Amount
	052523	COPE FEES FOR P/E 05/19/23			\$67.00
291923	05/25/2023		Accounts Payable	Sigala, Francisco	\$131.94
	Invoice	Description			Amount
	0523UBRTXIREIMFS	ABPA CONFERENCE, TRANSPORTATION REIMBURSEMENT			\$131.94

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Number	Date	Description	Source	Payee Name	Transaction Amount
291924	05/25/2023		Accounts Payable	Specialized Elevator Corporation	\$387.46
	Invoice	Description			Amount
	56873	ELEVATOR MAINTENANCE, MAY 2023			\$387.46
291925	05/25/2023		Accounts Payable	VERNOLA'S TOWING SERVICE	\$405.00
	Invoice	Description			Amount
	49645	TOWING SVCS UNIT 117			\$65.00
	49227	TOWING SVCS, TRACTOR			\$125.00
	48708	TOWING SVCS, UNIT 125			\$75.00
	48655	TOWING SVCS, UNIT 125			\$75.00
	51406	TOWING SVCS, UNIT 119			\$65.00
291926	05/25/2023		Accounts Payable	W. A. Rasic Construction Company, Inc	\$28,125.74
	Invoice	Description			Amount
	344373	ON CALL EMERGENCY WATER SYSTEM REPAIR SVCS			\$28,125.74
291927	05/25/2023		Accounts Payable	WEBSTER'S BEE REMOVAL SERVICE	\$235.00
	Invoice	Description			Amount
	2046	BEE REMOVAL SVCS 6229 LEONA JOAN AVE			\$235.00
291928	05/25/2023		Accounts Payable	Zencity Technologies US, Inc.	\$4,500.00
	Invoice	Description			Amount
	EI238000095	Zencity Essentials			\$4,500.00

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Number	Date	Description	Source	Payee Name	Transaction Amount
Type Check Totals:			306 Transactions		\$3,461,474.76
CBC GenOpe - CBC General Operating					
<u>EFT</u>					
11866	04/27/2023	04/30/2023	Accounts Payable	Time Warner Cable	\$134.98
	Invoice	Description			Amount
	Import - 2587	RADIO & TELECOMMUNICATION			\$134.98
11867	04/27/2023	04/30/2023	Accounts Payable	So Calif Edison Company	\$18,300.71
	Invoice	Description			Amount
	45022	UTILITIES FOR MARCH 2023			\$18,300.71
11868	04/27/2023	04/30/2023	Accounts Payable	So Calif Edison Company	\$100.00
	Invoice	Description			Amount
	Import - 2590	UTILITIES FOR MARCH 2023			\$100.00
11869	04/27/2023	04/30/2023	Accounts Payable	So Calif Edison Company	\$84.76
	Invoice	Description			Amount
	Import - 2591	UTILITIES FOR MARCH 2023			\$84.76
11870	05/01/2023		Accounts Payable	Frontier California	\$8,917.49
	Invoice	Description			Amount
	Import - 2593	Radio & Telecommunication			\$8,917.49

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Number	Date	Description	Source	Payee Name	Transaction Amount
11871	05/01/2023		Accounts Payable	Time Warner Cable	\$302.95
	Invoice	Description			Amount
	Import - 2594	RADIO & TELECOMMUNICATION			\$302.95
11872	05/02/2023		Accounts Payable	So Calif Edison Company	\$54.77
	Invoice	Description			Amount
	45027	UTILITIES FOR MARCH 2023			\$54.77
11873	05/02/2023		Accounts Payable	Frontier California	\$599.73
	Invoice	Description			Amount
	Import - 2596	Radio & Telecommunication			\$599.73
11874	04/27/2023	04/30/2023	Accounts Payable	Western Resource Title	\$503,225.11
	Invoice	Description			Amount
	4865 Durfee Ave	WIRE PAYMENT FOR 4865 DURFEE AVE			\$503,225.11
11875	05/03/2023		Accounts Payable	So Calif Gas Company	\$384.49
	Invoice	Description			Amount
	Import - 2597	GAS SVC-9530 SHADE LN			\$384.49
11876	05/03/2023		Accounts Payable	City of Pico Rivera	\$17,339.00
	Invoice	Description			Amount

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Number	Date	Description	Source	Payee Name	Transaction Amount
	Import - 2598	WATER SVC			\$17,339.00
11877	05/04/2023		Accounts Payable	A & D Transportation, L.P.	\$618.50
	Invoice	Description			Amount
	012937	TEEN EXCURSION TO OLVERA STREET 4/15/23			\$618.50
11878	05/04/2023		Accounts Payable	Advanced Avant-Garde Corp.	\$9,950.00
	Invoice	Description			Amount
	8220	PROFESSIONAL SVCS DECEMBER 2022, BUSINESS GRANT PROGRAM			\$1,437.50
	8221-C	PROFESSIONAL SVCS DECEMBER 2022, ADA CITY HALL			\$562.50
	8360	PROFESSIONAL SVCS FEBRUARY 2023, BUSINESS GRANT PROGRAM			\$1,310.00
	8361	PROFESSIONAL SVCS FEBRUARY 2023 CDBG PROGRAM			\$5,852.50
	8362	PROFESSIONAL SVCS FEBRUARY 2023 SENIOR CENTER PARKING LOT			\$675.00
	8363	PROFESSIONAL SVCS FEBRUARY 2023 ADA CITY HALL			\$112.50
11879	05/04/2023		Accounts Payable	Avenu MuniServices, LLC	\$2,500.00
	Invoice	Description			Amount
	INV06-016178	CONTRACT SVCS, UUT JANUARY-MARCH 2023			\$2,500.00
11880	05/04/2023		Accounts Payable	Bland, Renee	\$60.00
	Invoice	Description			Amount
	SPRINGWK623	UMPIRE SVCS FOR SENIOR LEAGUE 4/27/23			\$60.00

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Number	Date	Description	Source	Payee Name	Transaction Amount
11881	05/04/2023		Accounts Payable	Cobian, Sr., Luis	\$691.20
	Invoice	Description			Amount
	144841 & 144941	NIPPON KEMPO AND MIXED MARTIAL ARTS 4/4/23-4/27/23			\$691.20
11882	05/04/2023		Accounts Payable	Eastern County Newspaper Group, Inc.	\$1,362.00
	Invoice	Description			Amount
	35916	LEGAL AD-23/24 CDBG ACTION PLAN			\$1,362.00
11883	05/04/2023		Accounts Payable	Habitat for Humanity of Greater Los Angeles	\$44,681.75
	Invoice	Description			Amount
	A011-22CE	HOME REPAIRS 8836 MINES AVE, CATHERINE ESQUIVEL			\$44,681.75
11884	05/04/2023		Accounts Payable	I Copy, Inc (ibe digital)	\$2,867.51
	Invoice	Description			Amount
	452996	MAINTENANCE AND TONER EQUIPMENT PRIME			\$18.19
	453273	MAINTENANCE AND TONER EQUIPMENT PW			\$18.19
	453274	MAINTENANCE AND TONER EQUIPMENT SMITH PARK			\$18.19
	453403	MAINTENANCE AND TONER EQUIPMENT SENIOR CENTER			\$18.19
	453454	MAINTENANCE AND TONER EQUIPMENT CITY HALL			\$18.19
	453567	CONTRACT USAGE CHARGE 3/10/23-4/9/23			\$220.68
	453591	MAINTENANCE AND TONER EQUIPMENT CITY HALL WEST			\$18.19
	453636	MAINTENANCE AND TONER EQUIPMENT HR			\$18.19
	453676	MAINTENANCE AND TONER EQUIPMENT CED			\$36.38

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Number	Date	Description	Source	Payee Name	Transaction Amount
	453730	CONTRACT OVRAGE CHARGE 3/17/23-4/16/23			\$2,392.17
	453801	MAINTENANCE AND TONER EQUIPMENT FINANCE			\$18.19
	453952	MAINTENANCE AND TONER EQUIPMENT PICO PARK			\$36.38
	454044	MAINTENANCE AND TONER EQUIPMENT FINANCE			\$18.19
	454102	MAINTENANCE AND TONER EQUIPMENT RIVERA PARK			\$18.19
11885	05/04/2023		Accounts Payable	Interwest Consulting Group	\$14,515.00
	Invoice	Description			Amount
	87301	PROFESSIONAL SVCS APRIL 2023, YOUTH CENTER RENOVATION			\$760.00
	87082	PROFESSIONAL SVCS MARCH 2023, ON CALL STAFF AUGMENTATION			\$13,755.00
11886	05/04/2023		Accounts Payable	Kimley-Horn & Associates, Inc	\$2,830.00
	Invoice	Description			Amount
	24611645	PROFESSIONAL SVCS THROUGH 3/31/23, PICO PARK RESTROOM RENOVATION			\$2,830.00
11887	05/04/2023		Accounts Payable	NASA Services Inc	\$289,579.23
	Invoice	Description			Amount
	2023MAYRUBFEES	RUBBISH ASSESSMENT FOR MAY 2023			\$289,579.23
11888	05/04/2023		Accounts Payable	Ocean Blue Environmental Services, Inc	\$5,218.21
	Invoice	Description			Amount
	37920	HAZARDOUS WASTE CLEAN UP, 9633 BEVERLY RD			\$5,218.21

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Number	Date	Description	Source	Payee Name	Transaction Amount
11889	05/04/2023		Accounts Payable	RSG, Inc	\$6,631.25
	Invoice	Description			Amount
	1010185	MHP RSO ADMINISTRATION SVCS, MARCH 2023			\$6,631.25
11890	05/04/2023		Accounts Payable	Security Signal Devices	\$8,592.08
	Invoice	Description			Amount
	S-01085187	PANEL REPAIR, PLANT 8			\$179.00
	R-00403622	ALARM SVCS 11/1/22-1/31/23			\$4,206.54
	R-00421388	ALARM SVCS 2/1/23-4/30/23			\$4,206.54
11891	05/04/2023		Accounts Payable	Serrano, Leon	\$1,384.50
	Invoice	Description			Amount
	144886 & 144892	TIKI TAKA SOCCER CLASSES 4/4/23-4/26/23			\$1,384.50
11892	05/04/2023		Accounts Payable	Shoeteria, Inc.	\$1,117.79
	Invoice	Description			Amount
	0030739-IN	SAFETY SHOES FOR DESIREE ALVAREZ AND LEO MARQUEZ			\$384.88
	0031343-IN	SAFETY SHOES FOR GEORGE RIVERA			\$200.00
	0031342-IN	SAFETY SHOES FOR TERI HUPMAN			\$159.28
	0032742-IN	SAFETY SHOES FOR DARROW ATKINS			\$173.63
	0037427-IN	SAFETY SHOES FOR GEORGE RIVERA			\$200.00
11893	05/04/2023		Accounts Payable	Southland Transit, Inc.	\$35,910.49

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Number	Date	Description	Source	Payee Name	Transaction Amount
	Invoice	Description			Amount
	PR MARCH-2023	PR DIAL A RIDE SVC MARCH 2023			\$35,910.49
11894	05/04/2023		Accounts Payable	Tristar Risk Management	\$3,333.33
	Invoice	Description			Amount
	112308	GENERAL LIABILITY FEES MAY 2023			\$3,333.33
11895	05/04/2023		Accounts Payable	United Rentals (North America), Inc	\$263.59
	Invoice	Description			Amount
	208638602-012	SPECIAL EVENT STORAGE			\$176.40
	790017232-023	REACH STORAGE			\$87.19
11896	05/04/2023		Accounts Payable	T-Mobile USA, Inc	\$3,831.40
	Invoice	Description			Amount
	02/21/23-03/20/2	RADIO & TELECOMMUNICATION			\$3,831.40
11897	05/04/2023		Accounts Payable	Time Warner Cable	\$115.54
	Invoice	Description			Amount
	Import - 2600	RADIO & TELECOMMUNICATION			\$115.54
11898	05/08/2023		Accounts Payable	Time Warner Cable	\$134.98
	Invoice	Description			Amount
	Import - 2601	RADIO & TELECOMMUNICATION			\$134.98

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Number	Date	Description	Source	Payee Name	Transaction Amount
11899	05/08/2023		Accounts Payable	Verizon Wireless	\$383.24
	Invoice	Description			Amount
	Import - 2602	RADIO & TELECOMMUNICATION			\$383.24
11900	05/05/2023		Accounts Payable	Frontier California	\$1,772.04
	Invoice	Description			Amount
	Import - 2603	Radio & Telecommunication			\$1,772.04
11901	05/05/2023		Accounts Payable	So Calif Edison Company	\$289.03
	Invoice	Description			Amount
	45030	UTILITIES FOR MARCH 2023			\$289.03
11902	05/05/2023		Accounts Payable	So Calif Edison Company	\$331.42
	Invoice	Description			Amount
	Import - 2606	UTILITIES FOR MARCH 2023			\$331.42
11903	05/09/2023		Accounts Payable	Frontier California	\$723.31
	Invoice	Description			Amount
	Import - 2607	Radio & Telecommunication			\$723.31
11904	05/09/2023		Accounts Payable	So Calif Edison Company	\$133.26
	Invoice	Description			Amount

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Number	Date	Description	Source	Payee Name	Transaction Amount
	45033	UTILITIES FOR MARCH 2023			\$133.26
11905	05/09/2023		Accounts Payable	So Calif Edison Company	\$24,554.22
	Invoice	Description			Amount
	45034	UTILITIES FOR MARCH 2023			\$24,554.22
11906	05/09/2023		Accounts Payable	So Calif Edison Company	\$105.17
	Invoice	Description			Amount
	Import - 2611	UTILITIES FOR MARCH 2023			\$105.17
11907	05/11/2023		Accounts Payable	ABM Building Solutions, LLC	\$8,945.00
	Invoice	Description			Amount
	18137533	HVAC SVCS APRIL 2023			\$8,945.00
11908	05/11/2023		Accounts Payable	Advanced Avant-Garde Corp.	\$907.50
	Invoice	Description			Amount
	8437	3009.19 CLEAN CA LOCAL GRANT- CYCLE 2			\$907.50
11909	05/11/2023		Accounts Payable	Aramark	\$860.91
	Invoice	Description			Amount
	25433333	Uniform services			\$3.86
	5860152407	Uniform rental services			\$531.53
	5860155555	UNIFORM RENTAL SERVICES			\$325.52

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Number	Date	Description	Source	Payee Name	Transaction Amount
11910	05/11/2023		Accounts Payable	Basic Benefits LLC	\$399.30
	Invoice	Description			Amount
	IN2743219	FMLA EASE PLUS SVC MAY 2023			\$399.30
11911	05/11/2023		Accounts Payable	Corporate Image Marketing, Inc	\$199.00
	Invoice	Description			Amount
	2305635	MONTHLY SERVICE FEE (800) GO PRIME APRIL 2023			\$199.00
11912	05/11/2023		Accounts Payable	Cosby Oil Company	\$19,180.96
	Invoice	Description			Amount
	CL90712	FUEL FOR CITY VEHICLES 03/11/2023-03/20/2023			\$4,754.68
	CL90712A	FUEL FOR CITY VEHICLES WATER DIVISION 03/11/23-03/20/23			\$1,188.67
	CL92408	FUEL FOR CITY VEHICLES 04/11/23-04/20/23			\$6,949.28
	CL92408A	FUEL FOR CITY VEHICLES WATER DIVISION 04/11/23-04/20/23			\$1,737.32
	CL92910	FUEL FOR CITY VEHICLES 04/21/23-04/30/23			\$3,640.81
	CL92910A	FUEL FOR CITY VEHICLES WATER DIVISION 04/21/23-04/30/23			\$910.20
11913	05/11/2023		Accounts Payable	DIEGO'S AUTO REPAIR	\$2,566.99
	Invoice	Description			Amount
	29094	MAINTENANCE AND REPAIRS OF UNIT 246			\$1,516.99
	29137	TOWING SERVICE FOR CONTAINER FROM CITY YARD TO CITY HALL			\$1,050.00

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Number	Date	Description	Source	Payee Name	Transaction Amount
11914	05/11/2023		Accounts Payable	Eastern County Newspaper Group, Inc.	\$4,528.65
	Invoice	Description			Amount
	35936	LEGAL AD-RESOLUTION # 7269 & 7272			\$3,268.80
	35932	LEGAL AD-HOT SPOT IMPROVEMENT CIP 21276			\$1,259.85
11915	05/11/2023		Accounts Payable	Eberhard Equipment, Inc.	\$272.50
	Invoice	Description			Amount
	3373	EQUIPMENT MAINTENANCE SUPPLIES			\$272.50
11916	05/11/2023		Accounts Payable	Garvey Equipment Company	\$1,219.83
	Invoice	Description			Amount
	150543	SMALL TOOLS			\$104.94
	151529	SMALL TOOLS			\$1,114.89
11917	05/11/2023		Accounts Payable	GENERAL BUILDING MANAGEMENT	\$12,189.31
	Invoice	Description			Amount
	18313	JANITORIAL SVCS FOR LIBRARIES APRIL 2023			\$4,362.00
	18312	JANITORIAL SVCS APRIL 2023			\$7,827.31
11918	05/11/2023		Accounts Payable	GRM Information Management Services, Inc	\$872.70
	Invoice	Description			Amount
	0478229	MONTHLY INITIAL MOVE-IN APRIL 2023			\$10.98
	0478222	MONTHLY ACCT MAINTENANCE FEE APRIL 2023			\$20.00

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Number	Date	Description	Source	Payee Name	Transaction Amount
	0478223	MONTHLY RECORDS STORAGE APRIL 2023, CITY CLERK			\$123.47
	0478228	MONTHLY FILE STORAGE APRIL 2023, BLDG			\$49.47
	0478224	MONTHLY FILE STORAGE APRIL 2023, CED			\$64.68
	0478226	MONTHLY FILE STORAGE APRIL 2023, PARKS & REC			\$24.20
	0478225	MONTHLY FILE STORAGE APRIL 2023, FINANCE			\$292.24
	0478227	MONTHLY FILE STORAGE APRIL 2023, PUBLIC WORKS			\$83.66
	0479424	MONTHLY SHREDDING SVCS APRIL 2023			\$204.00
11919	05/11/2023		Accounts Payable	Home Depot	\$3,977.88
	Invoice	Description			Amount
	739699049	JANITORIAL SUPPLIES FOR CITY HALL			\$536.24
	740123666	JANITORIAL SUPPLIES FOR CITY HALL			\$168.75
	739904555	JANITORIAL SUPPLIES FOR PARKS			\$1,096.55
	739904548	JANITORIAL SUPPLIES FOR CITY YARD			\$2,176.34
11920	05/11/2023		Accounts Payable	Interwest Consulting Group	\$665.00
	Invoice	Description			Amount
	87041	PROFESSIONAL SVCS MARCH 2023, 6605 ROSEMEAD PLAN CHECK			\$665.00
11921	05/11/2023		Accounts Payable	Jason Sperling DBA People Speak, LLC	\$800.00
	Invoice	Description			Amount
	PIC-0022	WEBSITE APPLICATION SVCS MAY 2023			\$800.00

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Number	Date	Description	Source	Payee Name	Transaction Amount
11922	05/11/2023		Accounts Payable	JCL Traffic Services	\$4,937.10
	Invoice	Description			Amount
	119133	STREET SIGN SUPPLIES			\$2,254.61
	119162	PARKING SIGNS AND SUPPLIES			\$1,915.15
	119236	STREET SIGNS			\$767.34
11923	05/11/2023		Accounts Payable	LANDS' END, INC/BUSINESS OUTFITTERS	\$48.46
	Invoice	Description			Amount
	SIN11170403	UNIFORMS FOR STAFF			\$48.46
11924	05/11/2023		Accounts Payable	Mariposa Landscapes, Inc	\$20,475.00
	Invoice	Description			Amount
	102399	MONTHLY LANDSCAPE SERVICES FOR APRIL 2023			\$20,475.00
11925	05/11/2023		Accounts Payable	Nationwide Cost Recovery Services, LLC	\$1,880.00
	Invoice	Description			Amount
	PR M111-A	FORECLOSURE REGISTRATION FEES MARCH 2023			\$1,504.00
	PR M112-A	FORECLOSURE REGISTRATION FEES APRIL 2023			\$376.00
11926	05/11/2023		Accounts Payable	Nationwide Retirement Solutions	\$5,229.44
	Invoice	Description			Amount
	042723A	EMPLOYEE/EMPLOYER CONTRIBUTIONS FOR PE 04/21/23 (401A)-LORENA P.			\$52.92
	051123	EMPLOYEE/EMPLOYER CONTRIBUTIONS FOR P/E 05/05/23 (401A)			\$5,176.52

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Number	Date	Description	Source	Payee Name	Transaction Amount
11927	05/11/2023		Accounts Payable	Nationwide RS	\$1,088.30
	Invoice	Description			Amount
	051123	PEHP BENEFIT/DEDUCTION FOR P/E 05/05/23			\$1,088.30
11928	05/11/2023		Accounts Payable	PRMPCEA	\$611.00
	Invoice	Description			Amount
	051123	UNION DUES FOR P/E 05/05/23			\$611.00
11929	05/11/2023		Accounts Payable	Rousselle Company Inc.	\$1,035.00
	Invoice	Description			Amount
	2023-001114	PEST CONTROL SVC APRIL 2023, RIVERA PARK			\$115.00
	2023-001124	PEST CONTROL SVC APRIL 2023, PICO PARK			\$115.00
	2023-001125	PEST CONTROL SVC APRIL 2023, SENIOR CENTER			\$65.00
	2023-001123	PEST CONTROL SVC APRIL 2023, YOUTH CENTER			\$65.00
	2023001122	PEST CONTROL SVC APRIL 2023, RIO HONDO PARK			\$65.00
	2023-001121	PEST CONTROL SVC APRIL 2023, STREAMLAND PARK			\$45.00
	2023-001120	PEST CONTROL SVC APRIL 2023, NATIVIDAD CENTER			\$55.00
	2023-001119	PEST CONTROL SVC APRIL 2023, RIO VISTA PARK			\$65.00
	2023-001118	PEST CONTROL SVC APRIL 2023, SMITH PARK			\$85.00
	2023-001117	PEST CONTROL SVC APRIL 2023, CITY HALL			\$240.00
	2023-001116	PEST CONTROL SVC APRIL 2023, HISTORICAL MUSEUM			\$55.00
	2023-001115	PEST CONTROL SVC APRIL 2023, PARKS & REC			\$65.00

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Number	Date	Description	Source	Payee Name	Transaction Amount
11930	05/11/2023		Accounts Payable	S & J Supply Co., Inc.	\$4,779.02
	Invoice	Description			Amount
	S100206195.002	MAIN SERVICE & REPAIR			\$1,127.31
	S100208676.001	MAIN SERVICE & REPAIR			\$3,651.71
11931	05/11/2023		Accounts Payable	S & S LaBarge Golf Inc	\$57,985.54
	Invoice	Description			Amount
	293	PAYROLL 4/13/23-4/26/23			\$29,488.94
	291	EXPENSE REIMBURSEMENT MARCH 2023			\$34,329.16
	291-A	EXPENSE REIMBURSEMENT MARCH 2023			(\$5,832.56)
11932	05/11/2023		Accounts Payable	Security Signal Devices	\$283.50
	Invoice	Description			Amount
	S-01099713	SERVICE CALL FOR PICO PARK, 4/24/23			\$283.50
11933	05/11/2023		Accounts Payable	SEIU Local 721	\$1,466.11
	Invoice	Description			Amount
	051123	UNION DUES FOR P/E 05/05/23			\$1,466.11
11934	05/11/2023		Accounts Payable	Shoeteria, Inc.	\$1,397.81
	Invoice	Description			Amount
	0047849-IN	SAFETY SHOES FOR SAMMY SANCHEZ			\$200.00

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From Payment Date: 4/27/2023 - To Payment Date: 5/25/2023

Number	Date	Description	Source	Payee Name	Transaction Amount
	0047850-IN	SAFETY SHOES FOR ADRIAN RODRIGUEZ			\$200.00
	0048393-IN	SAFETY SHOES FOR ALBERT RAMIREZ			\$199.87
	0048395-IN	SAFETY SHOES FOR MARCOS CAMPOS			\$200.00
	0048396-IN	SAFETY SHOES FOR MICHAEL GALVAN			\$200.00
	0048397-IN	SAFETY SHOES FOR CHRISTIAN CARDENAS			\$200.00
	0048672-IN	SAFETY SHOES FOR JOSE ALLAN MARIN			\$197.94
11935	05/11/2023		Accounts Payable	Tanko Streetlighting, Inc	\$4,395.86
	Invoice	Description			Amount
	68868	MAINTENANCE AND OPERATION AT STREET LIGHTS APRIL 2023			\$4,395.86
11936	05/11/2023		Accounts Payable	The Sauce Creative Services	\$313.96
	Invoice	Description			Amount
	6146	MEMORIAL DAY INVITATIONS			\$313.96
11937	05/11/2023		Accounts Payable	The Sherwin-Williams Co.	\$501.50
	Invoice	Description			Amount
	5738-4	PAINT SUPPLIES			\$74.96
	7698-8	GRAFFITI SUPPLIES			\$25.17
	5730-1	PAINT SUPPLIES			\$74.77
	5905-9	PAINT SUPPLIES			\$21.81
	6108-9	PAINT SUPPLIES			\$304.79

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From Payment Date: 4/27/2023 - To Payment Date: 5/25/2023

Number	Date	Description	Source	Payee Name	Transaction Amount
11938	05/11/2023		Accounts Payable	TRC ENGINEERS, INC	\$9,466.81
	Invoice	Description			Amount
	40063	PROFESSIONAL SERVICES THROUGH 03/31/2023			\$9,466.81
11939	05/11/2023		Accounts Payable	Underground Service Alert of Southern California	\$246.85
	Invoice	Description			Amount
	420230535	MONTHLY DATABASE TICKETS			\$181.50
	22-2303877	MONTHLY TICKETS			\$65.35
11940	05/11/2023		Accounts Payable	Vulcan Materials Co.	\$1,817.62
	Invoice	Description			Amount
	73615295	ASPHALT FOR STREETS			\$112.42
	73615294	ASPHALT FOR STREETS			\$162.65
	73618050	ASPHALT FOR STREETS			\$215.90
	73620719	ASPHALT FOR STREETS			\$368.61
	73620720	ASPHALT FOR STREETS			\$219.92
	73624410	ASPHALT FOR STREETS			\$265.13
	73624411	ASPHALT FOR STREETS			\$207.86
	73628362	ASPHALT FOR STREETS			\$265.13
11941	05/11/2023		Accounts Payable	Water Replenishment District of So. California	\$109,810.98
	Invoice	Description			Amount
	3853-0323	GROUND WATER PRODUCTION & ASSESSMENT MARCH 2023			\$109,810.98

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From Payment Date: 4/27/2023 - To Payment Date: 5/25/2023

Number	Date	Description	Source	Payee Name	Transaction Amount
11942	05/11/2023		Accounts Payable	Waxie Sanitary Supply	\$3,683.87
	Invoice	Description			Amount
	81650842	JANITORIAL SUPPLIES FOR PARKS			\$1,441.63
	81666605	JANITORIAL SUPPLIES FOR PARKS			\$1,208.41
	81660292	JANITORIAL SUPPLIES FOR PARKS			\$701.18
	81672957	JANITORIAL SUPPLIES FOR PARKS			\$332.65
11943	05/11/2023		Accounts Payable	Weck Laboratories Inc.	\$1,280.00
	Invoice	Description			Amount
	W3D2510	WATER QUALITY SAMPLING			\$250.00
	W3D2508	WATER QUALITY SAMPLING			\$120.00
	W3D2506	WATER QUALITY SAMPLING			\$170.00
	W3D2505	WATER QUALITY SAMPLING			\$250.00
	W3D2504	WATER QUALITY SAMPLING			\$250.00
	W3D2173	WATER QUALITY SAMPLING			\$240.00
11944	05/11/2023		Accounts Payable	Willdan Engineering	\$165,130.10
	Invoice	Description			Amount
	00625094	PROFESSIONAL SVCS THROUGH 2/24/23, TRAFFIC ENGINEERING SVCS			\$2,960.00
	00625394	PROFESSIONAL SVCS THROUGH 3/31/23, TRH BRIDGE REPAIR			\$5,906.00
	00625195	PROFESSIONAL SVCS THROUGH 12/30/22, OVERLAY & RECONSTRUCTION			\$142,685.60
	00625308	PROFESSIONAL SVCS THROUGH 3/31/23, ON-CALL TRAFFIC ENGINEERING			\$2,960.00

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Number	Date	Description	Source	Payee Name	Transaction Amount
	00625239	PROFESSIONAL SVCS THROUGH 3/31/23, CITY HALL EV CIP 50010			\$10,458.50
	00624976	PROFESSIONAL SVCS THROUGH 1/27/23, 8825 WASHINGTON TIA REVIEW			\$160.00
11945	05/11/2023		Accounts Payable	Frontier California	\$167.49
	Invoice	Description			Amount
	Import - 2993	Radio & Telecommunication			\$167.49
11946	05/11/2023		Accounts Payable	City of Pico Rivera	\$240.61
	Invoice	Description			Amount
	Import - 2994	WATER SVC			\$240.61
11947	05/11/2023		Accounts Payable	So Calif Edison Company	\$5,321.38
	Invoice	Description			Amount
	Import - 2995	ELECTRIC SVC-3260 FAIRWAY DR			\$5,321.38
11948	05/12/2023		Accounts Payable	So Calif Edison Company	\$4,605.91
	Invoice	Description			Amount
	45037	UTILITIES FOR MARCH 2023			\$4,605.91
11949	05/12/2023		Accounts Payable	So Calif Edison Company	\$317.85
	Invoice	Description			Amount
	Import - 4517	ELECTRIC SVC-4632 ORANGE ST			\$317.85

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Number	Date	Description	Source	Payee Name	Transaction Amount
11950	05/12/2023		Accounts Payable	T-Mobile USA, Inc	\$2,057.16
	Invoice	Description			Amount
	Import - 4518	Radio & Telecommunication For APRIL			\$2,057.16
11951	05/15/2023		Accounts Payable	Office Depot	\$3,572.54
	Invoice	Description			Amount
	Import - 4519	Office Supplies			\$3,572.54
11952	05/02/2023		Accounts Payable	US Bank Corporate Trust Services	\$55,361.35
	Invoice	Description			Amount
	20230426	CalCard- April 2023			\$55,361.35
11953	05/06/2023		Accounts Payable	Time Warner Cable	\$849.00
	Invoice	Description			Amount
	Import - 4523	RADIO & TELECOMMUNICATION			\$849.00
11954	05/16/2023		Accounts Payable	Frontier California	\$554.91
	Invoice	Description			Amount
	Import - 4524	Radio & Telecommunication			\$554.91
11955	05/15/2023		Accounts Payable	Wilmington Trust, National Association	\$563,084.39
	Invoice	Description			Amount
	130877-000	2018 CERTIFICATES OF PARTICIPATION			\$563,084.39

City of Pico Rivera
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Number	Date	Description	Source	Payee Name	Transaction Amount
11956	05/15/2023		Accounts Payable	US Bank Corporate Trust Services	\$109,019.39
	Invoice	Description			Amount
	05/15/2023	PR WATER AUTHORITY REVENUE BONDS, 1999 SERIES A FOR MAY 2023			\$109,019.39
11957	05/17/2023		Accounts Payable	Frontier California	\$190.37
	Invoice	Description			Amount
	Import - 4525	Radio & Telecommunication			\$190.37
11958	05/18/2023		Accounts Payable	Advanced Avant-Garde Corp.	\$3,327.50
	Invoice	Description			Amount
	8525	PROFESSIONAL SVCS APRIL 2023, CLEAN CA LOCAL GRANT			\$3,327.50
11959	05/18/2023		Accounts Payable	Airgas USA, LLC	\$601.69
	Invoice	Description			Amount
	9137678586	MECHANIC SHOP SUPPLIES			\$601.69
11960	05/18/2023		Accounts Payable	Aramark	\$661.09
	Invoice	Description			Amount
	5860158321	UNIFORM RENTAL SERVICE			\$334.63
	5860161094	UNIFORM RENTAL SERVICE			\$326.46
11961	05/18/2023		Accounts Payable	Bland, Renee	\$60.00

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Number	Date	Description	Source	Payee Name	Transaction Amount
	Invoice	Description			Amount
	SPRINGWK8'23	UMPIRE SERVICES FOR SR. LEAGUE SERVICES			\$60.00
11962	05/18/2023		Accounts Payable	BSN Sports, LLC	\$3,819.83
	Invoice	Description			Amount
	306950563A	SPORTS SUPPLIES			\$3,819.83
11963	05/18/2023		Accounts Payable	COSTAR REALTY INFORMATION, INC.	\$1,551.38
	Invoice	Description			Amount
	120343523	REAL ESTATE ONLINE FOR MAY 2023			\$1,551.38
11964	05/18/2023		Accounts Payable	DIEGO'S AUTO REPAIR	\$2,280.35
	Invoice	Description			Amount
	29178	MAINTENANCE AND REPAIRS OF UNIT 262			\$2,280.35
11965	05/18/2023		Accounts Payable	Home Depot	\$813.03
	Invoice	Description			Amount
	742474554	JANITORIAL SUPPLIES FOR PARKS			\$813.03
11966	05/18/2023		Accounts Payable	I Copy, Inc (ibe digital)	\$2,624.70
	Invoice	Description			Amount
	454687	MAINTENANCE AND TONER EQUIPMENT FINANCE			\$36.38
	454586	CONTRACT USAGE CHARGE 04/10/23-05/09/23			\$15.55

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Number	Date	Description	Source	Payee Name	Transaction Amount
	454382	MAINTENANCE AND TONER EQUIPMENT SMITH PARK			\$18.19
	454804	CONTRACT OVERAGE CHARGE 4/17/23-5/16/23			\$2,554.58
11967	05/18/2023		Accounts Payable	Interwest Consulting Group	\$1,540.00
	Invoice	Description			Amount
	87538	PROFESSIONAL SVCS APRIL 2023, 9257 SLAUSON STARBUCKS GRADING			\$1,050.00
	87536	PROFESSIONAL SVCS APRIL 2023, 6605 ROSEMEAD PLAN CHECK			\$490.00
11968	05/18/2023		Accounts Payable	John L Hunter & Associates Inc.	\$4,358.17
	Invoice	Description			Amount
	PR1MS412302	PROFESSIONAL SVCS, FEBRUARY 2023, NPDES PROGRAM SVCS			\$1,962.17
	PR1MS412303	PROFESSIONAL SVCS, MARCH 2023, NPDES PROGRAM SVCS			\$2,396.00
11969	05/18/2023		Accounts Payable	Kimley-Horn & Associates, Inc	\$13,291.19
	Invoice	Description			Amount
	194170001-0323	PROFESSIONAL SERVICES 03/01/23-03/31/23			\$13,291.19
11970	05/18/2023		Accounts Payable	Nationwide Environmental Services	\$111,976.51
	Invoice	Description			Amount
	33222	FUEL ADJUSTMENT APRIL 2023			\$7,937.88
	33137	GRAFFITI ABATEMENT APRIL 2023			\$25,151.06
	33200	STREET SWEEPING SERVICES MAY 2023			\$58,452.14
	33201	BUS SHELTER SERVICES MAY 2023			\$20,435.43

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Number	Date	Description	Source	Payee Name	Transaction Amount
11971	05/18/2023		Accounts Payable	Ocean Blue Environmental Services, Inc	\$3,723.13
	Invoice	Description			Amount
	38144	HAZARDOUS WASTE MANAGEMENT HOMELESS ENCAMPMENT			\$3,723.13
11972	05/18/2023		Accounts Payable	Red Wing Shoe Store	\$200.00
	Invoice	Description			Amount
	702-1-9486	SAFETY SHOES FOR GERRY BURIEL			\$200.00
11973	05/18/2023		Accounts Payable	RSG, Inc	\$17,923.75
	Invoice	Description			Amount
	I009982	MHP RSP ADMINISTRATION SERVICES			\$2,700.00
	I010308	MHP RSP ADMINISTRATION SERVICES FOR APRIL 2023			\$15,223.75
11974	05/18/2023		Accounts Payable	S & J Supply Co., Inc.	\$729.30
	Invoice	Description			Amount
	S100210471.001	MAIN SERVICE & REPAIR			\$729.30
11975	05/18/2023		Accounts Payable	S & S LaBarge Golf Inc	\$31,243.21
	Invoice	Description			Amount
	295	PAYROLL 4/27/23-5/10/23			\$31,243.21
11976	05/18/2023		Accounts Payable	Southland Transit, Inc.	\$36,021.48

City of Pico Rivera
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Number	Date	Description	Source	Payee Name	Transaction Amount
	Invoice	Description			Amount
	PR APRIL -2023	PR DIAL A RIDE SVC APRIL 2023			\$36,021.48
11977	05/18/2023		Accounts Payable	The Sherwin-Williams Co.	\$973.80
	Invoice	Description			Amount
	6303-6	PAINT SUPPLIES			\$81.46
	6302-8	PAINT SUPPLIES			\$164.09
	6338-2	PAINT SUPPLIES			\$361.56
	6341-6	PAINT SUPPLIES			\$326.85
	6304-4	CREDIT FOR PAINT			(\$16.86)
	6157-6	PAINT SUPPLIES FOR STREETS			\$56.70
11978	05/18/2023		Accounts Payable	United Rentals (North America), Inc	\$196.41
	Invoice	Description			Amount
	790017233-024	RIVERA REACH STORAGE CONTAINER			\$92.67
	790017234-023	RIO VISTA REACH STORAGE CONTAINER			\$103.74
11979	05/18/2023		Accounts Payable	Vulcan Materials Co.	\$1,289.39
	Invoice	Description			Amount
	73640552	ASPHALT FOR STREETS DIVISION			\$210.88
	73640551	ASPHALT FOR STREETS DIVISION			\$215.90
	73637241	ASPHALT FOR STREETS DIVISION			\$159.64
	73633157	ASPHALT FOR STREETS DIVISION			\$313.36

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Number	Date	Description	Source	Payee Name	Transaction Amount
	73635009	ASPHALT FOR STREETS DIVISION			\$176.72
	736030586	ASPHALT FOR STREETS DIVISION			\$212.89
11980	05/18/2023		Accounts Payable	Waxie Sanitary Supply	\$966.29
	Invoice	Description			Amount
	81702078	JANITORIAL SUPPLIES FOR PARKS			\$966.29
11981	05/18/2023		Accounts Payable	Weck Laboratories Inc.	\$910.00
	Invoice	Description			Amount
	W3E1315	WATER QUALITY SAMPLING			\$600.00
	W3E0445	WATER QUALITY SAMPLING			\$60.00
	W3E0446	WATER QUALITY SAMPLING			\$250.00
11982	05/18/2023		Accounts Payable	Western Water Works Supply Company	\$9,814.47
	Invoice	Description			Amount
	1239565-00	METER REPLACEMENT PROGRAM			\$9,814.47
11983	05/18/2023		Accounts Payable	Willdan Engineering	\$238,823.50
	Invoice	Description			Amount
	00228670	PROFESSIONAL SVCS THROUGH 4/30/23, INSPECTIONS			\$13,680.00
	00624419	PROF SVCS 08/01/22-10/28/22, PR -OVERLAY & RECONSTRUCTION PROJEC			\$152,606.45
	00625396	PROFESSIONAL SVCS THROUGH 3/31/23, OVERLAY & RECONSTRUCTION			\$44,537.05
	00625340	WHITTIER UNDERPASS THROUGH 03/31/2023			\$7,546.25

City of Pico Rivera
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Number	Date	Description	Source	Payee Name	Transaction Amount
	00625341	UNDERPASS DRAINAGE THROUGH 03/31/2023			\$19,256.75
	00337599	PROFESSIONAL SVCS THROUGH 04/28/23, HSIP CYCLE 8			\$525.00
	00337598	PROFESSIONAL SVCS THROUGH 4/28/23, HSIP CYCLE 7			\$672.00
11984	05/18/2023		Accounts Payable	So Calif Gas Company	\$168.68
	Invoice	Description			Amount
	Import - 4526	GAS SVC-9633 Beverly Blvd			\$168.68
11985	05/19/2023		Accounts Payable	So Calif Gas Company	\$113.48
	Invoice	Description			Amount
	Import - 4585	GAS SVC-8751 COFFMAN RIO VISTA PARK			\$113.48
11986	05/19/2023		Accounts Payable	Time Warner Cable	\$40.40
	Invoice	Description			Amount
	Import - 4586	RADIO & TELECOMMUNICATION			\$40.40
11987	05/22/2023		Accounts Payable	Lowe's	\$11,596.33
	Invoice	Description			Amount
	Import - 4589	BUILDING MAINTANCE SUPPLIES			\$11,596.33
11988	05/22/2023		Accounts Payable	Frontier California	\$154.75
	Invoice	Description			Amount
	Import - 4590	Radio & Telecommunication			\$154.75

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Number	Date	Description	Source	Payee Name	Transaction Amount
11989	05/22/2023		Accounts Payable	Time Warner Cable	\$11.15
	Invoice	Description			Amount
	Import - 4591	RADIO & TELECOMMUNICATION			\$11.15
11990	05/22/2023		Accounts Payable	City of Pico Rivera	\$41.54
	Invoice	Description			Amount
	Import - 4592	WATER SVC			\$41.54
11991	05/22/2023		Accounts Payable	So Calif Gas Company	\$652.66
	Invoice	Description			Amount
	Import - 4593	GAS SVC-6615 PASSONS BLVD CITY HALL			\$652.66
11992	05/24/2023		Accounts Payable	Time Warner Cable	\$114.99
	Invoice	Description			Amount
	Import - 4594	RADIO & TELECOMMUNICATION			\$114.99
11993	05/24/2023		Accounts Payable	So Calif Gas Company	\$2,125.62
	Invoice	Description			Amount
	Import - 4595	GAS SVC-9025 MINES AVE			\$2,125.62
11994	05/24/2023		Accounts Payable	So Calif Edison Company	\$1,906.33
	Invoice	Description			Amount

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Number	Date	Description	Source	Payee Name	Transaction Amount
	Import - 4596	UTILITIES FOR APRIL 2023			\$1,906.33
11995	05/24/2023		Accounts Payable	So Calif Edison Company	\$16.22
	Invoice	Description			Amount
	45049	UTILITIES FOR APRIL 2023			\$16.22
11996	05/24/2023		Accounts Payable	So Calif Edison Company	\$35,370.43
	Invoice	Description			Amount
	Import - 4598	ELECTRIC SVC-VARIOUS LOCATION			\$35,370.43
11997	05/24/2023		Accounts Payable	US Bank Corporate Trust Services	\$75,200.51
	Invoice	Description			Amount
	05/24/2023	2021 SA TARBS			\$75,200.51
11998	05/25/2023		Accounts Payable	Advanced Avant-Garde Corp.	\$6,603.75
	Invoice	Description			Amount
	8546	PROF SVCS, APRIL 2023, CDBG PROGRAM MANAGEMENT			\$6,416.25
	8545	PROF SVCS, APRIL 2023, BUSINESS GRANT PROGRAM			\$187.50
11999	05/25/2023		Accounts Payable	Christina A. Causly	\$750.00
	Invoice	Description			Amount
	144920 & 144923	TOTAL BODY WORKOUT CLASSES MAY 2023			\$750.00

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Number	Date	Description	Source	Payee Name	Transaction Amount
12000	05/25/2023		Accounts Payable	Comlock Security Group	\$2,099.66
	Invoice	Description			Amount
	844470	REAR ENTRY GATE REPAIR, CITY HALL			\$2,099.66
12001	05/25/2023		Accounts Payable	Danielle Eileen Ruiz	\$268.80
	Invoice	Description			Amount
	144982	BEGINNERS YOGA 5/1/23-5/31/23			\$268.80
12002	05/25/2023		Accounts Payable	Delta Dental (Delta Care)	\$2,168.84
	Invoice	Description			Amount
	BE005496056	DENTAL SERVICES (DHMO) FOR MAY 2023			\$2,168.84
12003	05/25/2023		Accounts Payable	Eastern County Newspaper Group, Inc.	\$2,540.45
	Invoice	Description			Amount
	35968	LEGAL AD-REGIONAL BIKEWAY CIP.21280			\$1,248.50
	35968-A	LEGAL AD-URGENCY ORDINANCE 1169			\$1,291.95
12004	05/25/2023		Accounts Payable	Ever After Event Productions, LLC (OC Dance)	\$2,063.60
	Invoice	Description			Amount
	144928-144931	VARIOUS DANCE CLASSES 4/11/23-5/9/23			\$2,063.60
12005	05/25/2023		Accounts Payable	Home Depot	\$920.92
	Invoice	Description			Amount

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Number	Date	Description	Source	Payee Name	Transaction Amount
	743435257	JANITORIAL SUPPLIES FOR CITY YARD			\$358.35
	743712291	JANITORIAL SUPPLIES FOR PARKS			\$562.57
12006	05/25/2023		Accounts Payable	I Copy, Inc (ibe digital)	\$36.38
	Invoice	Description			Amount
	454900	MAINTENANCE AND TONER EQUIPMENT SENIOR CENTER			\$36.38
12007	05/25/2023		Accounts Payable	JCL Traffic Services	\$94.33
	Invoice	Description			Amount
	119379	PARKING SIGNS AND SUPPLIES			\$94.33
12008	05/25/2023		Accounts Payable	Kimley-Horn & Associates, Inc	\$2,399.37
	Invoice	Description			Amount
	24899034	PROFESSIONAL SVCS THROUGH 4/30/23, HEU 2021-2029			\$2,399.37
12009	05/25/2023		Accounts Payable	Lincoln Financial Group	\$1,301.50
	Invoice	Description			Amount
	050123	SUPPLEMENTAL LIFE INSURANCE FOR MAY 2023			\$1,301.50
12010	05/25/2023		Accounts Payable	Lu's Lighthouse Inc.	\$3,569.23
	Invoice	Description			Amount
	01239046	SAFETY LIGHTS FOR FLEET			\$3,569.23

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Number	Date	Description	Source	Payee Name	Transaction Amount
12011	05/25/2023		Accounts Payable	Martinez, Ben	\$60.00
	Invoice	Description			Amount
	SPRINGWK823	UMPIRE SVCS FOR SENIOR LEAGUE 5/18/23			\$60.00
12012	05/25/2023		Accounts Payable	MSA-Dental Pool	\$9,688.14
	Invoice	Description			Amount
	050123	DENTAL SERVICES (DPPO) FOR MAY 2023			\$9,688.14
12013	05/25/2023		Accounts Payable	Nationwide Retirement Solutions	\$5,004.10
	Invoice	Description			Amount
	052523	EMPLOYEE/EMPLOYER CONTRIBUTIONS FOR P/E 05/19/23 (401A)			\$5,004.10
12014	05/25/2023		Accounts Payable	Nationwide RS	\$1,088.30
	Invoice	Description			Amount
	052523	PEHP BENEFIT/DEDUCTION FOR P/E 05/19/23			\$1,088.30
12015	05/25/2023		Accounts Payable	PRMPCEA	\$611.00
	Invoice	Description			Amount
	052523	UNION DUES FOR P/E 05/19/23			\$611.00
12016	05/25/2023		Accounts Payable	S & S LaBarge Golf Inc	\$8,766.81
	Invoice	Description			Amount
	294	EXPENSE REIMBURSEMENT APRIL 2023			\$25,815.05

City of Pico Rivera
Payment Register

From Payment Date: 4/27/2023 - To Payment Date: 5/25/2023

Number	Date	Description	Source	Payee Name	Transaction Amount
	294-A	EXPENSE REIMBURSEMENT APRIL 2023			(\$19,530.05)
	T-001	GOLF TOURNAMENT EXPENSES			\$2,481.81
12017	05/25/2023		Accounts Payable	SEIU Local 721	\$1,451.11
	Invoice	Description			Amount
	052523	UNION DUES FOR P/E 05/19/23			\$1,451.11
12018	05/25/2023		Accounts Payable	Serrano, Leon	\$2,067.00
	Invoice	Description			Amount
	144970-144973	TIKI TAKA SOCCER CLASSES 5/2/23-5/24/23			\$2,067.00
12019	05/25/2023		Accounts Payable	Shoeteria, Inc.	\$390.73
	Invoice	Description			Amount
	0049083-IN	SAFETY SHOES FOR ALFREDO MACIAS			\$190.73
	0049241-IN	SAFETY SHOE FOR DARREL RODRIGUEZ			\$200.00
12020	05/25/2023		Accounts Payable	Silva, Luz	\$525.00
	Invoice	Description			Amount
	144949	ZUMBA CLASS 5/2/23-5/25/23			\$525.00
12021	05/25/2023		Accounts Payable	The Lincoln National Life Insurance Company	\$11,507.74
	Invoice	Description			Amount
	050123	GROUP LIFE, STD & LTD PREMIUMS FOR MAY 2023			\$11,507.74

City of Pico Rivera
Payment Register

From Payment Date: 4/27/2023 - To Payment Date: 5/25/2023

Number	Date	Description	Source	Payee Name	Transaction Amount
12022	05/25/2023		Accounts Payable	The Sherwin-Williams Co.	\$289.89
	Invoice	Description			Amount
	6515-5	PAINT SUPPLIES			\$289.89
12023	05/25/2023		Accounts Payable	TRC ENGINEERS, INC	\$16,350.58
	Invoice	Description			Amount
	40329	PROF SVCS FOR LANDSCAPE WHITTIER THROUGH APRIL 2023			\$16,350.58
12024	05/25/2023		Accounts Payable	Vulcan Materials Co.	\$1,393.98
	Invoice	Description			Amount
	73633156	ASPHALT FOR STREETS MAINTENANCE			\$266.14
	73630586	ASPHALT FOR STREETS MAINTENANCE			\$212.89
	73643110	ASPHALT FOR STREETS DIVISION			\$320.39
	73645452	ASPHALT FOR STREETS			\$377.65
	73645453	ASPHALT FOR STREETS			\$216.91
Type EFT Totals:			159 Transactions		\$2,915,960.21

Payment Register

From Payment Date: 4/27/2023 - To Payment Date: 5/25/2023

Number	Date	Description	Source	Payee Name	Transaction Amount
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CBC GenOpe - CBC General Operating Totals

Grand Totals:

Checks	Transaction Amount
	\$3,461,474.76
EFTs	Transaction Amount
	\$2,915,960.21
Totals	Transaction Amount
	\$6,377,434.97



To: Mayor and City Council
From: City Manager
Meeting Date: June 13, 2023
Subject: SECOND READING – ADOPTION OF ORDINANCE NO. 1171 PROHIBITING SPECTATORS AND PARTICIPANTS AT ILLEGAL MOTOR VEHICLE SPEED CONTESTS OR EXHIBITIONS OF SPEED KNOWN AS “STREET TAKEOVERS”

Recommendation:

1. Adopt Ordinance No. 1171 adding Chapter 10.84 to the Pico Rivera Municipal Code to prohibit spectators and participants at illegal motor vehicle speed contests or exhibitions of speed and to establish the forfeiture of nuisance vehicles engaged therein; and
2. Authorize the City Manager (or authorized designee) to accept and execute all documents necessary to implement and enforce the ordinance.

Fiscal Impact:

There is no fiscal impact as a result of the recommended action at this time, as the costs may have been incorporated into the operating budget of various departments.

Background:

On May 9, 2023, the City Council introduced Ordinance No. 1171 prohibiting spectators and participants at “Street Takeovers” for a first reading. Below is the substance of the agenda report for the ordinance as it appeared in the aforementioned meeting.

The Pico Rivera City Council (City Council) recognizes the importance of public safety and the need to keep roadways and public rights of way safe for all residents, businesses, and stakeholders. The increase in illegal vehicle spectacle events known as “street takeovers”, where individuals perform dangerous vehicle maneuvers on public intersections for large crowds requires immediate attention. Street takeovers are dangerous events that not only pose risks to drivers and spectators but also cause damage to City streets and private property.

CITY COUNCIL AGENDA REPORT – MEETING OF JUNE 13, 2023
SECOND READING – ADOPTION OF ORDINANCE NO. 1171 PROHIBITING
SPECTATORS AND PARTICIPANTS AT ILLEGAL MOTOR VEHICLE SPEED
CONTESTS OR EXHIBITIONS OF SPEED KNOWN AS “STREET TAKEOVERS”
PAGE 2 OF 4

At the February 14, 2023 meeting, the City Council directed staff to bring an ordinance before the City Council, exploring options for enforcement, such as citations, vehicle impounding, and law enforcement, for drivers and spectators involved in illegal street takeovers. The City Council recognizes the urgent need to address this issue and is committed to taking proactive measures to prevent and deter street takeovers from occurring in the community.

Illegal street takeovers have detrimental effects on the community, including damaging city streets and private property, posing risks to public safety, and disrupting the quality of life for residents. The City of Pico Rivera (City) aims to protect its residents, businesses, and visitors from the negative impacts of illegal street takeovers by implementing effective measures to prevent and respond to these incidents.

The ordinance and enforcement options will provide the City with additional tools to address the issue of illegal street takeovers, deter such activities, and ensure that the roadways in Pico Rivera remain safe for everyone. By taking action, the City Council aims to send a strong message that illegal street takeovers will not be tolerated in Pico Rivera and that the safety and well-being of its residents and visitors are of paramount importance.

Discussion:

Streets, highways, and street intersections within the City have been the site of continuing and escalating illegal street racing and exhibitions of speed, commonly referred to as “street takeovers.” Participants in these street takeovers accelerate to extremely high speeds without regard to oncoming traffic, pedestrians, or vehicles parked or moving nearby. These street takeovers create an environment where persons engage in automobile performance demonstrations for the entertainment of participants and spectators, described as dangerous driving behavior and reckless driving when fleeing upon the arrival of law enforcement.

The mere presence of spectators at street takeovers serves to exacerbate the occurrence of these illegal vehicle speed contests and exhibitions of speed, creating an environment for these illegal activities that place the safety and welfare of the public and spectators themselves at risk.

Street takeovers are planned and coordinated by participants and spectators through the use of the internet, cell phones, social media, police scanners, and other electronic devices that allow them to move from one location to another to avoid detection and prosecution by local law enforcement. Illegal motor vehicle speed contests and exhibitions of speed damage the streets, highways, and intersections in the City, making the expenditure of public funds necessary to repair such damages.

Spectator Violations and Penalties

Under the ordinance, any individual who is knowingly present as a spectator at an illegal motor vehicle speed contest or exhibition of speed (street takeovers) or where mere preparations are being made for a street takeover is guilty of a misdemeanor. An individual is present at street takeover if they are within 500 feet of the location of the event or within 500 feet of the location where preparations are being made for the event. The City Attorney or the District Attorney has the authority to prosecute a violation of this ordinance. Local law enforcement will have the authority under this ordinance to cite spectators with an administrative citation that will result in a fine of \$2,000. The penalties in this ordinance are not exclusive, they will supplement any other regulatory codes, statutes, and ordinances enacted by the City, the State, or any other legal entity having jurisdiction.

Participants and Seizure/Forfeiture of Nuisance Vehicles

Law enforcement has the authority to investigate, penalize, and arrest participants in these illegal street takeovers as provided under state law. The penalties in this ordinance are not exclusive, they will supplement any other regulatory codes, statutes, and ordinances enacted by the City, the State, or any other legal entity having jurisdiction.

A motor vehicle involved in these street takeovers will be considered a nuisance and will be seized and subject to forfeiture if (a) it is used in a street takeover in violation of California Vehicle Code Section 23109 and (b) it is driven by the owner, a member of the owner's family, if the owner or member of their family are in the passenger seat, or if the driver lives at the same address as the owner, or if the driver or passenger has a prior contact in the vehicle according to law enforcement records. A law enforcement officer may seize a vehicle with a court order or without a court order if the seizure is incident to an arrest or search under a search warrant and there is probable cause to believe that the vehicle was used in violation of the ordinance. Upon seizure, the City Manager or their Public Safety designee must investigate any potential claimants to the vehicle and send a notice of seizure to the legal owner within 10 days of seizure. This notice will give the legal owner the opportunity to request a post-seizure hearing with a third-party administrator to determine the validity of the seizure.

The City Manager or its Public Safety designee, may order the forfeiture of vehicles seized if the factual circumstances warrant forfeiture under this ordinance and must serve a notice of intended forfeiture within 30 days of seizure of the vehicle. A person claiming a legal interest in the vehicle must within 10 days from the notice date filed with the Superior Court of the relevant county a claim opposing forfeiture. If no claims are filed or served within 15 days of the notice, the City Attorney may prepare a declaration of forfeiture that will be deemed good and sufficient title to the forfeited vehicle to the City. The City shall then sell the vehicle at a public auction set by the City Manager unless the vehicle is of such low value that it cannot be sold. In that event, the vehicle

CITY COUNCIL AGENDA REPORT – MEETING OF JUNE 13, 2023
SECOND READING – ADOPTION OF ORDINANCE NO. 1171 PROHIBITING
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will be donated or destroyed. If the subject vehicle is stolen, it may be claimed by the registered owner after impoundment or sold if no legal claimant is found.

Although California Vehicle Code Section 23109 makes street takeovers illegal, the ordinance will implement more aggressive prohibitions and penalties to deter both the racing and the attendance of spectators. Before the City Council is a comprehensive regulatory ordinance (Enclosure 1) which both declares a vehicle used in violation of Vehicle Code Section 23109 as a nuisance and establishes a legal procedure of forfeiture of such vehicle engaged in street takeovers. This ordinance also gives proper notice to citizens as to what activities are lawful and what activities are unlawful. Violation of the proposed provisions will result in misdemeanor charges and/or citations.

Conclusion:

Based on the foregoing, it is recommended that the City Council adopt Ordinance No. 1171 to add Chapter 10.84 to the Pico Rivera Municipal Code to prohibit spectators and participants at illegal motor vehicle speed contests or exhibitions of speed and to establish the forfeiture of nuisance vehicles engaged therein.



Steve Carmona

SC:PM:jgg

Enclosure: 1) Ordinance No. 1171

ORDINANCE NO. 1171**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PICO RIVERA, CALIFORNIA, ADDING CHAPTER 10.84 OF TITLE 10 OF THE PICO RIVERA MUNICIPAL CODE TO PROHIBIT SPECTATORS AND PARTICIPANTS AT ILLEGAL MOTOR VEHICLE SPEED CONTESTS OR EXHIBITIONS OF SPEED AND TO ESTABLISH THE FORFEITURE OF NUISANCE VEHICLES ENGAGED THEREIN**

WHEREAS, the City Council of the City of Pico Rivera finds and declares that pursuant to California Vehicle Code Section 23109, motor vehicle speed contests and exhibitions of speed conducted on public streets and highways are illegal; and

WHEREAS, streets, highways and intersections within the City of Pico Rivera have been the site of continuing and escalating illegal street racing and exhibitions of speed over the past several years and are commonly referred to as “street racing/intersection takeovers; and

WHEREAS, such street racing and exhibitions of speed threaten the health and safety of the public, interfere with pedestrian and vehicular traffic and create a public nuisance; and

WHEREAS, these illegal motor vehicle speed contests and exhibitions of speed create an environment where persons engaged in automobile performance demonstrations and other activities that include dangerous driving behavior for the entertainment of participants and spectators as well as reckless driving when fleeing law enforcement; and

WHEREAS, these illegal motor vehicle speed contests and exhibitions of speed attract hundreds of juveniles and adults from all areas of southern California on a regular basis to participate or to be a spectator at these events; and

WHEREAS, vehicles used in violation of California Vehicle Code Sections 23109(a) and (c) are a nuisance and will be forfeited to the City of Pico Rivera to prevent the needless loss of life and property damage associated with illegal motor vehicle speed contests and exhibitions of speed; and

WHEREAS, the City Council of the City of Pico Rivera finds it is necessary and appropriate to take steps to protect public health and safety of pedestrians and motorists in, about, or upon public streets and highways so as to minimize any dangerous conditions caused by illegal motor vehicle speed contests and exhibitions of speed.

NOW THEREFORE, BE IT ORDAINED, by the City Council of the City of Pico Rivera as follows:

SECTION 1. Incorporation of Recitals. The City Council for the City of Pico Rivera finds and declares the foregoing are true and correct and incorporates said recitals fully into this Ordinance as substantive findings.

SECTION 2. Chapter 10.84 “Illegal Speed Contests and Exhibitions of Speed,” of Title 10, “Vehicles and Traffic,” is hereby added to the Pico Rivera Municipal Code as follows:

Title 10 VEHICLES AND TRAFFIC
Chapter 10.84 ILLEGAL SPEED CONTESTS AND EXHIBITIONS OF SPEED

Section 10.84.010 Findings and purpose.

(a) The streets within the City of Pico Rivera (“City”) have been the site of continuing and escalating illegal street races over the past several years despite asserted efforts of local law enforcement agencies to prevent and otherwise abate this illegal activity through the enforcement of existing traffic laws. Illegal motor vehicle speed contests and exhibitions of speed are fueled by the presence of spectators and create an environment in which these, as well as other, illegal activities can flourish. Therefore, the intent and purpose of this Article is to discourage the presence of spectators at illegal vehicle speed contests and exhibitions of speed in the City. In discouraging spectators, the act of organizing and participating in illegal street races will be discouraged.

(b) This Chapter is adopted as a means to reduce illegal street racing and exhibitions of speed in the City by declaring the vehicles that are used in street racing activities and exhibitions of speed as nuisances and authorizing their seizure and forfeiture.

(c) This Chapter is not intended to preempt state law governing the regulation of speed contests or exhibitions of speed but rather compliment such laws by prohibiting spectators at illegal motor vehicle speed contests and exhibitions of speed events.

Section 10.84.020 Definitions.

The following words, terms and phrases, when used in this Chapter, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

(a) “City” means the City of Pico Rivera.

(b) “Days” means workdays not including weekends and holidays.

(c) “Driver” means any person who drives a motor vehicle.

(d) “Illegal motor vehicle speed contest(s) or illegal exhibition of speed(s)” means any speed contest or exhibition of speed referred to in Vehicle Code Sections 23109(a) and 21309(c).

(e) "Immediate family" means father, mother, sister, or brother.

(f) "Legal owner" means a person holding a security interest in a vehicle referred to in California Vehicle Code Section 370.

(g) "Motor vehicle" means a vehicle as defined in Vehicle Code Section 670.

(h) "Preparations" means those preparations for the illegal motor vehicle speed contest or exhibition of speed, including, but not limited to, situations in which:

(1) A group of vehicles or individuals has arrived at a location for the purpose of participating in or being spectators at the event;

(2) A group of individuals has lined one or both sides of a public street or highway for the purpose of participating in or being a spectator at the events;

(3) A group of individuals has gathered on private property open to the general public without the consent of the owner, operator, or agent thereof for the purpose of participating in or being a spectator at the event;

(4) One or more individuals has impeded the free public use of a public street or highway by actions, words, or physical barriers for the purpose of conducting the event;

(5) Two (2) or more vehicles have lined up with motors running for an illegal motor vehicle speed contest or exhibition of speed;

(6) One (1) or more drivers is revving his/her engine or spinning his/her tires in preparation for the event; or

(7) An individual is stationed at or near one (1) or more motor vehicles serving as a race starter.

(i) "Registered owner" means a person registered by the Department of Motor Vehicles as the owner of a vehicle referred to in California Vehicle Code Section 505.

(j) "Spectator" means any individual who is present at an illegal motor vehicle speed contest or exhibition of speed, or at a location where preparations are being made for such activities, for the purpose of viewing, observing, watching, or witnessing the event as it progresses. The term "spectator" includes any individual at the location of the event without regard to whether the individual arrived at the event by driving a vehicle, riding as a passenger in a vehicle, walking, or arriving by some other means.

Section 10.84.030 Violation; spectator at illegal motor speed contests or exhibitions of speed.

(1) (a) Any individual who is knowingly present as a spectator, either on a public street or highway, or on private property open to the general public without the consent of the owner, operator, or agent thereof, at an illegal motor vehicle speed contest or exhibition of speed is guilty of a misdemeanor.

(b) Any individual who is knowingly present as a spectator, either on a public street or highway, or on private property open to the general public without the consent of the owner, operator, or agent thereof, where preparations are being made for an illegal motor vehicle speed contest or exhibition of speed is guilty of a misdemeanor.

(c) The City Attorney or District Attorney shall have the authority to prosecute any violation of this Section as an infraction in the interests of justice. Additionally, the court may determine that the offense is an infraction in which the case shall proceed as if the defendant has been arraigned on an infraction complaint.

(d) An individual is present at the illegal motor vehicle speed contest or exhibition of speed if that individual is within five hundred (500) feet of the location of the event, or within five hundred (500) feet of the location where preparations are being made for the event.

(e) Nothing in this Section prohibits law enforcement officers or their agents from being spectators at illegal motor vehicle speed contests or exhibitions of speed in the course of their official duties.

(2) (a) Notwithstanding any other provision of law, to prove a violation of this Section, admissible evidence may include, but is not limited to, any of the following:

(1) The time of day;

(2) The nature and description of the scene;

(3) The number of people at the scene;

(4) The location of the individual charged in relation to any individual or group present at the scene;

(5) The number and description of motor vehicles at the scene;

(6) That the individual charged drove or was transported to the scene;

(7) That the individual charged has previously participated in an illegal motor vehicle speed contest or exhibition of speed;

(8) That the individual charged has previously aided and abetted an illegal motor vehicle speed contest or exhibition of speed;

(9) That the individual charged has previously attended an illegal motor vehicle speed contest or exhibition of speed; or

(10) That the individual charged previously was present at a location where preparations were being made for an illegal speed contest or exhibition of speed or where an exhibition of speed or illegal vehicle speed contest was in progress.

(b) For purposes of this Chapter, "Scene" refers to the location of the Street Race or Exhibition of Speed or the location of the Preparations for the Street Race or Exhibition of Speed.

Section 10.84.040 Nonexclusive remedy.

This Chapter is not the exclusive regulation or penalty for participation in a motor vehicle speed contest or exhibitions of speed. It supplements and is in addition to any other regulatory codes, statutes, and ordinances heretofore or hereafter enacted by the City, the state or any other legal entity or agency having jurisdiction. Local law enforcement agencies have the authority to cite spectators with an administrative citation. Such administrative citations will result in a fine of two thousand dollars (\$2,000).

Section 10.84.050 Seizure and Forfeiture of Nuisance Vehicles.

A motor vehicle shall be declared a nuisance and shall be seized and subject to forfeiture under this Chapter if:

(a) It is used in violation of California Vehicle Code Sections 23109(a) or (c); and

(b) (1) It is driven by the registered owner of the vehicle at the time of the violation, or the registered owner is a passenger in the vehicle at the time of the violation; or

(2) It is driven by a member of the registered owner's immediate family at the time of the violation, or a member of the registered owner's immediate family is a passenger in the vehicle at the time of the violation; or

(3) The driver or a passenger lives at the same address as the registered owner at the time of the violation; or

(4) The driver or a passenger in the vehicle at the time of the violation has a prior contact in the vehicle, as determined by law enforcement records.

(c) Declaration of this nuisance is made in accordance with the authority granted to the City in California Government Code, § 38771, and as amended from time to time.

Section 10.84.060 Seizure of Vehicles Subject to Forfeiture.

(a) A peace officer may seize a vehicle subject to forfeiture under this Section upon the issuance of an order by a court having jurisdiction of the vehicle. Seizure without court order may be made in any of the following circumstances:

(1) The seizure is incident to an arrest or search under a search warrant;

(2) There is probable cause to believe the vehicle was used in violation of Section 10.84.050.

(b) A peace officer seizing a vehicle under this Section shall complete a receipt in accordance with Penal Code Section 1412 and deliver it to the person from whose possession the vehicle was seized.

(c) An immediate investigation shall be made by the City Manager or its designee making the seizure as to any potential claimant to a vehicle whose right, title, interest, or lien is of record in the Department of Motor Vehicles of this or any other state or appropriate federal agency. If the City Manager or its designee finds that any person, other than the registered owner, is the legal owner, and the ownership did not arise subsequent to the date and time of arrest or seizure of the vehicle or notification of the forfeiture proceedings, the City Manager or its designee shall, within ten (10) days of the vehicle's seizure, send a notice of seizure to the legal owner at his or her address appearing on the records of the Department of Motor Vehicles of this or any other state or any appropriate federal agency.

(d) The City Manager or its designee making the seizure of the vehicle shall provide any potential claimants discovered as a result of the investigation set out in subsection (c) above with the opportunity for a post-seizure hearing to determine the validity of the seizure. The post-seizure hearing shall be conducted within ten (10) days of the request. A third-party administrator shall be contracted with the City and shall hold the post-hearing proceedings. Failure of either a registered or legal owner to request a hearing as provided in this Section or to attend a scheduled hearing shall satisfy the post-seizure hearing requirement.

Section 10.84.070 Notice of Seizure.

The notice of seizure shall include the following:

(a) A description of the vehicle.

(b) The date and place of seizure.

- (c) The violation of law alleged with respect to forfeiture of the vehicle.
- (d) The instructions for filing and serving a claim with the City Clerk pursuant to Section 10.84.090 and time limits for filing a claim.
- (e) A vehicle seized pursuant to this Chapter, where appropriate, may be held as evidence in any proceeding brought by the City Manager or its designee, City Attorney or District Attorney.

Section 10.84.080 Forfeiture and Notice of Intended Forfeiture of Vehicle.

- (a) The City Manager or its designee may, pursuant to this Section, order the forfeiture of vehicles seized under this Chapter.
- (b) If the City Manager or its designee determines that the factual circumstances warrant forfeiture of the vehicle described in Section 10.84.050, the City Manager or its designee shall serve a notice of intended forfeiture upon any person who has an interest in the seized vehicle. The notice shall be served as soon as practicable, but in any event within 30 days of the seizure of the vehicle subject to forfeiture.
- (c) The notice of intended forfeiture shall be served as follows:
 - (1) The notice of intended forfeiture shall be served by personal delivery or certified mail, return receipt requested, upon any person who has an interest in the seized vehicle as determined pursuant to Section 10.84.060 (c).
 - (2) In the event that the person entitled to service refuses to accept certified return receipt mail or cannot be personally served, service may be made by substituted service. Substituted service may be accomplished by any one of the following methods:
 - a. By leaving a copy during usual business hours at the recipient's business with the person who is apparently in charge, and by thereafter mailing by first class mail a copy to the recipient where the copy was left.
 - b. By leaving a copy at the recipient's dwelling or usual place of abode, in the presence of a competent member of the household and thereafter mailing by first class mail a copy to the recipient at the address where the copy was left.
 - (3) If the person entitled to service lives out of state and will not accept certified return receipt mail, then service may be made by first class mail.
 - (4) If the person entitled to notice cannot be located, or service cannot be made as set forth in this subsection, service may be made by publication in

a newspaper of general circulation. Service shall be deemed sufficient when it is accomplished pursuant to Government Code Section 6063.

Section 10.84.090 Claims Opposing Forfeiture.

A person claiming an interest in the vehicle seized pursuant to Section 10.84.050, must within ten (10) days from the date of the notice of intended forfeiture or within thirty (30) calendar days from the date of first publication of the notice of intended forfeiture, file with the Superior Court of the county in which the vehicle was seized, a Claim Opposing Forfeiture, verified in accordance with Section 446 of the Code of Civil Procedure, stating his or her interest in the vehicle. An endorsed copy of the claim shall be served upon the City Attorney within ten (10) days of the filing of the claim.

Section 10.84.100 Administrative Forfeiture.

If no claims are filed and served within 15 days of the mailing of the notice pursuant to Section 10.84.080 or within five (5) days of personal service of the notice, the City Attorney shall prepare a written declaration of forfeiture of the vehicle to the City. A written declaration of forfeiture signed by the City Attorney under this Section shall be deemed to provide good and sufficient title to the forfeited vehicle. A copy of the declaration shall be provided on request to any person informed of the pending forfeiture pursuant to Section 10.84.060. A claim that is filed and later withdrawn by the claimant shall be deemed to not have been filed.

Section 10.84.110 Judicial Forfeiture Proceedings.

(a) The filing of a claim within the time limit specified in Section 10.84.090 is considered a jurisdictional prerequisite for initiating a forfeiture proceeding. A proceeding in the civil case is a limited civil case. The burden of proof in the civil case shall be on the City by a preponderance of the evidence. All questions that may arise shall be decided and all other proceedings shall be conducted as in an ordinary civil action.

(b) Upon proof that the vehicle was used for any of the purposes set forth in Section 10.84.050, the court shall declare the vehicle a nuisance and order that the vehicle be forfeited and the proceeds upon sale distributed as set forth in Section 10.84.170. The court may make a different distribution of the proceeds, if the court finds that the claimant did not know that the vehicle was used for a purpose that constitutes a violation of this Section.

(c) A judgment of forfeiture does not require as a condition precedent the conviction of a defendant for the current violation which gave rise to the nuisance and caused these forfeiture proceedings to be initiated.

Section 10.84.120 Community Property Interest Release.

If at the time of the violation there is a community property interest in the vehicle to be forfeited, and at the time of the violation the vehicle is the only vehicle available to the registered owner's immediate family that may be operated with a class C driver's license, the vehicle shall be released to a registered owner or to the community property interest owner upon compliance with all of the following requirements:

- (a) The registered owner or the community property interest owner requests release of the vehicle and the owner of the community property interest submits proof of that interest; and
- (b) The registered owner or the community property interest owner submits proof that the vehicle is properly registered pursuant to the California Vehicle Code; and
- (c) All towing and storage charges and any administrative charges authorized pursuant to California Vehicle Code Section 22850.5 and the Pico Rivera Municipal Code are paid; and
- (d) The registered owner and the community property interest owner sign a stipulated vehicle release agreement, as described in Section 10.84.130, in consideration for the nonforfeiture of the vehicle.

Section 10.84.130 Stipulated Vehicle Release Agreement.

- (a) A stipulated vehicle release agreement shall provide for the consent of the signers to the automatic future forfeiture and transfer of title to the City of any vehicle registered to that person, if the vehicle is used in violation of California Vehicle Code Sections 23109(a) or (c). The agreement shall be in effect for five (5) years from the date of signing and shall be maintained by the City Manager or its designee.
- (b) No vehicle shall be released pursuant to Section 10.84.120 if the City Manager or its designee has on file a prior stipulated vehicle release agreement signed by that person within the previous five (5) years.

Section 10.84.140 Vehicle Title Vesting in the City.

All right, title, and interest in the vehicle shall vest in the City upon commission of the act giving rise to the nuisance under this Chapter.

Section 10.84.150 Sale of Forfeited Vehicle After Declaration of Forfeiture.

Any vehicle forfeited pursuant to this Chapter shall be sold once a declaration of forfeiture is issued by the City Attorney or an order of forfeiture is issued by a court,

as the case may be, pursuant to Sections 10.84.100 and 10.84.110. The City shall offer the forfeited vehicle for sale at public auction within sixty (60) days of receiving title to the vehicle. Low value vehicles shall be disposed of pursuant to Section 29-63.

Section 10.84.160 Disposition of Low-Value Vehicles.

If the City Manager or its designee determines that the vehicle to be forfeited and sold pursuant to this Article is of so little value that it cannot readily be sold to the public generally, the vehicle shall be conveyed to a licensed dismantler or donated to a charitable organization. License plates shall be removed from any vehicle conveyed to a dismantler pursuant to this Section.

Section 10.84.170 Distribution of Sale Proceeds.

(a) The proceeds of a sale of a forfeited vehicle shall be disposed of in the following priority:

(1) To satisfy the towing, storage and administrative costs following impoundment, the costs of providing notice, the costs of sale, and the unfunded costs of judicial proceedings, if any; then,

(2) To the City for all legal expenditures, made or incurred by the City Attorney's office in connection with the enforcement of this Chapter, including but not limited to, costs for investigation, litigation, and notices resulting from enforcement of this Article; then,

(3) To the City for local law enforcement for all expenditures other than personnel costs, made or incurred in connection with enforcement of this Chapter, including but not limited to, costs for equipment, investigation and supplies related to enforcement of this Chapter; then,

(4) To the City for all expenditures incurred by the Public Works Department for the necessary repairs to any public streets or intersections damaged as a result of the illegal street racing contest(s) or exhibitions of speed; then

(5) Upon satisfactory proof to the City Manager or its designee, to the legal owner in an amount to satisfy the indebtedness owed to the legal owner remaining as of the date of sale, excluding any accrued interest or finance charges and delinquency charges, providing that the principal indebtedness was incurred prior to the date of impoundment; then,

(6) To the holder of any subordinate lien or encumbrance on the vehicle, other than a registered or legal owner, to satisfy any indebtedness so secured if written notification of demand is received before distribution of the proceeds is

completed. The holder of a subordinate lien or encumbrance, if requested, shall furnish reasonable proof of its interest and, unless it does so upon request, is not entitled to distribution pursuant to this Section; then,

(7) To any other person, other than a registered or legal owner, who can reasonably establish an interest in the vehicle, including a community property interest, to the extent of his or her provable interest, if written notification is received before distribution of the proceeds is completed; then,

(8) Of the remaining proceeds, 100 percent shall be transferred to the City via the Finance Director.

(b) A vehicle may be destroyed only if the condition of the vehicle warrants destruction and there are no lien holders or claimants who did not know that the vehicle was used for a purpose that constitutes a violation of this Article.

(c) A forfeited vehicle shall not be sold to any person identified under Section 10.84.050 at the time the vehicle was seized.

Section 10.84.180 Accounting of Sale Proceeds.

The person conducting the sale shall disburse the proceeds of the sale as provided in Section 10.84.070 and shall provide a written accounting regarding the disposition to the City Manager or its designee and, on request, to any person entitled to a share of the proceeds to any person validly claiming a share of the proceeds, as determined by the City Manager or its designee, within fifteen (15) days after the sale is conducted.

Section 10.84.190 Stolen Vehicles.

No vehicle shall be sold pursuant to this Chapter if the City Manager or its designee determines the vehicle to have been stolen. In this event, the vehicle may be claimed by the registered owner at any time after impoundment, providing the vehicle registration is current and registered owner has no outstanding traffic violations or parking penalties on his or her driving record or on the registration record of any vehicle registered to the person. If the identity of the legal and registered owners of the vehicle cannot be reasonably ascertained, the vehicle may be sold.

Section 10.84.200 Towing and Storage Fees.

(a) The City is responsible for the costs incurred for towing and storage if it is determined that the driver at the time of impoundment did not violate California Vehicle Code Section 23109(a) or (c) and did not give rise to the nuisance.

(b) Charges for towing, storage and administrative for any vehicle impounded pursuant to this Chapter shall be set forth by Resolution by the City Council.

Section 10.84.210 Recovery of Monetary Loss.

Nothing in this Chapter shall preclude an owner of a vehicle who suffers a monetary loss from the forfeiture of a vehicle under this section from recovering the amount of the actual monetary loss from the person(s) who committed the act giving rise to forfeiture under this Chapter.

SECTION 3. Any provision of the City of Pico Rivera's Municipal Code inconsistent with the provisions of this Ordinance, to the extent of such inconsistency and no further, is hereby repealed or modified to the extent necessary to affect the provisions of this Ordinance.

SECTION 4. This Ordinance shall take effect thirty (30) days after its passage pursuant to Government Code Section 36937.

SECTION 5. The City Clerk shall certify to the adoption of this Ordinance causing it to be posted as required by law.

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APPROVED AND ADOPTED this 13th day of June 2023.

Erik Lutz, Mayor

ATTEST:

APPROVED AS TO FORM:

Cynthia Ayala, Jr. Deputy City Clerk

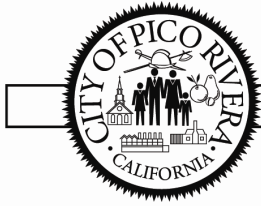
Arnold M. Alvarez-Glasman, City Attorney

STATE OF CALIFORNIA)
) §
COUNTY OF LOS ANGELES)

I, Cynthia Ayala, Jr. Deputy City Clerk of the City of Pico Rivera, do hereby certify that the foregoing Ordinance No. 1171 was adopted at a regular meeting of the City Council of the City of Pico Rivera, held on Tuesday, June 13, 2023, with the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

Cynthia Ayala, Jr. Deputy City Clerk



To: Mayor and City Council

From: City Manager

Meeting Date: June 13, 2023

Subject: RESCIND RESOLUTION NO. 7200, APPROVE A RESOLUTION REFLECTING THE CORRECT FISCAL YEAR 2022-23 GANN APPROPRIATIONS LIMIT AND ADOPT THE FISCAL YEAR 2023-24 GANN APPROPRIATIONS LIMIT

Recommendation:

1. Rescind Resolution No. 7200 and approve a proposed resolution in its place reflecting the correct fiscal year (FY) 2022-23 GANN Appropriations Limit; and
2. Approve a resolution adopting the FY 2023-24 GANN Appropriations Limit.

Fiscal Impact:

There is no fiscal impact to the General Fund related to this action. Subsequent to the adoption of the FY 2022-23 Operating Budget, staff identified the need to rescind Resolution No. 7200 (Enclosure 3) and revise the FY 2022-23 GANN Appropriations Limit previously approved by the City of Pico Rivera City Council (City Council).

Discussion:

Under Article XIII B of the California Constitution (the GANN Spending Limitation Initiative), California governmental agencies are restricted as to the number of annual appropriations from proceeds of taxes. Every fiscal year, the City may adjust its appropriations limit by the percentage change in California per capita personal income from the preceding year and the annual percentage change in the population in the City of Pico Rivera (City).

During the City's external auditor's review procedures related to the FY 2021-22 audit, it was identified that the state-mandated appropriation limits, known as the GANN Appropriation Limits, were calculated correctly as \$177,364,879. However, the wording in the approved resolution inadvertently stated the amount of \$141,206,506, which

CITY COUNCIL AGENDA REPORT – MEETING OF JUNE 13, 2023
RESCIND RESOLUTION NO. 7200, APPROVE A RESOLUTION REFLECTING THE
CORRECT FISCAL YEAR 2022-23 GANN APPROPRIATIONS LIMIT AND ADOPT THE
FISCAL YEAR 2023-24 GANN APPROPRIATIONS LIMIT
Page 2 of 2

represented the amount by which appropriations limit exceed appropriations subject to limit, rather than the limit itself.

Staff identified a similar error for FY 2022-23 GANN Limit (Resolution No. 7200). While the FY 2022-23 GANN Limit was calculated correctly as \$189,567,583, the wording in the approved resolution (Resolution No. 7200) inadvertently stated the amount of \$152,503,622, which represented the amount by which appropriations limit exceed appropriations subject to limit, rather than the limit itself.

A new proposed resolution is included in Enclosure 1 which is intended to replace Resolution No. 7200 by correcting the FY 2022-23 GANN Appropriations Limit information, and correctly stating the appropriations limit at \$189,567,583.

For FY 2023-24, the City calculates the appropriation limit with the growth in California per Capita Income of 4.44% and the population decrease of 0.75% from January 1, 2022, to January 1, 2023.

The appropriation limit for FY 2023-24 is \$196,505,757. The amount by which the appropriation limit exceeds appropriations subject to the limit is \$154,160,711.

Conclusion:

Staff recommends that the City Council rescind Resolution No. 7200 and approve the proposed resolution (Enclosure 1) in its place, reflecting the correct amount of \$189,567,583. Staff also recommend that the City Council approve a resolution adopting the FY 2023-24 GANN Appropriations Limit (Enclosure 2).



Steve Carmona

SC:JG:HD:ep

- Enclosures:
- 1) Resolution with the revised GANN appropriations limits for the FY 2022-23 and GANN Limit Calculation
 - 2) Resolution adopting the GANN appropriations limit for FY 2023-24 and GANN Limit Calculation
 - 3) Resolution No. 7200

RESOLUTION NO. ____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PICO RIVERA, CALIFORNIA, RESCINDING RESOLUTION NO. 7200 AND IN ITS PLACE, APPROVING AND ADOPTING A PROPOSED RESOLUTION REFLECTING THE CORRECT ANNUAL APPROPRIATIONS LIMIT FOR THE FISCAL YEAR 2022-23

WHEREAS, the voters of California in November 1979, added Article XIII B to the State constitution placing various limitations on the appropriations of the State and local governments known as the “GANN” appropriation limits; and

WHEREAS, the voters of California in June 1990, modified Article XIII B of the State constitution by approving Proposition 111 and SB88 (Chapter 60/90); and

WHEREAS, Article XIII B as modified by Proposition 111 and SB88 (Chapter 60/90) provides that the GANN appropriation limits for the Fiscal Year 2022-23 is calculated by adjusting the appropriations limit for Fiscal Year 2021-22 for the growth in California per Capita Personal Income or the growth in the non-residential assessed valuation due to the new construction within the city and either the population growth within the city or the population growth within the county in which the city is located; and

WHEREAS, the growth factors may be selected by annual elections of the City Council; and

WHEREAS, the City Council of the City of Pico Rivera (“City”) elects the growth in California per capita personal income and the growth in population within the County of Los Angeles (“County”) to calculate the GANN Appropriations Limit for the City for Fiscal Year 2022-23; and

WHEREAS, after its adoption, staff identified an error in Resolution No. 7200, which reflected the incorrect FY 2022-23 GANN Appropriations Limit and with this Resolution, desires to rescind Resolution No. 7200, and in its place adopt the correct GANN Appropriations Limits for FY 2023-23; and

WHEREAS, the City has complied with all the provisions of Article XIII B as modified by Proposition 111 and SB88 (Chapter 60/90) in determining the Appropriations Limit for Fiscal Year 2022-23.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Pico Rivera as follows:

SECTION 1. That Resolution No. 7200 is hereby rescinded and in its place, the proposed Resolution is approved and adopted reflecting the correct FY 2023-34 GANN Appropriation Limits.

SECTION 2. That the GANN Appropriations Limit for FY 2022-23 shall be \$189,567,583 for the City, as determined by the attached Exhibit A; incorporated herein by this reference.

RESOLUTION NO. _____

Page 2 of 2

SECTION 3. The City Clerk shall attest to the passage of this resolution, and it shall thereupon be in full force and effect.

APPROVED AND PASSED this 13th day of June 2023.

Erik Lutz, Mayor

ATTEST:

APPROVED AS TO FORM:

Cynthia Ayala, Jr. Deputy City Clerk

Arnold M. Alvarez-Glasman, City Attorney

AYES:

NOES:

ABSENT:

ABSTAIN:



EXHIBIT A
CITY OF PICO RIVERA
APPROPRIATIONS SUBJECT TO GANN LIMIT
FISCAL YEAR 2022-23

Appropriation limit for FY 2022-23	\$189,567,583
Appropriation subject to the limit for FY 2022-23	<u>(37,063,961) ⁽¹⁾</u>
Amount by which appropriation limit exceeds appropriations subject to the limit	<u><u>\$152,503,622</u></u>

⁽¹⁾ City of Pico Rivera FY 2022-23 Adopted Budget

RESOLUTION NO. ____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PICO RIVERA, CALIFORNIA, APPROVING AND ADOPTING THE ANNUAL APPROPRIATIONS LIMIT FOR FISCAL YEAR 2023-24

WHEREAS, the voters of California in November 1979, added Article XIII B to the State constitution placing various limitations on the appropriations of the State and local governments known as the “GANN” appropriation limits; and

WHEREAS, the voters of California in June 1990, modified Article XIII B of the State constitution by approving Proposition 111 and SB88 (Chapter 60/90); and

WHEREAS, Article XIII B as modified by Proposition 111 and SB88 (Chapter 60/90) provides that the GANN appropriation limits for the Fiscal Year 2023-24 is calculated by adjusting the appropriations limit for Fiscal Year 2022-23 for the growth in California per Capita Personal Income or the growth in the non-residential assessed valuation due to the new construction within the city and either the population growth within the city or the population growth within the county in which the city is located; and

WHEREAS, the growth factors may be selected by annual elections of the City Council; and

WHEREAS, the City Council of the City of Pico Rivera (“City”) elects the growth in California per capita personal income and the growth in population within the County of Los Angeles (“County”) to calculate the Appropriations Limit for the City for Fiscal Year 2023-24; and

WHEREAS, the City has complied with all the provisions of Article XIII B as modified by Proposition 111 and SB88 (Chapter 60/90) in determining the Appropriations Limit for Fiscal Year 2023-24.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Pico Rivera as follows:

SECTION 1. That the Appropriations Limit for Fiscal Year 2023-24 shall be \$196,505,757 for the City, as determined by the attached Exhibit A; incorporated herein by this reference.

SECTION 2. The City Clerk shall attest to the passage of this resolution, and it shall thereupon be in full force and effect.

[Signatures on the following page]

RESOLUTION NO. _____

Page 2 of 2

APPROVED AND PASSED this 13th day of June, 2023.

Erik Lutz, Mayor

ATTEST:

APPROVED AS TO FORM:

Cynthia Ayala, Jr. Deputy City Clerk

Arnold M. Alvarez-Glasman, City Attorney

AYES:

NOES:

ABSENT:

ABSTAIN:



EXHIBIT A

CITY OF PICO RIVERA

APPROPRIATIONS SUBJECT TO GANN LIMIT

FISCAL YEAR 2023-24

Appropriations limit for FY 2023-24	\$196,505,757
Appropriations subject to the limit for FY 2023-24	<u>(42,345,046) ⁽¹⁾</u>
Amount by which appropriation limit exceeds appropriations subject to the limit	<u><u>\$154,160,711</u></u>

⁽¹⁾ City of Pico Rivera FY 2023-24 Adopted Budget

RESOLUTION NO. 7200

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PICO RIVERA, CALIFORNIA, APPROVING AND ADOPTING THE ANNUAL APPROPRIATIONS LIMIT FOR FISCAL YEAR 2022-23

WHEREAS, the voters of California in November 1979, added Article XIII B to the State constitution placing various limitations on the appropriations of the State and local governments known as the "GANN" appropriation limits; and

WHEREAS, the voters of California in June 1990, modified Article XIII B of the State constitution by approving Proposition 111 and SB88 (Chapter 60/90); and

WHEREAS, Article XIII B as modified by Proposition 111 and SB88 (Chapter 60/90) provides that the GANN appropriation limits for the Fiscal Year 2022-23 is calculated by adjusting the appropriations limit for Fiscal Year 2021-22 for the growth in California per Capita Personal Income or the growth in the non-residential assessed valuation due to the new construction within the city and either the population growth within the city or the population growth within the county in which the city is located; and

WHEREAS, the growth factors may be selected by annual elections of the City Council; and

WHEREAS, the City Council of the City of Pico Rivera ("City") elects the growth in California per capita personal income and the growth in population within the County of Los Angeles ("County") to calculate the Appropriations Limit for the City for Fiscal Year 2022-23; and

WHEREAS, the City has complied with all the provisions of Article XIII B as modified by Proposition 111 and SB88 (Chapter 60/90) in determining the Appropriations Limit for Fiscal Year 2022-23.

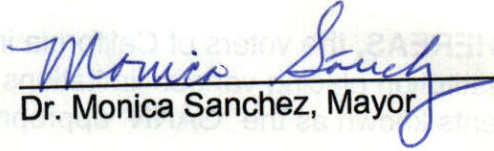
NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Pico Rivera as follows:

SECTION 1. That the Appropriations Limit for Fiscal Year 2022-23 shall be \$152,503,622 for the City, as determined by the attached Exhibit A; incorporated herein by this reference.

SECTION 2. The City Clerk shall attest to the passage of this resolution and it shall thereupon be in full force and effect.

[Signatures on the following page]

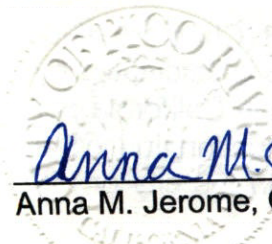
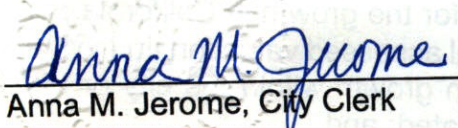
APPROVED AND PASSED this 28th day of June, 2022.



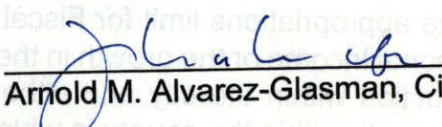
Dr. Monica Sanchez, Mayor

ATTEST:

APPROVED AS TO FORM:

Anna M. Jerome, City Clerk



Arnold M. Alvarez-Glasman, City Attorney

- AYES:** Camacho, Elias, Lara, Lutz, Sanchez
- NOES:** None
- ABSENT:** None
- ABSTAIN:** None



EXHIBIT A

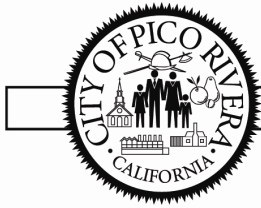
CITY OF PICO RIVERA

APPROPRIATIONS SUBJECT TO GANN LIMIT

FISCAL YEAR 2022-23

Appropriation limit for FY 2022-23	\$189,567,583
Appropriation subject to the limit for FY 2022-23	<u>(37,063,961) ⁽¹⁾</u>
Amount by which appropriation limit exceeds appropriations subject to the limit	<u><u>\$152,503,622</u></u>

⁽¹⁾ City of Pico Rivera FY 2022-23 Adopted Budget



To: Mayor and City Council
From: City Manager
Meeting Date: June 13, 2023
Subject: APPROVE A RESOLUTION UPDATING THE CITY'S CAPITAL ASSET CAPITALIZATION POLICY

Recommendation:

1. Approve a resolution updating the City's Capitalization Policy.

Fiscal Impact:

There is no cost associated with the update of this policy.

Background:

The City of Pico Rivera (City) is constantly striving to improve its policies and the services it provides to the public. Thus, the City adopted a Capital Asset Capitalization Policy to provide guidance for specific policies and procedures in conformity with the Governmental Accounting Standards Board (GASB) when it comes to maintaining a proper system for recording the value of the City's capital assets and providing the City with adequate data needed to prioritize capital improvement projects (CIPs), infrastructure additions and related improvements.

The different classes of "capital assets" include, but are not limited to land, buildings, infrastructure, and improvements other than buildings, equipment, and intangibles. The proposed updates to the current policy will ensure the City's value recording procedures are in conformity with GASB. The City reserves the right to modify, supplement, rescind, or revise any provision of this policy from time to time as it deems necessary or appropriate at its discretion.

Discussion:

The primary objective of the proposed policy updates is to define eligible costs and establish thresholds for capitalization in conformity with GASB Statement No. 34, Basic Financial Statements and Management's Discussion and Analysis for State and Local Governments, Statement No. 51, Accounting and Financial Reporting for Intangible

CITY COUNCIL AGENDA REPORT – MEETING OF JUNE 13, 2023
APPROVE A RESOLUTION UPDATING THE CITY'S CAPITAL ASSET
CAPITALIZATION POLICY
PAGE 2 OF 3

Capital Assets, Statement No. 87, Leases, and Subscription-Based Information Technology Arrangements (SBITAs), Statement No. 96.

The City adopted GASB 34, 51, and 87 in fiscal years (FY) 2001-02, FY 2009-10, and FY 2021-22, respectively. For FY ending June 30, 2023, the City is required to adopt GASB Statement No. 96, SBITAs. A SBITA is a contract that conveys control of the right to use another party's Information Technology (IT) software, alone or in combination with tangible capital assets (the underlying IT asset), as specified in the contract for a period of time in an exchange or exchange-like transaction. GASB 96 applies to government agencies that are currently using IT software. It establishes uniform accounting and financial reporting requirements for SBITAs; improves the comparability of the government's financial statements; and enhances the understandability, reliability, relevance, and consistency of information about SBITAs.

In conformity with GASB No. 96 for SBITA, the City would like to add the following sections to the City's current Capital Asset Capitalization Policy:

1. Definition of Subscription-Based Information Technology arrangements (SBITAs)
2. SBITA asset values should be calculated according to GASB Statement No. 96
3. The City capitalizes SBITAs value of \$25,000 or more.
4. Depreciation of an SBITA is recorded on a straight-line basis over the shorter of the subscription term or the useful life of the underlying IT software.
5. SBITA contracts that have a maximum term of 12 months (short-term) are not eligible for capitalization.

With the additional information for GASB 96, the proposed policy update is comprised of the latest statutory requirements and best practices. It is designed to formalize the process of capital asset capitalization and help staff appropriately determine the value of the assets, the costs of capitalization, and the useful lives.

The assets include assets purchased or leased from outside vendors and CIPs built by the City for major projects, infrastructure additions, and improvements. Planning is necessary to give adequate consideration to all capital asset needs to achieve City Council and public input on the City's physical development. The City Council can evaluate the CIP plans to ensure the City's priorities, infrastructure needs, financial capacity, and impacts that projects could have on the City's operating budget.

Conclusion:

Staff recommends the City Council approve a resolution updating the City's current Capital Asset Capitalization Policy (attached hereto as Exhibit "A" to Enclosure 1). Adopting the Capital Asset Capitalization Policy will help ensure the City stays up to date with GASB accounting pronouncements and capitalize assets appropriately. The policy will also require that the needed capital assets and CIPs receive appropriate

CITY COUNCIL AGENDA REPORT – MEETING OF JUNE 13, 2023
APPROVE A RESOLUTION UPDATING THE CITY'S CAPITAL ASSET
CAPITALIZATION POLICY
PAGE 3 OF 3

consideration in the budget process for large expenditures to further the City's vision of a sustainable, equitable, and vibrant community to live and work.



Steve Carmona

SC:JG:HD:ep

Enclosure: 1) Resolution/Exhibit A

RESOLUTION NO. ____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PICO RIVERA, CALIFORNIA, UPDATING THE CITY OF PICO RIVERA’S CAPITAL ASSET CAPITALIZATION POLICY

WHEREAS, as part of the City of Pico Rivera’s (“City”) continuing effort to enhance the City’s fiscal and operational practice, a Capital Asset Capitalization policy (the “Policy”), attached hereto as Exhibit “A”, has been developed and submitted to the City Council for review and approval; and

WHEREAS, the purpose of the Policy is to establish a formal process for capital asset capitalization.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Pico Rivera as follows:

SECTION 1. The above recitals are true and correct and incorporated herein by reference.

SECTION 2. The Policy is hereby adopted updating the City’s Capital Asset Capitalization Policy (Exhibit “A”) and the City Manager, or his/her designee is hereby authorized to carry out reasonably necessary actions to implement the Policy citywide.

SECTION 3. The City Clerk shall attest to the passage of this resolution, and it shall thereupon be in full force and effect.

APPROVED AND PASSED this 13th day of June 2023.

Erik Lutz, Mayor

ATTEST:

APPROVED AS TO FORM:

Cynthia Ayala, Jr. Deputy City Clerk

Arnold M. Alvarez-Glasman, City Attorney

AYES:
NOES:
ABSENT:
ABSTAIN:



City of Pico Rivera Capital Asset Capitalization Policy

PURPOSE:

To define eligible costs and establish thresholds for capitalization in conformity with Governmental Accounting Standards Board (GASB) Statement No. 34, Basic Financial Statements and Management's Discussion and Analysis for State and Local Governments, Statement No. 51, Accounting and Financial Reporting for Intangible Capital Assets, Statement No. 87, Leases and Subscription-Based Information Technology Arrangements (SBITAs), Statement No. 96.

DEFINITION:

According to the GASB, capital assets include but are not limited to land, buildings, improvements, vehicles, machinery, equipment, infrastructure (e.g., roads, bridges, sidewalks, and similar items), and all other tangible or intangible assets used in operations and having initial useful lives extending beyond one reporting period. Capital asset capitalization refers to the process of recording the value of an asset and reducing the value of the item over time through a series of monthly or annual depreciation journal entries.

GENERAL POLICY:

Purchased, leased, subscribed, donated, or internally developed assets meeting the City's capitalization definition and threshold will be classified and recorded in the City's financial records as capital assets. The City capitalizes all land, buildings, improvements, vehicles, machinery, equipment, leased and subscribed assets with an estimated useful life or lease term greater than one year and asset values of \$5,000 or more, leased assets and SBITAs value of \$25,000 or more, and infrastructure assets costing \$50,000 or more¹.

MAJOR ASSET CLASSES:

- Land – includes land under infrastructure and preparation costs. Costs can include acquisition prices and the cost of initially preparing land for its intended use (basic site improvements, removal, excavation, relocation, reconstruction). Land almost always has an indefinite useful life and is not depreciated.
- Buildings – permanent structures. Costs can include the purchase of a new building or the cost of an improvement to an existing building. An entire building can be classified as one asset or be reported as separate capital assets if discrete portions of the building have significantly different useful lives (e.g., the roof may be reported as separate from the building).
- Infrastructure – capital assets that are normally stationary in nature and can normally be preserved for a significantly greater number of years than most capital assets. Examples include roads, bridges, tunnels, drainage systems, water and sewer systems, and lighting systems.
- Improvements other than buildings – permanent improvements (non-moveable) other than buildings that add value to land but do not have an indefinite useful life. Examples include fences, retaining walls, parking lots, and landscaping.

¹ Excluding "COSTS NOT ELIGIBLE FOR CAPITALIZATION".

-
- Equipment – moveable assets that include all costs to place equipment into service (freight, installation, warranties, and sales tax). Each piece of equipment must meet the minimum capitalization threshold and is not recorded in bulk. Examples include vehicles, furnishings, machinery, servers, and appliances.
 - Intangibles – assets that are not physical in nature, including software, easements, water rights, etc.
 - Permanent Easement – intangibles with an indefinite useful life and are not depreciated.
 - Temporary Easements – intangibles without an indefinite useful life and are depreciated. Examples include temporary construction easements.
 - Software – both internally generated and off-the-shelf.
 - Leased Assets – rights to use underlying assets.
 - SBITAs – contracts that convey control of the right to use another party’s IT software, alone or in combination with tangible capital assets, as specified in the contracts for a period of time.

CAPITAL ASSET USEFUL LIFE:

The capital asset useful life is the determining factor for the number of accounting periods over which the asset must be depreciated. The City can determine the useful life of an asset by using historical information or by seeking guidance from other external resources to determine the proper useful life of the asset. Depreciation is recorded on a straight-line basis over the estimated useful life of the asset as follows:

- Buildings and Structures – 40 years
- Improvements other than Buildings – 40 years
- Furniture and Equipment – Up to 25 years
- Infrastructure – Up to 60 years
- Leased Asset – Shorter of useful life or lease term
- SBITAs – Shorter of useful life or subscription term

COSTS ELIGIBLE FOR CAPITALIZATION:

Costs should be capitalized only if directly identifiable with a specific asset and only if incurred after the acquisition of the related asset is considered likely to occur. Capital assets should be reported at historical cost, or in the absence of historical cost information, estimated historical cost. Historical costs include the following:

- Costs necessary to place the asset in its intended location (e.g., freight costs, legal costs and title fees).
- Costs necessary to place the asset in its intended condition for use (e.g., surveying fees, demolition costs, transportation costs, installation costs and site preparation charges).
- Costs for additions or improvements (excluding repairs) that either enhance the functionality or extend the expected useful life of the asset (e.g., adding a lane or road).

Donated assets should be reported at fair market value at the date of donation.

Leased asset values should be calculated according to GASB Statement No. 87.

SBITA asset values should be calculated according to GASB Statement No. 96.

COSTS NOT ELIGIBLE FOR CAPITALIZATION:

- Costs incurred before acquisition that have become probable, such as feasibility or site location studies.
- Costs of normal maintenance and repairs that do not add to the value of the asset or materially extend asset lives.
- Equipment or furnishings purchased in a group but that individually cost less than the capitalization threshold.
- General and administrative costs (overhead).
- Training to operate equipment or computer software.
- Maintenance agreements or software licenses/subscriptions.
- Slurry seal of pavement (considered as maintenance).
- Undergrounding of utilities (e.g., phone, cable, electricity, gas).
- Data conversion costs, if not required for the software to operate in the manner intended (i.e., accounts payable applications are fully able to process payments without historical data).
- Lease assets and SBITA contracts that have a maximum term of 12 months (short-term)

CAPITAL ASSET REVIEW:

The City relies on a decentralized method to verify the accuracy of capital assets. Departments are responsible for counting and evaluating the condition and functionality of existing capital assets assigned to their department to determine if the asset is still providing the most appropriate method to deliver services.

A physical inventory of the City's capital assets equipment, including the leased assets shall be conducted periodically as part of the fiscal year-end financial reporting process. A listing of capital asset equipment will be provided to each department reflecting their respective assets. Only capital assets that have a value greater than the \$5,000 minimum threshold should be accounted for in the capital asset review. The listing should be reviewed, signed, and returned to the Administrative Service Department with the following notations along with any supporting documentation:

- Any changes, such as location, sale, trade-in, or disposal of capital asset equipment.
- The equipment serial number if it does not appear correct or missing on the listing.
- Any listed equipment found to be missing during the physical inventory.

Since the City relies on this decentralized method to verify the accuracy of the capital assets, the Administrative Service Department may review a random sample of equipment from selected departments.

ACCOUNTING AND FINANCIAL REPORTING:

- Accounting for Capital Assets in Proprietary Funds – Capital assets acquired for use in proprietary fund operations should be accounted for within the appropriate funds. Depreciation of the capital assets shall be recorded as expenses for those funds.
- Accounting for Capital Assets in Governmental Funds – Capital assets acquired for use in governmental funds shall be reported in the General Fixed Assets Account Group (GFAAG) instead of the governmental funds. Depreciation of the capital assets shall be calculated, and the accumulated depreciation maintained in the GFAAG for disposition and cost accounting purposes.
- Capital assets for proprietary funds and governmental funds are reported on the Annual Comprehensive Financial Report (ACFR). The annual ACFR is published on the City's website.
- When an asset is no longer being used in operations, voluntarily or involuntarily, the asset shall be removed from the City's financial records and service. The costs of assets sold or retired (and related amounts of accumulated depreciation) are eliminated from the accounts in the fiscal year of sale or retirement. The resulting gain or loss is included in the operating statement of the related fund. For government funds, the sale of capital assets is included in the statement of revenues, expenditures, and changes in fund balances as sale proceeds.

TAGGING:

The City tags vehicles and Information Technology (IT) items, such as desktop computers and laptops, even if an item value is less than the capitalization threshold amount of \$5,000. The Administrative Service Department maintains the tag list, comprising the tag number, location, person responsible, manufacturer, model and serial number.



To: Mayor and City Council
From: City Manager
Meeting Date: June 13, 2023
Subject: APPROVE A RESOLUTION TO ADOPT PROJECTS FOR ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017 FOR FISCAL YEAR 2023-24

Recommendation:

1. Approve a resolution ratifying the road repair project(s) for fiscal year (FY) 2023-24 funded by Senate Bill 1 – The Road Repair and Accountability Act of 2017 (SB1).

Fiscal Impact:

The revenue the City will receive from SB1 is projected at \$1,536,363. The State requires the City Council to approve a resolution allocating such funds for road resurfacing project(s) and eligible construction work by submitting the proposed resolution (Enclosure 1) no later than July 1, 2023.

It is recommended that the estimated \$1,536,363 allocation for SB1 (Fund 202) for FY 2023-24 be allocated to the new Residential Resurfacing Program – Overlay and Reconstruction FY 2023-24 Project in the amount of \$1,336,363. In accordance with SB1 guidelines, the remaining balance of \$200,000 would be allocated to Public Works operational requirements, such as engineering staff time supervising road resurfacing projects.

Discussion:

On April 28, 2017 Governor Jerry Brown signed Senate Bill 1 - Road Repair and Accountability Act of 2017, to address basic road maintenance, rehabilitation and critical safety needs on both the state highway and local street road system.

In accordance with Section 2032 of the Streets and Highways Code, the State Controller will allocate by formula a percentage of Road Maintenance and Rehabilitation Account (RMRA) funds to eligible cities and countries. In FY 2023-24, the City is projected to receive \$1,536,363.

CITY COUNCIL AGENDA REPORT – MEETING OF JUNE 13, 2023
APPROVE A RESOLUTION TO ADOPT PROJECTS FOR ROAD REPAIR AND
ACCOUNTABILITY ACT OF 2017 FOR FISCAL YEAR 2023-24
Page 2 of 2

Prior to receiving an allocation of RMRA funds from the Controller each fiscal year, the City is required to submit to the City Council a list of proposed projects to be funded with these funds. Section 2034 of the Streets and Highways Code stipulates that all initiatives must be authorized via resolution by the applicable legislative body at a regularly scheduled public meeting. The projects must include a description of the type of improvement, the location of each proposed project, a proposed schedule for completion and the estimated useful life.

Conclusion:

Staff recommends approval of the resolution allocating the estimated \$1,536,363 in FY 2023-24 SB1 funds (Fund 202) to the new Residential Resurfacing Program – Overlay and Reconstruction FY 2023-24 Project in the amount of \$1,336,363. The remaining balance of \$200,000 would be allocated to Public Works operational needs, such as engineering staff time overseeing resurfacing projects, in accordance with SB1 fund guidelines.



Steve Carmona

SC:NN:MPC:np

Enclosure: 1) Resolution

RESOLUTION NO. ____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PICO RIVERA, CALIFORNIA, ADOPTING A LIST OF PROJECTS FOR FISCAL YEAR 2023-24 FUNDED BY SENATE BILL 1 - ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017 FUNDS

WHEREAS, Senate Bill 1 (“SB 1”), the Road Repair and Accountability Act of 2017 (Chapter 5, Statutes of 2017) was passed by the Legislature and Signed into law by the Governor in April 2017 in order to address the significant multi-modal transportation funding shortfalls statewide;

WHEREAS, SB 1 includes accountability and transparency provisions that will ensure the residents of the City of Pico Rivera (the “City”) are aware of the projects proposed for funding in our community and which projects have been completed each fiscal year;

WHEREAS, the City must adopt by resolution a list of all projects proposed to receive funding from the Road Maintenance and Rehabilitation Account (“RMRA”), created by SB 1, which must include a description and the location of each proposed project, a proposed schedule for the project’s completion, and the estimated useful life of the improvement;

WHEREAS, the City, will receive an estimated \$1,536,363 in RMRA funding created by SB 1 in Fiscal Year 2023-24;

WHEREAS, this is the seventh year in which the City is receiving SB 1 funding, which will enable the City to continue essential road maintenance and rehabilitation projects, safety improvements, repairing and replacing aging bridges, and increasing access and mobility options for the traveling public that would not have otherwise been possible without SB 1;

WHEREAS, the City used a Pavement Management System to develop the SB 1 project list to ensure revenues are being used on the most high-priority and cost-effective projects that also meet the communities priorities for transportation investment;

WHEREAS, the 2018 California Statewide Local Streets and Roads Needs Assessment found that the City’s streets and roads are in an “poor” condition and this revenue will help the City increase the overall quality of our road system and over the next decade will bring our streets and roads into an “excellent” condition; and

WHEREAS, the SB 1 project list and overall investment in our local streets and roads infrastructure focuses on basic maintenance and safety, investing in complete streets infrastructure, and using cutting-edge technology, materials and practices, which will have significant and positive co-benefits statewide.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Pico Rivera as follows:

SECTION 1. The foregoing recitals are true and correct.

SECTION 2. The following list of newly proposed projects will be funded in part of solely with Fiscal Year 2023-24 Road Maintenance and Rehabilitation Account revenues: in their delivery. With the listing of these roadway segments in the approved resolution, the City is reaffirming to the public and the State our intent to fund these projects with Road Maintenance Rehabilitation revenues:

Description	Location	Estimated Useful Life	Anticipated Year of Construction
Road Resurfacing Program- Overlay and Reconstruction FY23-24 Project	North Zone (north of Whittier Boulevard), Central Zone (north of Washington Boulevard) and South Zone (north of Telegraph Road)	15 Years	2023/24
Public Works Operational Needs	Citywide	July 1, 2023 – June 30, 2024	2023/24

SECTION 3. The City Clerk shall attest to the passage of this resolution, and it shall thereupon be in full force and effect.

APPROVED AND PASSED this 13th day of June, 2023.

Erik Lutz, Mayor

ATTEST:

APPROVED AS TO FORM:

Cynthia Ayala, Jr. Deputy City Clerk

Arnold M. Alvarez-Glasman, City Attorney

AYES:

NOES:

ABSENT:

ABSTAIN:



To: Mayor and City Council
From: City Manager
Meeting Date: June 13, 2023
Subject: APPROVE A RESOLUTION AUTHORIZING THE SUBMISSION OF THREE (3) POTENTIAL APPLICATIONS FOR THE STATE OF CALIFORNIA DEPARTMENT OF PARKS AND RECREATION – RECREATIONAL TRAILS PROGRAM FUND GRANT

Recommendation:

1. Approve a resolution authorizing the submission of three (3) potential applications for the State of California’s Department of Parks and Recreation – Recreational Trails Program; and
2. Authorize the City Manager to conduct all negotiations, execute and submit all documents reasonably necessary for the completion of the awarded project and/or agreement in a form approved by the City Attorney.

Fiscal Impact:

There is no fiscal impact to the General Fund at this time. The State of California Department of Parks and Recreation is presently offering a competitive grant program called the "Recreational Trails Program". This program does not impose a minimum or maximum grant request amount. However, the City of Pico Rivera (City) is required to provide a funding match amount that is a minimum of 12% of the total project cost. Staff is estimating the cost of each project to be \$1 million for Smith Park, \$1 million for Pico Park, and \$1.4 million for the Pio Pico Park – Connector Project, a combined total of \$3.4 million; thus, requiring a possible match of at least \$408,000. If a grant is awarded, staff will return to the City Council to identify additional funding sources and request budget approval for the matching requirement.

Discussion:

The Recreational Trails Program is a state-administered local assistance program of the United States Department of Transportation’s Federal Highway Administration (the Program). Within the state of California, the Program is administered by the Office of

CITY COUNCIL AGENDA REPORT – MEETING OF JUNE 13, 2023
APPROVE A RESOLUTION AUTHORIZING THE SUBMISSION OF THREE (3)
POTENTIAL APPLICATIONS FOR THE STATE OF CALIFORNIA DEPARTMENT OF
PARKS AND RECREATION – RECREATIONAL TRAILS PROGRAM FUND GRANT
Page 2 of 2

Grants and Local Services of the Department of Parks and Recreation. The Program intends to annually provide funding for the development of non-motorized recreational trails. The application procedure requires that the City Council approve a resolution authorizing the submission of the grant application on behalf of the City.

If the grant is awarded, staff is proposing to utilize funding to construct a walking path/trail loop around the perimeters Smith Park and Pico Park, as well as the Pio Pico Park – Connector Project. The plan includes a recommendation to construct a walking path/trail loop in the park, which will give parkgoers a place to walk or jog. Additional eligible expenditures include trail lighting, water fountains, signage, and landscaping necessary to preserve the integrity of the trail.

Conclusion:

It is recommended that the City Council authorize the submission three (3) potential applications for the state of California Parks and Recreation “Recreational Trails Program” and authorize the City Manager to conduct all negotiations, execute and submit all documents reasonably necessary for the completion of the awarded project and/or agreement in a form approved by the City Attorney.



Steve Carmona

SC:PY

Enclosure: 1) Resolution

RESOLUTION NO. ____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY PICO RIVERA, CALIFORNIA, APPROVING THE SUBMITTAL OF A GRANT APPLICATION FOR THE STATE OF CALIFORNIA DEPARTMENT OF PARKS AND RECREATION "RECREATIONAL TRAILS PROGRAM" FUND GRANT

WHEREAS, the Bipartisan Infrastructure Law of 2021 (BIL) provides funds to the State of California for Grants to federal, state, local and non-profit organizations to acquire, develop and/or maintain motorized and non-motorized trail Projects; and

WHEREAS, the State Department of Parks and Recreation has been delegated the responsibility for the administration of the program within the State, setting up necessary procedures governing Project Application under the program; and

WHEREAS, said procedures established by the State Department of Parks and Recreation require the Applicant to certify by resolution the approval of Application(s) before submission of said Application(s) to the State; and

WHEREAS, the Applicant will enter into a Contract with the State of California to complete the Project(s);

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Pico Rivera as follows:

SECTION 1. Approves the filing of an Application for the Recreational Trails Program; and

SECTION 2. Certifies that the Project is consistent with the Applicant's general plan or the equivalent planning document; and

SECTION 3. Certifies that said Applicant has or will have available prior to commencement of any work on the Project(s) included in this Application, sufficient funds to operate and maintain the Project(s); and

SECTION 4. Certifies that the Applicant has reviewed, understands, and agrees to the General Provisions contained in the Contract shown in the Procedural Guide; and

SECTION 5. Appoints the City Manager as agent to conduct all negotiations, execute and submit all documents, including, but not limited to Applications, agreements, amendments, payment requests and so on, which may be necessary for the completion of the Project.

SECTION 6. Agrees to comply with all applicable federal, state and local laws, ordinances, rules, regulations and guidelines.

RESOLUTION NO. _____

Page 2 of 2

SECTION 7. The City Clerk shall certify the approval of this resolution and hereafter the same shall be in full force and effect.

APPROVED AND PASSED this 13th day of June, 2023.

Erik Lutz, Mayor

ATTEST:

APPROVED AS TO FORM:

Cynthia Ayala, Jr. Deputy City Clerk

Arnold M. Alvarez-Glasman, City Attorney

AYES:

NOES:

ABSENT:

ABSTAIN:



To: Mayor and City Council
From: City Manager
Meeting Date: June 13, 2023
Subject: AWARD A PROFESSIONAL SERVICES AGREEMENT TO PUBLIC RESTROOM COMPANY FOR THE PICO PARK OUTDOOR FIELD RESTROOM REPLACEMENT PROJECT (CIP NO. 50085)

Recommendation:

1. Award a Professional Services Agreement to Public Restroom Company, a vendor with Sourcewell (Contract No. 081721-PRM), for the purchase of one (1) SP-132 prefabricated restroom building including site supervision for installation in the amount of \$353,296, and authorize the City Manager to execute all documents in a form approved by the City Attorney; and
2. Authorize the transfer of Capital Improvement Project Fund (CIP) appropriation of \$50,000 from the Rio Hondo Park Handball Court Repair project to the Pico Park Outdoor Field Restroom Replacement project.

Fiscal Impact:

In the fiscal year (FY) 2022-23 budget, there is an approximate available balance of \$337,000 in Account No. 400.70.7310-564500-CIP.50085 allocated for the Pico Park Outdoor Field Restroom Replacement project. Staff is requesting a transfer of \$50,000 from Account No. 400.70.7310-54500-CIP.50090, which was allocated for the Rio Hondo Park Handball Court Repair project, to CIP No. 50085, to cover the rising prices of construction materials due to inflation. The transfer is required to fulfill the entire purchase cost of \$353,296. In light of the reallocation, staff will assess the needs of the Rio Hondo Park Handball Court Repair project and if necessary, bring it to the City Council for additional consideration.

Background:

The restroom facility at Pico Park is located on the north-west corner of the park and was constructed in the late 1970s. It is primarily made of metal, with metal tin walls and a metal roof. The restroom facility is comprised of separate areas for men and women,

as well as a small storage space and a janitorial closet which houses the water heater, field light timer control switch, and access to the plumbing chase. Pico Park has a joint-use agreement with its neighboring school, North Park Academy for the Arts (North Park), a junior high school, which utilizes Pico Park's grounds, including the restrooms on a daily basis. In addition, the Pico Park fields serve as a venue for various youth and adult sports organizations all year round. Therefore, the restroom facility experiences high usage from both park visitors and the general public, thus, has become significantly aged over the years.

Furthermore, it has large softball-sized rusted areas throughout, noticeable cracks on the floor and walls, its metal structures have been reinforced and patched many times over, and the fixtures including ceramic toilets, urinals, and handwashing sinks are discolored from wear and age. The small storage area has not been utilized in decades due to the poor condition of the facility. Lastly, the restroom lighting is inadequate, (not bright enough by current standards), which has posed an increased safety risk for patrons and attracting excessive instances of graffiti and vandalism, the interior of the structure has a noticeable odor, and staff regularly struggle with opening and closing the restroom doors. All these issues have been key indicators that the facility needs immediate replacement to provide a safer and healthier restroom for the community.

Discussion:

After conducting research, staff has determined that a prefabricated restroom building manufactured by Public Restroom Company is the most suitable option for the City's requirements and budget. Purchasing the prefabricated restroom through Public Restroom Company, in conjunction with Sourcewell, meets all the requirements set forth by the City of Pico Rivera Municipal Code regarding regional cooperative purchasing agreements. Sourcewell Contract No. 081721-PRM establishes pre-approved vendors following a nation-wide competitive Request for Proposal (RFP) process for Prefabricated Structures and Related Services. This ensures that the City, as a member, receives the highest qualified, best available pricing for the prefabricated restroom building, and meets the formal purchasing process. The City has utilized Sourcewell for previous City purchases.

After the purchase of the prefabricated restroom building is authorized, Public Restroom Company will begin the fabrication process, which may take up to 240 days to complete. Due to the City's Community Workforce Agreement, Public Restroom Company will not be allowed to perform the installation of the prefabricated restroom building but will provide supervision to ensure proper installation and warranty the work. The City has determined that a formal bidding process will be necessary to hire a contractor for the demolition of the existing restroom building, site work, and utility connections. These utility connections are currently under design and will be presented to the City Council for consideration at a later time. The selected contractor will be

CITY COUNCIL AGENDA REPORT – MEETING OF JUNE 13, 2023
AWARD A PROFESSIONAL SERVICES AGREEMENT TO PUBLIC RESTROOM
COMPANY FOR THE PICO PARK OUTDOOR FIELD RESTROOM REPLACEMENT
PROJECT (CIP NO. 50085)
Page 3 of 3

responsible for coordination with Public Restroom Company for the delivery of the prefabricated restroom building and to complete the installation of the restroom building per the approved plans and specifications.

Conclusion:

Staff recommends that the City Council approve a transfer of an appropriation of \$50,000 from the Rio Hondo Park Handball Court Repair project to the Pico Park Outdoor Field Restroom Replacement project, approve a Professional Services Agreement with Public Restroom Company in the amount not-to-exceed \$353,296 for the purchase of one (1) SP-132 prefabricated restroom building including site supervision for installation, and authorize the City Manager to execute all documents related to the purchase.



Steve Carmona

SC:PY:kk

- Enclosures:
- 1) Professional Services Agreement
 - 2) Public Restroom Company Quote
 - 3) Prefabricated Restroom Building Plans and Specifications
 - 4) Sourcewell RFP and Addendum
 - 5) Sourcewell Price Information

AGREEMENT NO. _____
PROFESSIONAL SERVICES AGREEMENT
BETWEEN THE CITY OF PICO RIVERA AND
PUBLIC RESTROOM COMPANY

1. IDENTIFICATION

THIS PROFESSIONAL SERVICES AGREEMENT (“Agreement”) is entered into by and between the City of Pico Rivera, a California municipal corporation (“City”) and Public Restroom Company, a Nevada Corporation (“Consultant”). City and Consultant are sometimes hereinafter individually referred to as a “Party” and collectively referred to as “Parties.”

2. RECITALS

2.1 City has determined that it requires professional services from a consultant to provide the prefabrication, delivery, and installation of a public restroom for the Pico Park Baseball Field Restroom Project CIP No. 50085.

2.2 Consultant represents that it is fully qualified to perform such professional services by virtue of its experience and the training, education and expertise of its principals and employees. Consultant further represents that it is willing to accept responsibility for performing such services in accordance with the terms and conditions set forth in this Agreement.

NOW, THEREFORE, for and in consideration of the performance by the Parties of the mutual covenants and conditions herein contained, the Parties hereto agree as follows:

3. DEFINITIONS

3.1 “Scope of Services”: Such professional services as are set forth in the Consultant’s May 31, 2023 proposal to City attached hereto as Exhibit “A” and incorporated herein by this reference.

3.2 “Approved Fee Schedule”: Such compensation rates as are set forth in the Consultant’s May 31, 2023 proposal to City attached hereto as Exhibit “A”.

3.3 “Commencement Date”: June 13, 2023

3.4 “Expiration Date”: June 30, 2024

4. TERM

The term of this Agreement shall commence at 12:00 a.m. on the Commencement Date and shall expire at 11:59 p.m. on the Expiration Date unless extended by written agreement of the Parties or terminated in accordance with Section 22 below.

5. CONSULTANT'S SERVICES

5.1 Consultant shall perform the services identified in the Scope of Services. City shall have the right to request, in writing, changes in the Scope of Services. Any such changes mutually agreed upon by the Parties, and any corresponding increase or decrease in compensation, shall be incorporated by written amendment to this Agreement. In no event shall the total compensation and costs payable to Consultant under this Agreement exceed the sum of Three Hundred Fifty-Three Thousand Two Hundred Ninety-Six Dollars (353,296.00) unless specifically approved in advance, in writing, by City.

5.2 Consultant shall perform all work to the highest professional standards of Consultant's profession and in a manner reasonably satisfactory to City.

6. COMPENSATION

6.1 City agrees to compensate Consultant for the services provided under this Agreement, and Consultant agrees to accept in full satisfaction for such services, payment in accordance with the Approved Fee Schedule.

6.2 Consultant shall submit to City an invoice, on a monthly basis or less frequently, for the services performed pursuant to this Agreement. Each invoice shall itemize the services rendered during the billing period and the amount due. Within ten (10) business days of receipt of each invoice, City shall notify Consultant in writing of any disputed amounts included on the invoice. Within thirty (30) calendar days of receipt of each invoice, City shall pay all undisputed amounts included on the invoice. City shall not withhold applicable taxes or other authorized deductions from payments made to Consultant.

6.3 Payments for any services requested in writing by City and not included in the Scope of Services shall be made to Consultant by City on a time-and-materials basis using Consultant's standard fee schedule. Fees for such additional services shall be paid within sixty (60) days of the date Consultant issues an invoice to City for such services.

7. BUSINESS LICENSE

Consultant shall obtain a City business license prior to commencing performance under this Agreement.

8. COMPLIANCE WITH LAWS

Consultant shall keep informed of State, Federal and Local laws, ordinances, codes and regulations that in any manner affect those employed by it or in any way affect the performance of its services pursuant to this Agreement. The Consultant shall at all

times comply with such laws, ordinances, codes and regulations. Without limiting the generality of the foregoing, if Consultant is an out-of-state corporation or LLC, it must be qualified and registered to do business in the State of California pursuant to sections 2105 and 17708.02 of the California Corporations Code. The City, its officers and employees shall not be liable at law or in equity occasioned by failure of Consultant to comply with this Section.

9. CONFLICT OF INTEREST

Consultant covenants that it presently has no interest and shall not acquire any interest, direct or indirect, which may be affected by the services to be performed by Consultant under this Agreement, or which would conflict in any manner with the performance of its services hereunder. During the term of this Agreement, Consultant shall not perform any work for another person or entity for whom Consultant was not working at the Commencement Date if both: (i) such work would require Consultant to abstain from a decision under this Agreement pursuant to a conflict-of-interest statute; and (ii) City has not consented in writing prior to Consultant's performance of such work.

10. PERSONNEL

Consultant represents that it has, or will secure at its own expense, all personnel required to perform the services identified in the Scope of Services. All such services shall be performed by Consultant or under its supervision, and all personnel engaged in the work shall be qualified to perform such services. Consultant reserves the right to determine the assignment of its own employees to the performance of Consultant's services under this Agreement, but City reserves the right, for good cause, to require Consultant to exclude any employee from performing services on City's premises. Chris Gaughan shall be Consultant's project administrator and shall have direct responsibility for management of Consultant's performance under this Agreement. No change shall be made in Consultant's project administrator without City's prior written consent.

11. OWNERSHIP OF WRITTEN PRODUCTS

All reports, documents or other written material ("written products") developed by Consultant in the performance of this Agreement shall be and remain the property of City without restriction or limitation upon its use or dissemination by City. Consultant may take and retain copies of such written products as desired, but no such written products shall be the subject of a copyright application by Consultant. If any state, federal, or local law requires mandatory copyright protection for Consultant's work product, City shall comply with such laws to the extent feasible.

12. INDEPENDENT CONSULTANT

12.1 Consultant is, and shall at all times remain as to City, a wholly independent

contractor. Consultant shall have no power to incur any debt, obligation, or liability on behalf of City or otherwise to act on behalf of City as an agent. Neither City nor any of its officers, employees or agents shall have control over the conduct of Consultant or any of Consultant's employees, except as set forth in this Agreement. Consultant shall not at any time represent that it is, or that any of its agents or employees are, in any manner employees of City.

12.2 The Parties further acknowledge and agree that nothing in this Agreement shall create or be construed to create a partnership, joint venture, employment relationship, joint-employer relationship, or any other relationship between Consultant or Consultant's employees except as set forth in this Agreement.

12.3 City shall have no direct or indirect control over Consultant's employees or sub-consultants with respect to wages, hours, and working conditions. In addition, City shall not deduct from the Compensation paid to Consultant any sums required for Social Security, withholding taxes, FICA, state disability insurance or any other federal, state or local tax or charge which may or may not be in effect or hereinafter enacted or required as a charge or withholding on the compensation paid to Consultant, Consultant's employees or subconsultants. City shall have no responsibility to provide Consultant, its employees or subconsultants with workers' compensation insurance or any other insurance.

12.4 The Parties further acknowledges the following: (i) that Consultant shall provide the services outlined in the Scope of Services directly to City; (ii) Consultant maintains a business location at the address listed under Section 20 that is separate and distinct from the City; (iii) Consultant contracts with other businesses to provide the same or similar services and maintains a clientele without restriction from the City; (iv) Consultant advertises and holds itself out to the public as available to provide the same or similar services; (v) unless otherwise specified in this Agreement, Consultant provides its own tools, vehicles, and equipment necessary for performing the Scope of Services; (vi) Consultant has proposed and negotiated its own rates; and (vii) consistent with the nature and demands of the project and the City's business hours, Consultant may set its own hours and location of work.

13. CONFIDENTIALITY

All data, documents, discussion, or other information developed or received by Consultant or provided for performance of this Agreement are deemed confidential and shall not be disclosed by Consultant without prior written consent by City. City shall grant such consent if disclosure is legally required. Upon request, all City data and any copies thereof shall be returned to City upon the termination or expiration of this Agreement.

14. NON-LIABILITY OF CITY OFFICIALS AND EMPLOYEES

No official or employee of the City shall be personally liable to Consultant in the event of any default or breach by City, or for any amount which may become due to Consultant.

15. INDEMNIFICATION

15.1 The Parties agree that City, its officers, agents, elected and appointed officials, employees, affiliated public agencies and volunteers should, to the extent permitted by law, be fully protected from any loss, injury, damage, claim, lawsuit, cost, expense, attorneys' fees, litigation costs, or any other cost arising out of or in any way related to the performance of this Agreement. Accordingly, the provisions of this indemnity provision are intended by the Parties to be interpreted and construed to provide the fullest protection possible under the law to City. Consultant acknowledges that City would not enter into this Agreement in the absence of Consultant's commitment to indemnify and protect City as set forth herein. Notwithstanding the foregoing, to the extent Consultant's services are subject to Civil Code Section 2782.8, the above indemnity shall be limited, to the extent required by Civil Code Section 2782.8, to claims that arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of the Consultant.

15.2 To the full extent permitted by law, Consultant shall indemnify, hold harmless and defend City, its officers, agents, elected and appointed officials, employees, affiliated public agencies and volunteers from and against any and all claims, demands, lawsuits, causes of action, losses, costs or expenses for any damage due to death or injury to any person and injury to any property resulting from or arising out of any alleged intentional, reckless, negligent, or otherwise wrongful acts, errors or omissions of Consultant or any of its officers, employees, servants, agents, or subconsultants in the performance of this Agreement. Such costs and expenses shall include reasonable attorneys' fees incurred by counsel of City's choice and expert witness fees and consultant fees. Notwithstanding the foregoing, to the extent Consultant's Services are subject to Civil Code Section 2782.8, the above indemnity shall be limited, to the extent required by Civil Code Section 2782.8, to claims that arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of the Consultant.

15.3 City shall have the right to offset against the amount of any compensation due Consultant under this Agreement any amount due City from Consultant as a result of Consultant's failure to pay City promptly any indemnification arising under this Section 15 or related to Consultant's failure to either: (i) pay taxes on amounts received pursuant to this Agreement or (ii) comply with applicable workers' compensation laws.

15.4 The obligations of Consultant under this Section 15 will not be limited by the provisions of any workers' compensation act or similar act. Consultant expressly waives

its statutory immunity under such statutes or laws as to City, its officers, agents, employees and volunteers.

15.5 Consultant agrees to obtain executed indemnity agreements with provisions identical to those set forth here in this Section 15 from each and every subconsultant or any other person or entity involved by, for, with or on behalf of Consultant in the performance of this Agreement. In the event Consultant fails to obtain such indemnity obligations from others as required herein, Consultant agrees to be fully responsible and indemnify, hold harmless and defend City, its officers, agents, elected and appointed officials, employees, affiliated public agencies and volunteers from and against any and all claims, demands, lawsuits, causes of action, losses, costs or expenses for any damage due to death or injury to any person and injury to any property resulting from or arising out of any alleged intentional, reckless, negligent, or otherwise wrongful acts, errors or omissions of Consultant's subconsultants or any other person or entity involved by, for, with or on behalf of Consultant in the performance of this Agreement. Such costs and expenses shall include reasonable attorneys' fees incurred by counsel of City's choice and expert witness fees and consultant fees.

15.6 City does not, and shall not, waive any rights that it may possess against Consultant because of the acceptance by City, or the deposit with City, of any insurance policy or certificate required pursuant to this Agreement. This hold harmless and indemnification provision shall apply regardless of whether or not any insurance policies are determined to be applicable to the claim, demand, damage, liability, loss, cost or expense.

15.7 **PERS ELIGIBILITY INDEMNITY.** In the event that Consultant or any employee, agent, or subconsultant of Consultant providing services under this Agreement claims or is determined by a court of competent jurisdiction or the California Public Employees Retirement System (PERS) to be eligible for enrollment in PERS as an employee of the City, Consultant shall indemnify, defend, and hold harmless City for the payment of any employee and/or employer contributions for PERS benefits on behalf of Consultant or its employees, agents, or subconsultants, as well as for the payment of any penalties and interest on such contributions, which would otherwise be the responsibility of City.

Notwithstanding any other agency, state or federal policy, rule, regulation, law or ordinance to the contrary, Consultant and any of its employees, agents, and subconsultants providing service under this Agreement shall not qualify for or become entitled to, and hereby agree to waive any claims to, any compensation, benefit, or any incident of employment by City, including but not limited to eligibility to enroll in PERS as an employee of City and entitlement to any contribution to be paid by City for employer contribution and/or employee contributions for PERS benefits.

16. INSURANCE

16.1 During the term of this Agreement, Consultant shall carry, maintain, and keep in full force and effect insurance against claims for death or injuries to persons or damages to property that may arise from or in connection with Consultant's performance of this Agreement. Such insurance shall be of the types and in the amounts as set forth below:

16.1.1 Comprehensive general liability, and Umbrella or Excess Liability Insurance covering all operations by or on behalf of Consultant providing insurance for bodily injury liability and property damage liability for the following and including coverage for:

16.1.1.1 Premises, operations, and mobile equipment

16.1.1.2 Products and completed operations

16.1.1.3 Broad form property damage (including completed operations)

16.1.1.4 Explosion, collapse, and underground hazards

16.1.1.5 Personal Injury

16.1.1.6 Contractual liability

in the amount of One Million Dollars (\$1,000,000) per occurrence combined single limit; Two Million Dollars (\$2,000,000) aggregate for products/completed operation; Two Million Dollars (\$2,000,000) general aggregate (General aggregate must apply separately to Consultant's work under this Agreement.); and Five Million Dollars (\$5,000,000) umbrella or excess liability.

16.1.2 Automobile Liability Insurance for owned, hired and non-owned vehicles utilized by Consultant, its employees or subconsultants, in the amount of One Million Dollars (\$1,000,000) per accident for bodily injury and property damage.

16.1.3 Worker's Compensation Insurance as required by the laws of the State of California, with Statutory Limits, and Employer's Liability Insurance with limit of no less than One Million Dollars (\$1,000,000) per accident for bodily injury or disease.

16.1.4 Professional Liability Insurance against errors and omissions in the performance of the work under this Agreement with coverage limits of not less than One Million Dollars (\$1,000,000) per occurrence of claim/ Two Million Dollars (\$2,000,000) in the aggregate.

16.2 Consultant shall require each of its subconsultants, if any, to maintain insurance coverage that meets all of the requirements of this Agreement.

16.3 The policy or policies required by this Agreement shall be issued by an insurer admitted in the State of California and with a rating of at least A:VII in the latest edition of Best's Insurance Guide.

16.4 Consultant agrees that if it does not keep the aforesaid insurance in full force and effect City may either: (i) immediately terminate this Agreement; or (ii) take out the necessary insurance and pay, at Consultant's expense, the premium thereon.

16.5 At all times during the term of this Agreement, Consultant shall maintain on file with City's Risk Manager a certificate or certificates of insurance showing that the aforesaid policies are in effect in the required amounts and, for the general liability and automobile liability policies, naming the City as an additional insured. Consultant shall, prior to commencement of work under this Agreement, file with City's Risk Manager such certificate(s).

16.6 Consultant shall provide proof that policies of insurance required herein expiring during the term of this Agreement have been renewed or replaced with other policies providing at least the same coverage. Consultant shall provide such proof to City at least two weeks prior to the expiration of the coverages.

16.7 The general liability and automobile policies of insurance required by this Agreement shall contain an endorsement naming City, its officers, employees, agents and volunteers as additional insureds. All of the policies required under this Agreement shall contain an endorsement providing that the policies cannot be canceled or reduced except on thirty days' prior written notice to City. Consultant agrees to require its insurer to modify the certificates of insurance to delete any exculpatory wording stating that failure of the insurer to mail written notice of cancellation imposes no obligation, and to delete the word "endeavor" with regard to any notice provisions.

16.8 The general liability and automobile policies of insurance provided by Consultant shall be primary to any coverage available to City. Any insurance or self-insurance maintained by City, its officers, employees, agents or volunteers, shall be in excess of Consultant's insurance and shall not contribute with it.

16.9 All insurance coverage provided pursuant to this Agreement shall not prohibit Consultant, and Consultant's employees, agents or subconsultants, from waiving the right of subrogation prior to a loss. Consultant hereby waives all rights of subrogation against the City.

16.10 Any deductibles or self-insured retentions must be declared to and approved by the City. At the option of City, Consultant shall either reduce or eliminate the deductibles or self-insured retentions with respect to City, or Consultant shall procure a bond guaranteeing payment of losses and expenses.

16.11 Procurement of insurance by Consultant shall not be construed as a limitation of Consultant's liability or as full performance of Consultant's duties to indemnify, hold harmless and defend under Section 15 of this Agreement.

16.12 If Consultant maintains broader coverage and/or higher limits than the minimums shown above, the City requires and shall be entitled to the broader coverage and/or the higher limits maintained by the Consultant. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the City.

17. MUTUAL COOPERATION

17.1 City shall provide Consultant with all pertinent data, documents and other requested information as is reasonably available to City for the proper performance of Consultant's services under this Agreement.

17.2 In the event any claim or action is brought against City relating to Consultant's performance in connection with this Agreement, Consultant shall render any reasonable assistance that City may require.

18. RECORDS AND INSPECTIONS

Consultant shall maintain full and accurate records with respect to all matters covered under this Agreement for a period of three years after the expiration or termination of this Agreement. City shall have the right to access and examine such records, without charge, during normal business hours. City shall further have the right to audit such records, to make transcripts therefrom and to inspect all program data, documents, proceedings, and activities.

19. PERMITS AND APPROVALS

Consultant shall obtain, at its sole cost and expense, all permits and regulatory approvals necessary in the performance of this Agreement. This includes, but shall not be limited to, encroachment permits and building and safety permits and inspections.

20. NOTICES

Any notices, bills, invoices, or reports required by this Agreement shall be deemed received on: (i) the day of delivery if delivered by hand, facsimile, email, or overnight courier service during Consultant's and City's regular business hours; or (ii) on the third business day following deposit in the United States mail if delivered by mail, postage prepaid, to the addresses listed below (or to such other addresses as the Parties may, from time to time, designate in writing).

If to City:
Steve Carmona, City Manager
City of Pico Rivera
PO Box 1016
6615 Passons Blvd.
Pico Rivera, California 90660-1016
Facsimile: (562) 801-4765

If to Consultant:
Charles E. Kaufman IV, President
Public Restroom Company
2587 Business Parkway
Minden, NV 89423

With a courtesy copy to:

Arnold M. Alvarez-Glasman, City Attorney
13181 Crossroads Parkway North
Suite 400 - West Tower
City of Industry, CA 91746
Facsimile: (562) 692-2244

21. SURVIVING COVENANTS

The Parties agree that the covenants contained in Sections 13, 15 and Paragraph 17.2 of Section 17, of this Agreement shall survive the expiration or termination of this Agreement.

22. TERMINATION

22.1. City shall have the right to terminate this Agreement for any reason on five (5) calendar days' written notice to Consultant. Consultant shall have the right to terminate this Agreement for any reason on sixty (60) calendar days' written notice to City. The effective date of termination shall be upon the date specified in the notice of termination. Consultant agrees that in the event of such termination, City's obligation to pay Consultant shall be limited to payment only for those services satisfactorily rendered, as solely determined by the City, prior to the effective date of termination. Consultant agrees to cease all work under this Agreement on or before the effective date of any notice of termination. All City data, documents, objects, materials or other tangible things shall be returned to City upon the termination or expiration of this Agreement.

22.2 If City terminates this Agreement due to no fault or failure of performance by Consultant, then Consultant shall be paid based on the work satisfactorily performed, as solely determined by the City, at the time of termination. In no event shall Consultant be entitled to receive more than the amount that would be paid to Consultant for the full performance of the services required by this Agreement.

23. ASSIGNMENT

Consultant shall not delegate, transfer, subcontract or assign its duties or rights hereunder, either in whole or in part, without City's prior written consent, and any attempt to do so shall be void and of no effect. City shall not be obligated or liable under this Agreement to any Party other than Consultant.

24. NON-DISCRIMINATION AND EQUAL EMPLOYMENT OPPORTUNITY

24.1 In the performance of this Agreement, Consultant shall not discriminate against any employee, subconsultant, or employment applicant because of race, color, creed, religion, sex, marital status, national origin, ancestry, age, physical or mental handicap, medical condition or sexual orientation. Consultant will take affirmative action to ensure that subconsultants, employees, and employment applicants are treated without regard to their race, color, creed, religion, sex, marital status, national origin, ancestry, age, physical or mental handicap, medical condition or sexual orientation.

24.2 Consultant will, in all solicitations or advertisements for employees placed by or on behalf of Consultant state either that it is an equal opportunity employer or that all qualified applicants will receive consideration for employment without regard to race, color, creed, religion, sex, marital status, national origin, ancestry, age, physical or mental handicap, medical condition or sexual orientation.

24.3 Consultant will cause the foregoing provisions to be inserted in all subcontracts for any work covered by this Agreement except contracts or subcontracts for standard commercial supplies or raw materials.

25. WARRANTIES

25.1 Each Party has received independent legal advice from its attorneys with respect to the advisability of entering into and executing this Agreement or been provided with an opportunity to receive independent legal advice and has freely and voluntarily waived and relinquished the right to do so. Each Party who has not obtained independent counsel acknowledges that the failure to have independent legal counsel will not excuse such Party's failure to perform under this Agreement.

25.2 In executing this Agreement, each Party has carefully read this Agreement, knows the contents thereof, and has relied solely on the statements expressly set forth herein and has placed no reliance whatsoever on any statement, representation, or promise of any other party, or any other person or entity, not expressly set forth herein, nor upon the failure of any other party or any other person or entity to make any statement, representation or disclosure of any matter whatsoever.

25.3 It is agreed that each Party has the full right and authority to enter into this Agreement, and that the person executing this Agreement on behalf of either Party has

the full right and authority to fully commit and bind such Party to the provisions of this Agreement.

26. CAPTIONS

26.1 The captions appearing at the commencement of the sections hereof, and in any paragraph thereof, are descriptive only and for convenience in reference to this Agreement. Should there be any conflict between such heading, and the section or paragraph thereof at the head of which it appears, the section or paragraph thereof, as the case may be, and not such heading, shall control and govern in the construction of this Agreement.

26.2 Masculine or feminine pronouns shall be substituted for the neuter form and vice versa, and the plural shall be substituted for the singular form and vice versa, in any place or places herein in which the context requires such substitution(s).

27. NON-WAIVER

27.1 The waiver by City or Consultant of any breach of any term, covenant or condition herein contained shall not be deemed to be a waiver of such term, covenant or condition or of any subsequent breach of the same or any other term, covenant or condition herein contained. In no event shall the making by City of any payment to Consultant constitute or be construed as a waiver by City of any breach of covenant, or any default which may then exist on the part of Consultant, and the making of any such payment by City shall in no way impair or prejudice any right or remedy available to City with regard to such breach or default. No term, covenant or condition of this Agreement shall be deemed to have been waived by City or Consultant unless in writing.

27.2 Each right, power and remedy provided for herein or now or hereafter existing at law, in equity, by statute, or otherwise shall be cumulative and shall be in addition to every other right, power, or remedy provided for herein or now or hereafter existing at law, in equity, by statute, or otherwise. The exercise, the commencement of the exercise, or the forbearance of the exercise by any Party of any one or more of such rights, powers or remedies shall not preclude the simultaneous or later exercise by such Party of any of all of such other rights, powers or remedies.

27.3 Consultant shall not be liable for any failure to perform if Consultant presents acceptable evidence, in City's sole judgment, that such failure was due to causes beyond the control and without the fault or negligence of Consultant.

28. COURT COSTS AND ATTORNEY FEES

In the event legal action shall be necessary to enforce any term, covenant or condition herein contained, the Party prevailing in such action, whether reduced to

judgment or not, shall be entitled to its reasonable court costs, including accountants' fees and expert witness fees, if any, and attorneys' fees expended in such action. The venue for any litigation shall be Los Angeles County, California.

29. SEVERABILITY

If any term or provision of this Agreement or the application thereof to any person or circumstance shall, to any extent, be invalid or unenforceable, then such term or provision shall be amended to, and solely to, the extent necessary to cure such invalidity or unenforceability, and in its amended form shall be enforceable. In such event, the remainder of this Agreement, or the application of such term or provision to persons or circumstances other than those as to which it is held invalid or unenforceable, shall not be affected thereby, and each term and provision of this Agreement shall be valid and be enforced to the fullest extent permitted by law.

30. GOVERNING LAW

This Agreement shall be governed and construed in accordance with the laws of the State of California.

31. COUNTERPARTS

This Agreement may be signed in any one or more counterparts all of which taken together shall be but one and the same Agreement. Any signed copy of this Agreement or of any other document or agreement referred to herein, or copy or counterpart thereof, delivered by facsimile or email transmission, shall for all purposes be treated as if it were delivered containing an original manual signature of the Party whose signature appears in the facsimile or email and shall be binding upon such Party in the same manner as though an originally signed copy had been delivered.

32. ENTIRE AGREEMENT

All documents referenced as exhibits in this Agreement are hereby incorporated in this Agreement. In the event of any material discrepancy between the express provisions of this Agreement and the provisions of any document incorporated herein by reference, the provisions of this Agreement shall prevail. This instrument contains the entire Agreement between City and Consultant with respect to the transactions contemplated herein. No other prior oral or written agreements are binding upon the Parties. Amendments hereto or deviations herefrom shall be effective and binding only if made in writing and executed by City and Consultant.

[Signatures on the following page]

TO EFFECTUATE THIS AGREEMENT, the Parties have caused their duly authorized representatives to execute this Agreement on the dates set forth below.

“CITY”
CITY OF PICO RIVERA

“CONSULTANT”
PUBLIC RESTROOM COMPANY

Erik Lutz, Mayor

Charles E. Kaufman, IV, President

Dated: _____

Dated: _____

ATTEST:

APPROVED AS TO FORM:

Cynthia Ayala, Jr. Deputy City Clerk

Arnold M. Alvarez-Glasman, City Attorney

EXHIBIT A
SCOPE OF SERVICES AND APPROVED FEE SCHEDULE

EXHIBIT B
[Intentionally Omitted]

EXHIBIT C
TERMS FOR COMPLIANCE WITH CALIFORNIA LABOR LAW REQUIREMENTS

1. This Agreement calls for services that, in whole or in part, constitute “public works” as defined in Division 2, Part 7, Chapter 1 (commencing with Section 1720) of the California Labor Code (“Chapter 1”). Further, Consultant acknowledges that this Agreement is subject to (a) Chapter 1 and (b) the rules and regulations established by the Department of Industrial Relations (“DIR”) implementing such statutes. Therefore, as to those Services that are “public works”, Consultant shall comply with and be bound by all the terms, rules and regulations described in 1(a) and 1(b) as though set forth in full herein.

2. California law requires the inclusion of specific Labor Code provisions in certain contracts. The inclusion of such specific provisions below, whether or not required by California law, does not alter the meaning or scope of Section 1 above.

3. Consultant shall be registered with the Department of Industrial Relations in accordance with California Labor Code Section 1725.5, and has provided proof of registration to City prior to the Effective Date of this Agreement. Consultant shall not perform work with any subconsultant that is not registered with DIR pursuant to Section 1725.5. Consultant and subconsultants shall maintain their registration with the DIR in effect throughout the duration of this Agreement. If the Consultant or any subconsultant ceases to be registered with DIR at any time during the duration of the project, Consultant shall immediately notify City.

4. Pursuant to Labor Code Section 1771.4, Consultant’s Services are subject to compliance monitoring and enforcement by DIR. Consultant shall post job site notices, as prescribed by DIR regulations.

5. Pursuant to Labor Code Section 1773.2, copies of the prevailing rate of per diem wages for each craft, classification, or type of worker needed to perform the Agreement are on file at City Hall and will be made available to any interested party on request. Consultant acknowledges receipt of a copy of the DIR determination of such prevailing rate of per diem wages, and Consultant shall post such rates at each job site covered by this Agreement.

6. Consultant shall comply with and be bound by the provisions of Labor Code Sections 1774 and 1775 concerning the payment of prevailing rates of wages to workers and the penalties for failure to pay prevailing wages. The Consultant shall, as a penalty to City, forfeit \$200.00 for each calendar day, or portion thereof, for each worker paid less than the prevailing rates as determined by the DIR for the work or craft in which the worker is employed for any public work done pursuant to this Agreement by Consultant or by any subconsultant.

7. Consultant shall comply with and be bound by the provisions of Labor Code Section 1776, which requires Consultant and each subconsultant to: keep accurate payroll records and verify such records in writing under penalty of perjury, as specified in Section 1776; certify and make such payroll records available for inspection as provided by Section 1776; and inform City of the location of the records.

8. Consultant shall comply with and be bound by the provisions of Labor Code seq. concerning the employment of apprentices on public works projects. Consultant shall be responsible for compliance with these aforementioned Sections for all apprenticeable occupations. Prior to commencing work under this Agreement, Consultant shall provide City with a copy of the information submitted to any applicable apprenticeship program. Within 60 days after concluding work pursuant to this Agreement, Consultant and each of its subconsultants shall submit to City a verified statement of the journeyman and apprentice hours performed under this Agreement.

9. The Consultant shall not perform Work with any Subconsultant that has been debarred or suspended pursuant to California Labor Code Section 1777.1 or any other federal or state law providing for the debarment of consultants from public works. The Consultant and Subconsultants shall not be debarred or suspended throughout the duration of this Contract pursuant to Labor Code Section 1777.1 or any other federal or state law providing for the debarment of consultants from public works. If the Consultant or any subconsultant becomes debarred or suspended during the duration of the project, the Consultant shall immediately notify City.

10. Consultant acknowledges that eight hours labor constitutes a legal day's work. Consultant shall comply with and be bound by Labor Code Section 1810. Consultant shall comply with and be bound by the provisions of Labor Code Section 1813 concerning penalties for workers who work excess hours. The Consultant shall, as a penalty to City, forfeit \$25.00 for each worker employed in the performance of this Agreement by the Consultant or by any subconsultant for each calendar day during which such worker is required or permitted to work more than eight hours in any one calendar day and 40 hours in any one calendar week in violation of the provisions of Division 2, Part 7, Chapter 1, Article 3 of the Labor Code. Pursuant to Labor Code section 1815, work performed by employees of Consultant in excess of eight hours per day, and 40 hours during any one week shall be permitted upon public work upon compensation for all hours worked in excess of eight hours per day at not less than one and one-half times the basic rate of pay.

11. California Labor Code Sections 1860 and 3700 provide that every employer will be required to secure the payment of compensation to its employees. In accordance with the provisions of California Labor Code Section 1861, Consultant hereby certifies as follows:

"I am aware of the provisions of Section 3700 of the Labor Code which require every employer to be insured against liability for workers' compensation or to undertake self-insurance in accordance with the

provisions of that code, and I will comply with such provisions before commencing the performance of the work of this contract.”

12. For every subconsultant who will perform work on the project, Consultant shall be responsible for such subconsultant’s compliance with Chapter 1 and Labor Code Sections 1860 and 3700, and Consultant shall include in the written contract between it and each subconsultant a copy of those statutory provisions and a requirement that each subconsultant shall comply with those statutory provisions. Consultant shall be required to take all actions necessary to enforce such contractual provisions and ensure subconsultant’s compliance, including without limitation, conducting a periodic review of the certified payroll records of the subconsultant and upon becoming aware of the failure of the subconsultant to pay his or her workers the specified prevailing rate of wages. Consultant shall diligently take corrective action to halt or rectify any failure.

13. To the maximum extent permitted by law, Consultant shall indemnify, hold harmless and defend (at Consultant’s expense with counsel reasonably acceptable to City) City, its officials, officers, employees, agents and independent consultants serving in the role of City officials, and volunteers from and against any demand or claim for damages, compensation, fines, penalties or other amounts arising out of or incidental to any acts or omissions listed above by any person or entity (including Consultant, its subconsultants, and each of their officials, officers, employees and agents) in connection with any work undertaken or in connection with the Agreement, including without limitation the payment of all consequential damages, attorneys’ fees, and other related costs and expenses. All duties of Consultant under this Section shall survive the termination of the Agreement.

Price Proposal: Pico Park – CWA Supervision Only
Owner: Pico Rivera, CA
Date: 5.31.2023
Reference: 11560-5/25/2023-1
Sourcewell: Contract 081721-PRM

Our Offer to Sell:

1. Prefabricated Building delivered to site \$337,926

Public Restroom Company herein bids to furnish (building only per plans and specifications, delivered to site with all costs except installation including applicable taxes excluding retention. (Retention is not allowed as this is materials or a product fully assembled before shipment to the site and therefore not subject to retention.)

2. CWA Supervision of Installation of the Building above \$15,370

**** Please note: If there is a Community Workforce Agreement or other regulation requiring local labor for installation, Public Restroom Company will not offer this full installation package. The building will be delivered to the site and offset with a crane only. The Owner or General Contractor will be responsible for installation, and a separate price will be issued for the crane and site supervision. Please see "Optional Building Installation Steps – By Others" on page 8. ****

3. Owner/General Contractor Final Tie In of Utilities and other site work:

- a. Owner/general contractor will excavate the utility trenches for placement of underground piping tree for plumbing and electrical, set the kit in place, provide the water test for inspection before backfilling, and then place coarse sand pad and screed it level for final building placement. Set the building on the site pad.
- b. Connect the utility piping stub ups to the building piping stub down building points of connection for water, sewer, and electrical conduit to the building internal electrical panel.
- c. The exterior utility connections for water, sewer and electrical 6' or less from the footprint of the building are by owner/general contractor.

4. Total Cost of building and delivery \$353,296

OWNER/GENERAL CONTRACTOR SCOPE OF WORK WITH/WITHOUT FOOTINGS:

Scope of Work Background:

Owner/General Contractor shall survey the site, establish survey for the building pad and prefabricated building slab elevation and front corners, excavate for building footings (if required), locate footing sleeves for electrical, waste, and water, pour the footings (if required), furnish sand base adjacent to subgrade pad, and provide location for utility POC's nominally 6' outside the foundation.

Preparation of Building Pad:

Owner/General Contractor is responsible for providing the building subgrade pad or when required footings to frost depth per Public Restroom Company design specifications. PRC will provide detailed drawings for the subgrade building pad, utilities POC's, and if required the footings, attached to this scope of work.

Subgrade Pad/Foundation Requirements:

1. Owner/General Contractor shall survey the building site and provide a finished slab elevation for the prefabricated building. The building pad size we require is larger than the final actual building footprint. Provide building front corner stakes with 10' offsets.
2. Excavate the existing site to the depth of the required footings to local code if required.
3. Furnish coarse concrete sand adjacent to subgrade pad so owner/general contractor can cut the utility trenches, install underground utilities, and screed sand.

Owner/General Contractor verification of site access to allow Building Delivery:

1. You certify to PRC that suitable delivery access to the proposed building site is available. Suitable access is defined as 14' minimum width, 16' minimum height, and sufficient turning radius for a crane and 70' tractor-trailer.
2. Our cost is based upon the crane we provide being able to get within 35' from the building center and for the delivery truck to be no more than 35' from the crane center picking point.
3. If the path to the building site traverses curbs, underground utilities, landscaping, sidewalks, or other obstacles that could be damaged, it is the Owner/General Contractor 's responsibility for repair and all costs, if damage occurs.
4. If trench plating is required, it shall be the cost responsibility of the Owner/General Contractor.
5. If unseen obstacles are present when site installation begins, it is the Owner/General Contractor responsibility to properly mark them and verbally notify PRC before installation.
6. If weather becomes an issue for safety or site installation delays due to weather, Owner/General Contractor or PRC with General Contractor's confirmation may call-off set. If building set is stopped, relocation of the building modules to an onsite or offsite location may incur additional costs to Owner/General Contractor.

Delivery Notice and Site Availability:

PRC will provide sufficient notice of delivery of the prefabricated building. The Owner/General Contractor shall make the site available during the delivery period. During the delivery period, on an

improved site, Owner should stop site watering several days before delivery to minimize the impact on the soils for the heavy equipment needed for installation.

Caution: *If site is not ready for our field crew to perform their delivery and if no notice of delay in readiness from Owner/General Contractor is received, PRC will provide a change order for re-mobilization on a daily basis until the site is ready for us. Ready means that the site pad is completed, the corner required survey stakes are in place, the slab elevation stakes are in place, the location of the front of the building is confirmed on site, and access to the site is available from an improved roadway. Owner/General Contractor shall sign the change order before we will continue delivery.*

Utility Connections:

1. The Owner/General Contractor is responsible for flushing all water service lines before final connection.
2. The Owner/General Contractor is responsible for the **final connections** of water, sewer, and electrical at the exterior of building POC's.
3. Owner/general contractor provides a POC for water, a POC DWV waste line with a clean out your service connection, and an electrical schedule 80 PVC sleeve at an exterior POC.
4. Owner/general contractor provides and connects the interior building utility connections and the Owner/General Contractor, or their subcontractor makes the exterior connections to POC's for services.

Special Conditions, Permits, and Inspection Fees:

Follow any published specifications governing local building procedures for applicable building permit fees, health department fees, all inspection fees, site concrete testing fees, and compaction tests, if required by Owner. PRC is responsible for all required State inspections and final State insignia certification of the building, if applicable.

Jurisdiction for Off-site Work:

Jurisdiction, for permitting and inspection of this building shall be either the State agency who manages prefabricated building compliance in the state or the local CBO (when the State does not provide certification.) If the responsibility for building inspection is the local CBO, we will provide a certified plan set, calculations, and a third-party engineer inspection report for any and all closed work the local official cannot see.

PUBLIC RESTROOM COMPANY SCOPE OF WORK:

Our In Plant/Off-Site Construction Scheduling System:

PRC has several off-site manufacturing centers in the United States, strategically located, with the proper equipment and trained staff to fabricate our custom buildings to our high-quality fit and finish standards. PRC manages quality control in our off-site production facility to comply with the approved drawings and provides an inspection certification and photos as required. When proprietary materials, which we have designed and fabricated, are part of the project, PRC supplies the manufacturing centers

with these proprietary PRC components. We then schedule the in-plant construction process to coordinate with your delivery date through our Operations Division field staff. We guaranty on time at cost delivery weather permitting.

Special Payment and Progress Billing Terms:

Invoicing begins on the 30th of the month following an order and/or the acceptance of the proposal/contract. The first progress billing invoice will be issued for the commencement of design and engineering of architectural plans. This will be 10% of the contracted amount. Once construction begins invoicing will commence monthly based on plant percentage of completion, supported by photographs.

In the event of project stoppage, additional fees may be assessed for re-mobilization, storage, crane costs, etc. ***Our discounted project costs are based upon timely payments. Delays in payment could change delivery schedules and project costs.***

Delivery and Installation Supervision:

Site Inspection:

PRC staff, upon site arrival, will verify the required dimensions of the building pad and the corner locations/elevation. We will also verify the delivery path from an accessible road or street and install the underground utilities to the point of connection nominally 6' from the exterior of the building.

Testing of Water, Sewer, and Electrical in Plant and Final Site Utility Connection:

Before the building leaves the manufacturing center, PRC certifies a pressure water piping test, DWV, and the electrical connections for compliance with code. While the building is fully tested for leaks at the plant before shipment, road vibration may loosen some plumbing slip fittings and require tightening once the building services (water) is completed. Owner/General Contractor is responsible for minor fitting tightening to handle small slip fitting leaks caused by transportation.

Time of Completion:

PRC estimates a 240 calendar day schedule to complete our scope of work from receipt of written notice to proceed together with signed approved architectural submittals from all authorities required to approve them.

Exclusions/Exceptions:

- 1. Access issues for delivery of the building by a clear unobstructed path of travel from an improved roadway to the final installation pad or foundation may cause site delays and extra cost at each site. This exclusion covers sites whose access is limited by trees, inaccessible roadways, overhead power lines at location where crane will lift building, grade changes disallowing our delivery trailers with only 4" of clearance to grade, berms, or uneven site grades, or when the path of travel is over improvements such as sidewalks, all of which are not within the scope of work by PRC. On some sites without on-site storage availability for buildings that cannot be set, relocation to a proximal crane yard and later relocated to the site for installation, will incur additional fees at rates that vary**

- depending on local rates. PRC will provide written costs for this additional work by change order.
2. If weather on site causes site delivery issues, the delivery may have to be diverted to an off-site location and the additional costs will be a change order to the bid. Our staff works with the Owner/General Contractor in advance to make sure sound decisions for delivery are made to avoid this issue. But sometimes Owner/General Contractor take risks for weather, but this risk is clearly at the Owner/General Contractor risk, not PRC.
 3. Sidewalks outside the building footprint.
 4. Trench plates or matting needed for protection of site soils, sidewalks, hardscaping, or site utilities shall be the responsibility of the Owner/General Contractor. Any site soils damage or other site improvements if damaged during installation shall be the responsibility of the Owner/General Contractor.
 5. Not responsible for removing any soil, sand, or other debris as a result of trenching or installation.
 6. Survey, location of building corners, finish floor elevation, excavation, and construction of subgrade building pad and footings (if required) per PRC plans.
 7. Soil conditions not suitable for bearing a minimum of 1500 PSF with compaction to 90% maximum dry density shall require Owner/General Contractor correction before building placement. If no soils testing report is available before bid, Owner/General Contractor must verify site supporting soils at a minimum of 1500 PSF because that is the least we can place our structures on or Owner/General Contractor or engineer of record must design a foundation system to meet the imposed loads of site placement.
 8. Improper water pressure, an undersized meter, or improper water volume flow to the building may necessitate a change order for installation of a building internal diaphragm tank to provide the minimum flow rate and static pressure of up to 60 PSI and a minimum of 40 PSI to properly flush the fixtures. Building water service chlorination, post installation, shall be by Owner/General Contractor.
 9. Our bid included crane costs are based on a maximum 35' radius from the center pin of the crane (10' back from the rear of the crane) to the building center point of the furthest building module roof. If additional distance requires a larger crane, additional costs will be assessed by change order to the Owner/General Contractor.
 10. Bonds, building permits, a site survey, special inspection fees, minor trash removal (nominally one pickup truck of shipping materials), final utility connections to the on-site water, sewer and electrical are by the Owner/General Contractor. Since the building is fully inspected and tested in plant, minor plumbing leaks (if water is not available when building site work installation is completed) is by the Owner/ General Contractor.
 11. Site Traffic Control, if applicable, shall be by Owner/ General Contractor, not PRC.
 12. Any equipment installation, site work or special inspections other than described within this proposal, shall be by Owner/General Contractor.
 13. Backflow certification if applicable by Owner/ General Contractor.

Insurance and Prevailing Wage Certification:

PRC shall comply with the required insurance requirements, wage reports, and safety requirements for the project, including OSHA regulations.

Special Insurance to protect the Building before acceptance:

As PRC requires payment for each month of off-site construction, and since the building is not on owner property where their insurance will cover the building, we maintain a special policy that insures the property even when paid for off-site until the building is finally accepted by the owner. This special policy protects the Owner's custom ordered materials to be used in the fabrication of the building during this period. PRC provides this Stock Throughput Policy to cover the building materials from supplier to manufacturer, while it is being built off-site, while in transit to the job site, during and after it is installed on-site until final acceptance. This special policy has a \$1,000,000 coverage limit. This exceeds the cost of any single building we have offered for sale herein.

Errors and Omissions Insurance:

Our firm employs licensed architects, engineers, and drafting staff to provide design of our buildings. Since these buildings are required to meet accessibility standards and building codes on site, and since we are the designer, we carry Errors and Omissions Insurance (E & O) to protect our clients from any errors. The policy covers a limit of up to \$2,000,000 per occurrence and is more clearly explained in the insurance certificates we provide after receipt of a purchase order.

WARRANTY

All work performed by PUBLIC RESTROOM COMPANY (called "Company") shall be warranted to the Owner to be of good quality, free of faults and defects in material, workmanship, and title for 5 years from last date of installation if building is installed by Company or 1 year if building is installed by Owner or Owner's agent without on-site supervision by Company. Company warranty on building shell including exterior walls, concrete 8" slab/foundation, and roof system is warranted for 20 years structurally. The Company will repair or replace at their sole option any defects in work upon proper notice to the below stated address below.

Our Company extended warranties shall be Company only and shall have no effect on any required Performance, Payment, or Warranty Bonds where Surety shall assume no liability to the Company, the Owner, or any third parties should the Company fail for any reason to deliver acceptable maintenance warranties beyond the one year period. The warranty extension is solely between the owner and PRC and not the general contractor, bonding company, or architect/engineer of record.

This warranty applies only if all work performed by Company has been fully paid for, including change orders if applicable. Company has no responsibility for any neglect, abuse, or improper handling of building product.

The warranties expressed herein are exclusive, and are in lieu of all other warranties expressed or implied, including those of merchantability and fitness.

There are no warranties which extend beyond those described on the face of this Warranty. The foregoing shall constitute the full liability of the Company and be the sole remedy to the Owner.

Term of Offer to Sell and Owner/General Contractor Acceptance:

This offer is valid for acceptance within 30 days, or when a part of a public bid for the applicable duration imposed within the Owner's bid documents. Acceptance is by approving our post bid preliminary notice to begin drawings subject to final Owner/General Contractor approval of our submittals and receipt of a contract or a purchase order/contract.

Special Notice of Possible Project Cost Increases as a Result of Late Payments:

In the event of delayed or late payment, PRC shall have the right to remedies including late charges, overall project total cost increases, and other damages as allowed by applicable law. The contract price quoted herein is a discounted price based upon our receipt of progress payments as invoiced on the agreed billing schedule of PRC. In the event of non-payment, PRC will provide a 5 day written notice to cure and if payment is still not received, the discounted price for the payment due may increase, to an undetermined amount, to cover work stoppage, remobilization, cancellation of materials and subsequent restocking charges, resale of the contracted building to another party, storage fees, additional crane fees, travel and per diem costs for field crews, and any other cost applicable to the project, as allowed by law. Interest if applicable to non-payment will be assessed at the maximum amount allowed by law or 18% whichever is greater.

Termination

Upon Termination for any reason, Owner/General Contractor shall be liable for the cost of all work performed up to the date of termination. Additionally, Owner/General Contractor shall pay for off-site demolition and disposal of the partially or fully fabricated building as well as any non-returnable materials which were custom-ordered to complete fabrication in PRC's factory location. Any returned materials are subject to return and restocking fees at the Owner/General Contractor expense.

Venue for Contract Jurisdiction:

Public Restroom Company requires all contracts accepted by our firm to hold that the venue for legal jurisdiction for this contract offer and acceptance shall be Douglas County, Nevada. In the event of your default, PRC shall be entitled to the full amount due including reasonable attorney fees, costs, storage, expenses of physical recovery, and statutory interest, as allowed by law.

Optional Building Installation Steps – By Others:

If a Community Workforce Agreement or other labor regulation requires the use of local labor for site work, our trained installation staff will not be able to complete the installation work on site. In these cases, Public Restroom Company shall provide one staff member for supervision of installation work being performed by others for warranty to be valid. Below is a general guide for the installation and may not constitute a full installation process depending on the unique features of the site, building, and utilities needed.

- 1. Underground Utility Prep: *Reminder - 8" slab arrives with the building***
 - a. Owner/ General Contractor to stringline outside of building slab and mark the utility drop locations per the plumbing drop plan provided with submittal drawings.
 - b. Owner/ General Contractor to trench utility lines to meet the drop locations.
 - c. Owner/ General Contractor to assemble the underground sewer piping, electrical conduit, and install underground water line.
 - d. Trench and install building utilities.
 - e. Slope the sewer to code (minimum 2%).
 - f. Shade pipes with sand while waiting for the underground inspection.
 - g. Pass local building underground inspection.
 - h. Backfill with course mason sand around all the plumbing risers.
 - i. Pad should be laser level 8" below the finish floor elevation. Place course mason sand and screed sand flush using 2x4's.

- 2. Building Off-Load and Set:**
 - a. Remove plastic shrink wrap.
 - b. Remove steel tie-down plates from building slab and install provided pick plates.
 - c. Remove the electrical conduit from the main panel, clear all block out grates.
 - d. Hook up the rigging and install protection from rigging at the fascia.
 - e. Pick the building slowly, lift the building up 1 inch off the trailer to make sure building is secure. Check the level of the building and adjust with shackles.
 - f. Set the building on the sub-grade at marked location.
 - g. Repeat for any additional building modules.

- 3. Final Install Steps:**
 - a. Make sure the building is level and aligned properly (block joints, cap beam, concrete slab, plumbing, fascia, ridge, etc.)
 - b. Dry in the roof including caulking joints at the fascia.
 - c. Connect all interior plumbing, including clean outs before the exterior sewer POC.
 - d. Connect the 2" electrical conduit to the main panel in the chase, install 10' ground and connect it to the Ufer ground that is located under the panel.
 - e. Touch up paint, as needed.
 - f. Sweep out all the rooms, wipe all fixtures and doors, etc.
 - g. Install backer rod where the building modules join.
 - h. Install self-leveling caulking on the floor slab joints where the building modules meet.

No modifications to this offer shall be authorized unless confirmed in writing by the President of Public Restroom Company.



Offered by: Public Restroom Company by _____

Charles E. Kaufman IV, President

This provides conditional acceptance of this preliminary purchase order for this building subject to acceptance of the submittals, furnished by Public Restroom Company. Once you accept the preliminary submittals, this shall become a final purchase agreement or at your discretion the final purchase order or a contract may be substituted with this attached.

Accepted by:

Authorized Signature

Date Signed

Printed Name

Legal Entity Name and Address



SPECIFICATIONS

Project #: 11560
 Project Name: Pico Park
 Site Address: 9528 Beverly Blvd
 City, State, Zip: Pico Rivera, CA 90660

Date: 6/1/2023
 Bldg Size: See Drawings
 Type of Bldg: SP-132
 Restroom/Storage

TYPE OF BUILDING

Construction Type

MVR WOOD	Wood Framed walls above cap beam, and wood framed rafters [ceiling & vents same as MVR]
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FLOOR SYSTEM

ROOM/ITEM	FINISH
Entire Building	Exposed Concrete with Light Broom Finish with Integral Additive for Stain/Moisture Resistance
Entire Building	Floor Coating with Skid Resistant Additive - Flakes

WALL SYSTEM

BUILDING WALLS HEIGHT	
Building Walls Height	7'4"

EXTERIOR WALLS - CMU	BLOCK TYPE AND COLOR	ROWS
Precision Exterior 4" CMU	Precision Gray	All

CAP BEAM	
Cap Beam	Cap Beam, Steel Tube, Painted

WALL FINISHES - EXTERIOR

TYPE	FINISH	HEIGHT
CMU	Paint over block filler	To Cap Beam
FRC Siding -Above- Cap Beam	FRC Stucco Pattern-James Hardie - Painted	Above Cap Beam
Exterior Paint	PPG Exterior Gloss - Colors TBD by client	

WALL FINISHES - INTERIOR

ROOM	FINISH	HEIGHT
Restrooms Below Cap Beam	Block filler & paint	To Cap Beam
Restrooms - Above Cap Beam	Stucco Pattern FRC - Painted	Above Cap Beam
Mechanical - To Cap Beam	Block filler & paint	To Cap Beam
Mechanical - Above Cap Beam	Painted OSB	Above Cap Beam
Storage - To cap Beam	Block filler & paint	To Cap Beam
Storage - Above Cap Beam	Painted OSB	Above Cap Beam

ROOF SYSTEM

ITEM	DESCRIPTION
Metal Sales Image II 26 GA	26 GA SSM, Metal Sales Image II Standing Seam With 12" Striations W/Ice & Water
Entire Building Ceiling	(MVR) 5/16" Cement Board Stucco Pattern Over 5/8" OSB
Fascia	14/16 Ga Formed Galvanized Steel W/1" Return At Top (MVR)
Vents SS Wire Mesh	Stainless Steel Wire Mesh

DOORS - HARDWARE

ITEM	DESCRIPTION
Hollow Metal Doors	Hollow Metal: Galvanized 14 GA. Door w/ 14 GA Frame Continuous Hinge
Double Door (Storage Area)	Hollow Metal 14 GA Door & 14 GA Frame w/ Continuous Hinge (Includes Threshold)
Deadbolt	SCHLAGE B600 series temporary large format core (std)

ITEM	DESCRIPTION	LOCATION
Pull Plates	Rockwood-VRT24 "Z" (Standard w/Anti-Microbial) (Std)	
Door Closer	LCN Closer, Model # 4211 Cush Arm (for Out Swing Door)	Restroom
Door Sweeps	Pemko Door Sweep 321SSN36"	Chase/Storage
Door Threshold (No Tile)	Threshold Fluted Saddle Mill Finish Alum, 4" Wide #270A36	Restroom/Chase
Ives Crash Chain (Standard)	Ives Crash Chain, # CS11526D20, US26D, 20.5, Crash Stop	Chase/Storage
Magnetic Locks (SAM)	SAM Securitron System	Piezo Exit Switch SDC 4630 Series

RESTROOM ACCESSORIES

ITEM	MANUFACTURER/DESCRIPTION	FINISH
Signage	Door/Wall Signs	Polished Aluminum & Blue
Grab Bars	Grab Bars	Stainless Steel
Aluminum Louvers (Chase Std)	Louver Sunvent Industries Model #157	Polished Aluminum
3-roll Toilet Paper Holders	Royce Rolls TP-3	Stainless Steel
Baby Changing Station	Foundations 200-EH-1	Stainless Steel
Hand Dryer Std	Dyson Airblade V, Low Voltage 120V, Model # HU02,	Spray Nickel

ITEM	MANUFACTURER/DESCRIPTION
Utility Hook (Standard)	Utility Hook, Bright Finish, Bobrick # B-670-PRC or Franklin Brass 5501 for Blazer
Soap Dispenser	PRC Proprietary Tank
W/Thru Wall Valve	Thru Wall Valve ASI #353

PRIVACY SCREENS (PARTITION WALLS)

CMU with Paperstone Doors	CMU Stall Walls With Paper Stone Doors, Continuous Hinges, Pilasters
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PLUMBING

FIXTURE/PART	DESCRIPTION
Toilets - Stainless Steel	Acorn # 1675 W-1-HET 1.28 GPF-FVBO-ADA-PFS-316SS
Urinals - Stainless Steel	Acorn # 1709 HEU-W-1-0.125-FVBO-316SS
Lavs - Stainless Steel	Rear Connect Acorn # 1652LRB-1-DMS-03-M-316SS
Lever (Std) - Toilet Flush Valve	Zurn W.C. Flush Valve 1.28 Ga Zurn # Z6143AV-HET-7L-BG
Lever - Urinal Flush Valve	Zurn Urinal Flush Valve .125 GPM Zurn # Z6195AV-ULF-7L-BG
Metering Faucet	Single Hole Metering Faucet, Chicago Model # 333-E2805-665PSHABCP - Tempered
Floor Drains: W/Trap Primer	Floor Drain Zurn # ZN460-2NH-5B W/Strainer / With Trap Primer

PLUMBING GENERAL

FIXTURE/PART	DESCRIPTION
Water Heater	Stiebel DHC-E3
Tempered Water to Lavs	Thermostatic Mixing Valve, Acorn Model # ST70-12
Valve Combo (PRV)	Valve Combo with Pressure Reducing Valve
Water Line Material	Copper (Std)
Bladder Tank	ProFlo PFXT5, (PRC)/ Amtrol 2 gal (Blazer) - no elect required
Hose Bibb- Interior	Acorn #8121-LF - in the Chase
Hose Reel & Hose	Hose Reel With 5/8"x75' Garden Hose

ELECTRICAL

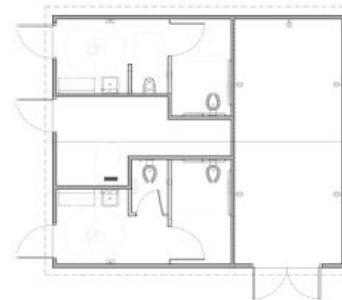
ITEM	DESCRIPTION	
Electrical Panel	200 amp Single Phase - 120/240 v	42 Circuits
Breakers	Plug on (QOD)	

LIGHTING

ITEM	DESCRIPTION (W=WALL, C=CEILING)	
Lighting Control -Interior-	Light Fixture Integrated Occupancy Sensor (OCC)	
OCC Sensor Switch for St&CN	Occupancy Sensor Wall Switch with Dimming	
Interior Lights	W/C Luminaire, Swoop Series SWP1212-OP-BRZ-OCC	15 Watts
Lighting Control -Exterior-	Photo Cell Intermatic Photo Control #EK4336S	
Exterior Light	W/C Luminaire, Swoop Series SWP-610-OP-BRZ	15 Watts
Chase Lights	C) Green AL-42L (large Chase)Waterproof	30 Watts
Storage Lights	C) Green AL-42L 36W (large room) waterproof	30 Watts

RECEPTACLES/SWITCHES, HEATERS, FANS, HVAC, LIGHTED SIGNS

ITEM	DESCRIPTION	LOCATION
Receptacles	GFCI (Adjacent to Panel)	
Receptacles	GFCI	
Switches Single Pole	Single Pole (Adjacent to Panel)	
Switches By Pass	By Pass (To By Pass OCC Sensors)	
Emergency Light	Lithonia ELM2L Led 2 Head Led Emergency Light (Mechanical Room)	



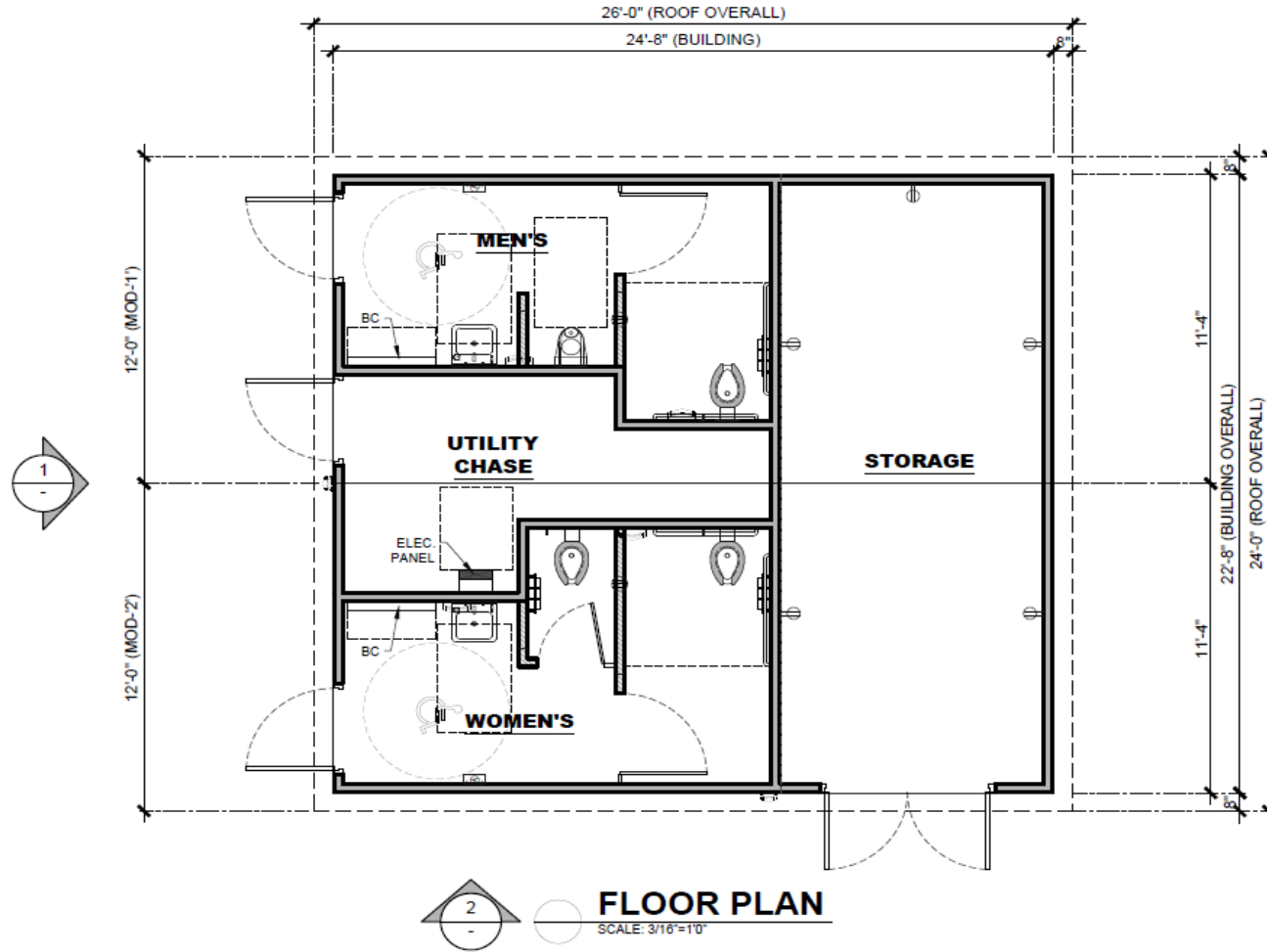
FLOOR PLAN
SCALE: NOT TO SCALE

PARK PICO
PICO RIVERA, CALIFORNIA
RESTROOM/ STORAGE BUILDING
ARTIST IMPRESSION: 3D RENDERING ONLY FOR REPRESENTATION. COLORS AND MATERIALS ARE SUBJECT TO CHANGE.

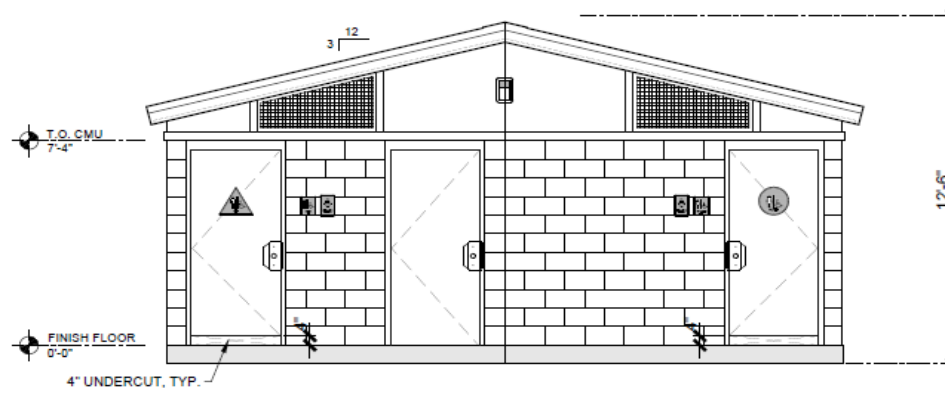
PUBLIC RESTROOM COMPANY
Building Better Places To Go.SM

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P: 888-888-2060 F: 888-888-1448

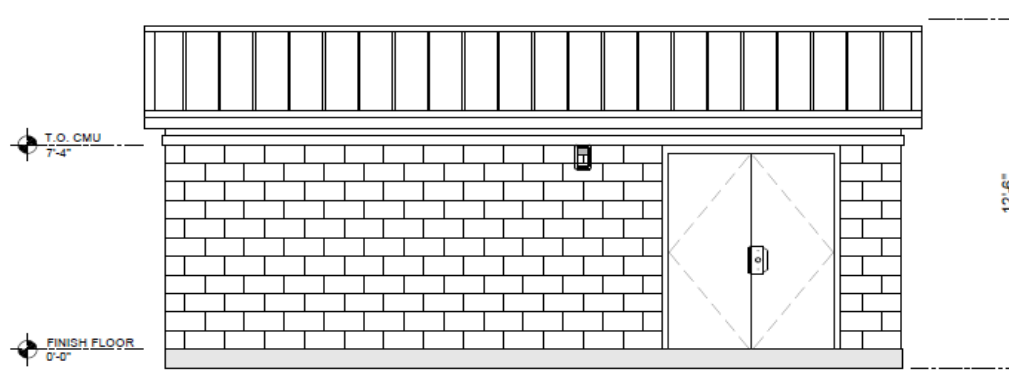
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		PROJECT:	PICO PARK PICO RIVERA, CA	PROJECT #:	11560	START DATE:	5/25/2023	MAX. PERSON / HOUR:	180 M
				DRAWN BY:	-	DRAWN BY:	EOR		



ELEVATION 1
SCALE: 3/16"=1'-0"



ELEVATION 2
SCALE: 3/16"=1'-0"



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BUILDING TYPE: RESTROOM/ STORAGE BUILDING

**PROJECT: PICO PARK
PICO RIVERA, CA**

REVISION #

PROJECT #
11560

REVISION DATE:
DRAWN BY:

START DATE: **5/25/2023**
DRAWN BY: EOR

SHEET#

A-2

MAX. PERSON / HOUR:
180 M

**Solicitation Number: RFP 081721****CONTRACT**

This Contract is between Sourcewell, 202 12th Street Northeast, P.O. Box 219, Staples, MN 56479 (Sourcewell) and Public Restroom Company, 2587 Business Parkway, Minden, NV 89423 (Supplier).

Sourcewell is a State of Minnesota local government unit and service cooperative created under the laws of the State of Minnesota (Minnesota Statutes Section 123A.21) that offers cooperative procurement solutions to government entities. Participation is open to eligible federal, state/province, and municipal governmental entities, higher education, K-12 education, nonprofit, tribal government, and other public entities located in the United States and Canada. Sourcewell issued a public solicitation for Restroom and Shower Facility Solutions from which Supplier was awarded a contract.

Supplier desires to contract with Sourcewell to provide equipment, products, or services to Sourcewell and the entities that access Sourcewell's cooperative purchasing contracts (Participating Entities).

1. TERM OF CONTRACT

- A. **EFFECTIVE DATE.** This Contract is effective upon the date of the final signature below.
- B. **EXPIRATION DATE AND EXTENSION.** This Contract expires October 15, 2025, unless it is cancelled sooner pursuant to Article 22. This Contract may be extended one additional year upon the request of Sourcewell and written agreement by Supplier.
- C. **SURVIVAL OF TERMS.** Notwithstanding any expiration or termination of this Contract, all payment obligations incurred prior to expiration or termination will survive, as will the following: Articles 11 through 14 survive the expiration or cancellation of this Contract. All other rights will cease upon expiration or termination of this Contract.

2. EQUIPMENT, PRODUCTS, OR SERVICES

- A. **EQUIPMENT, PRODUCTS, OR SERVICES.** Supplier will provide the Equipment, Products, or Services as stated in its Proposal submitted under the Solicitation Number listed above.

Supplier's Equipment, Products, or Services Proposal (Proposal) is attached and incorporated into this Contract.

All Equipment and Products provided under this Contract must be new and the current model. Supplier may offer close-out or refurbished Equipment or Products if they are clearly indicated in Supplier's product and pricing list. Unless agreed to by the Participating Entities in advance, Equipment or Products must be delivered as operational to the Participating Entity's site.

This Contract offers an indefinite quantity of sales, and while substantial volume is anticipated, sales and sales volume are not guaranteed.

B. **WARRANTY.** Supplier warrants that all Equipment, Products, and Services furnished are free from liens and encumbrances, and are free from defects in design, materials, and workmanship. In addition, Supplier warrants the Equipment, Products, and Services are suitable for and will perform in accordance with the ordinary use for which they are intended. Supplier's dealers and distributors must agree to assist the Participating Entity in reaching a resolution in any dispute over warranty terms with the manufacturer. Any manufacturer's warranty that extends beyond the expiration of the Supplier's warranty will be passed on to the Participating Entity.

C. **DEALERS, DISTRIBUTORS, AND/OR RESELLERS.** Upon Contract execution and throughout the Contract term, Supplier must provide to Sourcewell a current means to validate or authenticate Supplier's authorized dealers, distributors, or resellers relative to the Equipment, Products, and Services offered under this Contract, which will be incorporated into this Contract by reference. It is the Supplier's responsibility to ensure Sourcewell receives the most current information.

3. PRICING

All Equipment, Products, or Services under this Contract will be priced at or below the price stated in Supplier's Proposal.

When providing pricing quotes to Participating Entities, all pricing quoted must reflect a Participating Entity's total cost of acquisition. This means that the quoted cost is for delivered Equipment, Products, and Services that are operational for their intended purpose, and includes all costs to the Participating Entity's requested delivery location.

Regardless of the payment method chosen by the Participating Entity, the total cost associated with any purchase option of the Equipment, Products, or Services must always be disclosed in the pricing quote to the applicable Participating Entity at the time of purchase.

A. **SHIPPING AND SHIPPING COSTS.** All delivered Equipment and Products must be properly packaged. Damaged Equipment and Products may be rejected. If the damage is not readily apparent at the time of delivery, Supplier must permit the Equipment and Products to be

returned within a reasonable time at no cost to Sourcewell or its Participating Entities. Participating Entities reserve the right to inspect the Equipment and Products at a reasonable time after delivery where circumstances or conditions prevent effective inspection of the Equipment and Products at the time of delivery. In the event of the delivery of nonconforming Equipment and Products, the Participating Entity will notify the Supplier as soon as possible and the Supplier will replace nonconforming Equipment and Products with conforming Equipment and Products that are acceptable to the Participating Entity.

Supplier must arrange for and pay for the return shipment on Equipment and Products that arrive in a defective or inoperable condition.

Sourcewell may declare the Supplier in breach of this Contract if the Supplier intentionally delivers substandard or inferior Equipment or Products.

B. SALES TAX. Each Participating Entity is responsible for supplying the Supplier with valid tax-exemption certification(s). When ordering, a Participating Entity must indicate if it is a tax-exempt entity.

C. HOT LIST PRICING. At any time during this Contract, Supplier may offer a specific selection of Equipment, Products, or Services at discounts greater than those listed in the Contract. When Supplier determines it will offer Hot List Pricing, it must be submitted electronically to Sourcewell in a line-item format. Equipment, Products, or Services may be added or removed from the Hot List at any time through a Sourcewell Price and Product Change Form as defined in Article 4 below.

Hot List program and pricing may also be used to discount and liquidate close-out and discontinued Equipment and Products as long as those close-out and discontinued items are clearly identified as such. Current ordering process and administrative fees apply. Hot List Pricing must be published and made available to all Participating Entities.

4. PRODUCT AND PRICING CHANGE REQUESTS

Supplier may request Equipment, Product, or Service changes, additions, or deletions at any time. All requests must be made in writing by submitting a signed Sourcewell Price and Product Change Request Form to the assigned Sourcewell Supplier Development Administrator. This approved form is available from the assigned Sourcewell Supplier Development Administrator. At a minimum, the request must:

- Identify the applicable Sourcewell contract number;
- Clearly specify the requested change;
- Provide sufficient detail to justify the requested change;

- Individually list all Equipment, Products, or Services affected by the requested change, along with the requested change (e.g., addition, deletion, price change); and
- Include a complete restatement of pricing documentation in Microsoft Excel with the effective date of the modified pricing, or product addition or deletion. The new pricing restatement must include all Equipment, Products, and Services offered, even for those items where pricing remains unchanged.

A fully executed Sourcewell Price and Product Change Request Form will become an amendment to this Contract and will be incorporated by reference.

5. PARTICIPATION, CONTRACT ACCESS, AND PARTICIPATING ENTITY REQUIREMENTS

A. PARTICIPATION. Sourcewell's cooperative contracts are available and open to public and nonprofit entities across the United States and Canada; such as federal, state/province, municipal, K-12 and higher education, tribal government, and other public entities.

The benefits of this Contract should be available to all Participating Entities that can legally access the Equipment, Products, or Services under this Contract. A Participating Entity's authority to access this Contract is determined through its cooperative purchasing, interlocal, or joint powers laws. Any entity accessing benefits of this Contract will be considered a Service Member of Sourcewell during such time of access. Supplier understands that a Participating Entity's use of this Contract is at the Participating Entity's sole convenience and Participating Entities reserve the right to obtain like Equipment, Products, or Services from any other source.

Supplier is responsible for familiarizing its sales and service forces with Sourcewell contract use eligibility requirements and documentation and will encourage potential participating entities to join Sourcewell. Sourcewell reserves the right to add and remove Participating Entities to its roster during the term of this Contract.

B. PUBLIC FACILITIES. Supplier's employees may be required to perform work at government-owned facilities, including schools. Supplier's employees and agents must conduct themselves in a professional manner while on the premises, and in accordance with Participating Entity policies and procedures, and all applicable laws.

6. PARTICIPATING ENTITY USE AND PURCHASING

A. ORDERS AND PAYMENT. To access the contracted Equipment, Products, or Services under this Contract, a Participating Entity must clearly indicate to Supplier that it intends to access this Contract; however, order flow and procedure will be developed jointly between Sourcewell and Supplier. Typically, a Participating Entity will issue an order directly to Supplier or its authorized subsidiary, distributor, dealer, or reseller. If a Participating Entity issues a purchase order, it may use its own forms, but the purchase order should clearly note the applicable Sourcewell

contract number. All Participating Entity orders under this Contract must be issued prior to expiration or cancellation of this Contract; however, Supplier performance, Participating Entity payment obligations, and any applicable warranty periods or other Supplier or Participating Entity obligations may extend beyond the term of this Contract.

Supplier's acceptable forms of payment are included in its attached Proposal. Participating Entities will be solely responsible for payment and Sourcewell will have no liability for any unpaid invoice of any Participating Entity.

B. **ADDITIONAL TERMS AND CONDITIONS/PARTICIPATING ADDENDUM.** Additional terms and conditions to a purchase order, or other required transaction documentation, may be negotiated between a Participating Entity and Supplier, such as job or industry-specific requirements, legal requirements (e.g., affirmative action or immigration status requirements), or specific local policy requirements. Some Participating Entities may require the use of a Participating Addendum; the terms of which will be negotiated directly between the Participating Entity and the Supplier. Any negotiated additional terms and conditions must never be less favorable to the Participating Entity than what is contained in this Contract.

C. **SPECIALIZED SERVICE REQUIREMENTS.** In the event that the Participating Entity requires service or specialized performance requirements not addressed in this Contract (such as e-commerce specifications, specialized delivery requirements, or other specifications and requirements), the Participating Entity and the Supplier may enter into a separate, standalone agreement, apart from this Contract. Sourcewell, including its agents and employees, will not be made a party to a claim for breach of such agreement.

D. **TERMINATION OF ORDERS.** Participating Entities may terminate an order, in whole or in part, immediately upon notice to Supplier in the event of any of the following events:

1. The Participating Entity fails to receive funding or appropriation from its governing body at levels sufficient to pay for the equipment, products, or services to be purchased; or
2. Federal, state, or provincial laws or regulations prohibit the purchase or change the Participating Entity's requirements.

E. **GOVERNING LAW AND VENUE.** The governing law and venue for any action related to a Participating Entity's order will be determined by the Participating Entity making the purchase.

7. CUSTOMER SERVICE

A. **PRIMARY ACCOUNT REPRESENTATIVE.** Supplier will assign an Account Representative to Sourcewell for this Contract and must provide prompt notice to Sourcewell if that person is changed. The Account Representative will be responsible for:

- Maintenance and management of this Contract;
- Timely response to all Sourcwell and Participating Entity inquiries; and
- Business reviews to Sourcwell and Participating Entities, if applicable.

B. BUSINESS REVIEWS. Supplier must perform a minimum of one business review with Sourcwell per contract year. The business review will cover sales to Participating Entities, pricing and contract terms, administrative fees, sales data reports, supply issues, customer issues, and any other necessary information.

8. REPORT ON CONTRACT SALES ACTIVITY AND ADMINISTRATIVE FEE PAYMENT

A. CONTRACT SALES ACTIVITY REPORT. Each calendar quarter, Supplier must provide a contract sales activity report (Report) to the Sourcwell Supplier Development Administrator assigned to this Contract. Reports are due no later than 45 days after the end of each calendar quarter. A Report must be provided regardless of the number or amount of sales during that quarter (i.e., if there are no sales, Supplier must submit a report indicating no sales were made).

The Report must contain the following fields:

- Participating Entity Name (e.g., City of Staples Highway Department);
- Participating Entity Physical Street Address;
- Participating Entity City;
- Participating Entity State/Province;
- Participating Entity Zip/Postal Code;
- Participating Entity Contact Name;
- Participating Entity Contact Email Address;
- Participating Entity Contact Telephone Number;
- Sourcwell Assigned Entity/Participating Entity Number;
- Item Purchased Description;
- Item Purchased Price;
- Sourcwell Administrative Fee Applied; and
- Date Purchase was invoiced/sale was recognized as revenue by Supplier.

B. ADMINISTRATIVE FEE. In consideration for the support and services provided by Sourcwell, the Supplier will pay an administrative fee to Sourcwell on all Equipment, Products, and Services provided to Participating Entities. The Administrative Fee must be included in, and not added to, the pricing. Supplier may not charge Participating Entities more than the contracted price to offset the Administrative Fee.

The Supplier will submit payment to Sourcwell for the percentage of administrative fee stated in the Proposal multiplied by the total sales of all Equipment, Products, and Services purchased

by Participating Entities under this Contract during each calendar quarter. Payments should note the Supplier's name and Sourcewell-assigned contract number in the memo; and must be mailed to the address above "Attn: Accounts Receivable" or remitted electronically to Sourcewell's banking institution per Sourcewell's Finance department instructions. Payments must be received no later than 45 calendar days after the end of each calendar quarter.

Supplier agrees to cooperate with Sourcewell in auditing transactions under this Contract to ensure that the administrative fee is paid on all items purchased under this Contract.

In the event the Supplier is delinquent in any undisputed administrative fees, Sourcewell reserves the right to cancel this Contract and reject any proposal submitted by the Supplier in any subsequent solicitation. In the event this Contract is cancelled by either party prior to the Contract's expiration date, the administrative fee payment will be due no more than 30 days from the cancellation date.

9. AUTHORIZED REPRESENTATIVE

Sourcewell's Authorized Representative is its Chief Procurement Officer.

Supplier's Authorized Representative is the person named in the Supplier's Proposal. If Supplier's Authorized Representative changes at any time during this Contract, Supplier must promptly notify Sourcewell in writing.

10. AUDIT, ASSIGNMENT, AMENDMENTS, WAIVER, AND CONTRACT COMPLETE

A. **AUDIT.** Pursuant to Minnesota Statutes Section 16C.05, subdivision 5, the books, records, documents, and accounting procedures and practices relevant to this Agreement are subject to examination by Sourcewell or the Minnesota State Auditor for a minimum of six years from the end of this Contract. This clause extends to Participating Entities as it relates to business conducted by that Participating Entity under this Contract.

B. **ASSIGNMENT.** Neither party may assign or otherwise transfer its rights or obligations under this Contract without the prior written consent of the other party and a fully executed assignment agreement. Such consent will not be unreasonably withheld. Any prohibited assignment will be invalid.

C. **AMENDMENTS.** Any amendment to this Contract must be in writing and will not be effective until it has been duly executed by the parties.

D. **WAIVER.** Failure by either party to take action or assert any right under this Contract will not be deemed a waiver of such right in the event of the continuation or repetition of the circumstances giving rise to such right. Any such waiver must be in writing and signed by the parties.

E. **CONTRACT COMPLETE.** This Contract represents the complete agreement between the parties. No other understanding regarding this Contract, whether written or oral, may be used to bind either party. For any conflict between the attached Proposal and the terms set out in Articles 1-22 of this Contract, the terms of Articles 1-22 will govern.

F. **RELATIONSHIP OF THE PARTIES.** The relationship of the parties is one of independent contractors, each free to exercise judgment and discretion with regard to the conduct of their respective businesses. This Contract does not create a partnership, joint venture, or any other relationship such as master-servant, or principal-agent.

11. INDEMNITY AND HOLD HARMLESS

Supplier must indemnify, defend, save, and hold Sourcewell and its Participating Entities, including their agents and employees, harmless from any claims or causes of action, including attorneys' fees incurred by Sourcewell or its Participating Entities, arising out of any act or omission in the performance of this Contract by the Supplier or its agents or employees; this indemnification includes injury or death to person(s) or property alleged to have been caused by some defect in the Equipment, Products, or Services under this Contract to the extent the Equipment, Product, or Service has been used according to its specifications. Sourcewell's responsibility will be governed by the State of Minnesota's Tort Liability Act (Minnesota Statutes Chapter 466) and other applicable law.

12. GOVERNMENT DATA PRACTICES

Supplier and Sourcewell must comply with the Minnesota Government Data Practices Act, Minnesota Statutes Chapter 13, as it applies to all data provided by or provided to Sourcewell under this Contract and as it applies to all data created, collected, received, stored, used, maintained, or disseminated by the Supplier under this Contract.

13. INTELLECTUAL PROPERTY, PUBLICITY, MARKETING, AND ENDORSEMENT

A. INTELLECTUAL PROPERTY

1. *Grant of License.* During the term of this Contract:
 - a. Sourcewell grants to Supplier a royalty-free, worldwide, non-exclusive right and license to use the trademark(s) provided to Supplier by Sourcewell in advertising and promotional materials for the purpose of marketing Sourcewell's relationship with Supplier.
 - b. Supplier grants to Sourcewell a royalty-free, worldwide, non-exclusive right and license to use Supplier's trademarks in advertising and promotional materials for the purpose of marketing Supplier's relationship with Sourcewell.
2. *Limited Right of Sublicense.* The right and license granted herein includes a limited right of each party to grant sublicenses to their respective subsidiaries, distributors, dealers,

resellers, marketing representatives, and agents (collectively “Permitted Sublicensees”) in advertising and promotional materials for the purpose of marketing the Parties’ relationship to Participating Entities. Any sublicense granted will be subject to the terms and conditions of this Article. Each party will be responsible for any breach of this Article by any of their respective sublicensees.

3. Use; Quality Control.

- a. Neither party may alter the other party’s trademarks from the form provided and must comply with removal requests as to specific uses of its trademarks or logos.
- b. Each party agrees to use, and to cause its Permitted Sublicensees to use, the other party’s trademarks only in good faith and in a dignified manner consistent with such party’s use of the trademarks. Upon written notice to the breaching party, the breaching party has 30 days of the date of the written notice to cure the breach or the license will be terminated.

4. As applicable, Supplier agrees to indemnify and hold harmless Sourcewell and its Participating Entities against any and all suits, claims, judgments, and costs instituted or recovered against Sourcewell or Participating Entities by any person on account of the use of any Equipment or Products by Sourcewell or its Participating Entities supplied by Supplier in violation of applicable patent or copyright laws.

5. Termination. Upon the termination of this Contract for any reason, each party, including Permitted Sublicensees, will have 30 days to remove all Trademarks from signage, websites, and the like bearing the other party’s name or logo (excepting Sourcewell’s pre-printed catalog of suppliers which may be used until the next printing). Supplier must return all marketing and promotional materials, including signage, provided by Sourcewell, or dispose of it according to Sourcewell’s written directions.

B. **PUBLICITY.** Any publicity regarding the subject matter of this Contract must not be released without prior written approval from the Authorized Representatives. Publicity includes notices, informational pamphlets, press releases, research, reports, signs, and similar public notices prepared by or for the Supplier individually or jointly with others, or any subcontractors, with respect to the program, publications, or services provided resulting from this Contract.

C. **MARKETING.** Any direct advertising, marketing, or offers with Participating Entities must be approved by Sourcewell. Send all approval requests to the Sourcewell Supplier Development Administrator assigned to this Contract.

D. **ENDORSEMENT.** The Supplier must not claim that Sourcewell endorses its Equipment, Products, or Services.

14. GOVERNING LAW, JURISDICTION, AND VENUE

The substantive and procedural laws of the State of Minnesota will govern this Contract. Venue for all legal proceedings arising out of this Contract, or its breach, must be in the appropriate state court in Todd County, Minnesota or federal court in Fergus Falls, Minnesota.

15. FORCE MAJEURE

Neither party to this Contract will be held responsible for delay or default caused by acts of God or other conditions that are beyond that party's reasonable control. A party defaulting under this provision must provide the other party prompt written notice of the default.

16. SEVERABILITY

If any provision of this Contract is found by a court of competent jurisdiction to be illegal, unenforceable, or void then both parties will be relieved from all obligations arising from that provision. If the remainder of this Contract is capable of being performed, it will not be affected by such determination or finding and must be fully performed.

17. PERFORMANCE, DEFAULT, AND REMEDIES

A. **PERFORMANCE.** During the term of this Contract, the parties will monitor performance and address unresolved contract issues as follows:

1. *Notification.* The parties must promptly notify each other of any known dispute and work in good faith to resolve such dispute within a reasonable period of time. If necessary, Sourcewell and the Supplier will jointly develop a short briefing document that describes the issue(s), relevant impact, and positions of both parties.
2. *Escalation.* If parties are unable to resolve the issue in a timely manner, as specified above, either Sourcewell or Supplier may escalate the resolution of the issue to a higher level of management. The Supplier will have 30 calendar days to cure an outstanding issue.
3. *Performance while Dispute is Pending.* Notwithstanding the existence of a dispute, the Supplier must continue without delay to carry out all of its responsibilities under the Contract that are not affected by the dispute. If the Supplier fails to continue without delay to perform its responsibilities under the Contract, in the accomplishment of all undisputed work, the Supplier will bear any additional costs incurred by Sourcewell and/or its Participating Entities as a result of such failure to proceed.

B. **DEFAULT AND REMEDIES.** Either of the following constitutes cause to declare this Contract, or any Participating Entity order under this Contract, in default:

1. Nonperformance of contractual requirements, or
2. A material breach of any term or condition of this Contract.

The party claiming default must provide written notice of the default, with 30 calendar days to cure the default. Time allowed for cure will not diminish or eliminate any liability for liquidated or other damages. If the default remains after the opportunity for cure, the non-defaulting party may:

- Exercise any remedy provided by law or equity, or
- Terminate the Contract or any portion thereof, including any orders issued against the Contract.

18. INSURANCE

A. REQUIREMENTS. At its own expense, Supplier must maintain insurance policy(ies) in effect at all times during the performance of this Contract with insurance company(ies) licensed or authorized to do business in the State of Minnesota having an "AM BEST" rating of A- or better, with coverage and limits of insurance not less than the following:

1. *Workers' Compensation and Employer's Liability.*

Workers' Compensation: As required by any applicable law or regulation.

Employer's Liability Insurance: must be provided in amounts not less than listed below:

Minimum limits:

\$500,000 each accident for bodily injury by accident

\$500,000 policy limit for bodily injury by disease

\$500,000 each employee for bodily injury by disease

2. *Commercial General Liability Insurance.* Supplier will maintain insurance covering its operations, with coverage on an occurrence basis, and must be subject to terms no less broad than the Insurance Services Office ("ISO") Commercial General Liability Form CG0001 (2001 or newer edition), or equivalent. At a minimum, coverage must include liability arising from premises, operations, bodily injury and property damage, independent contractors, products-completed operations including construction defect, contractual liability, blanket contractual liability, and personal injury and advertising injury. All required limits, terms and conditions of coverage must be maintained during the term of this Contract.

Minimum Limits:

\$1,000,000 each occurrence Bodily Injury and Property Damage

\$1,000,000 Personal and Advertising Injury

\$2,000,000 aggregate for Products-Completed operations

\$2,000,000 general aggregate

3. *Commercial Automobile Liability Insurance.* During the term of this Contract, Supplier will maintain insurance covering all owned, hired, and non-owned automobiles in limits of liability not less than indicated below. The coverage must be subject to terms

no less broad than ISO Business Auto Coverage Form CA 0001 (2010 edition or newer), or equivalent.

Minimum Limits:

\$1,000,000 each accident, combined single limit

4. *Umbrella Insurance*. During the term of this Contract, Supplier will maintain umbrella coverage over Employer's Liability, Commercial General Liability, and Commercial Automobile.

Minimum Limits:

\$2,000,000

5. *Network Security and Privacy Liability Insurance*. During the term of this Contract, Supplier will maintain coverage for network security and privacy liability. The coverage may be endorsed on another form of liability coverage or written on a standalone policy. The insurance must cover claims which may arise from failure of Supplier's security resulting in, but not limited to, computer attacks, unauthorized access, disclosure of not public data – including but not limited to, confidential or private information, transmission of a computer virus, or denial of service.

Minimum limits:

\$2,000,000 per occurrence

\$2,000,000 annual aggregate

Failure of Supplier to maintain the required insurance will constitute a material breach entitling Sourcewell to immediately terminate this Contract for default.

B. CERTIFICATES OF INSURANCE. Prior to commencing under this Contract, Supplier must furnish to Sourcewell a certificate of insurance, as evidence of the insurance required under this Contract. Prior to expiration of the policy(ies), renewal certificates must be mailed to Sourcewell, 202 12th Street Northeast, P.O. Box 219, Staples, MN 56479 or sent to the Sourcewell Supplier Development Administrator assigned to this Contract. The certificates must be signed by a person authorized by the insurer(s) to bind coverage on their behalf.

Failure to request certificates of insurance by Sourcewell, or failure of Supplier to provide certificates of insurance, in no way limits or relieves Supplier of its duties and responsibilities in this Contract.

C. ADDITIONAL INSURED ENDORSEMENT AND PRIMARY AND NON-CONTRIBUTORY INSURANCE CLAUSE. Supplier agrees to list Sourcewell and its Participating Entities, including their officers, agents, and employees, as an additional insured under the Supplier's commercial general liability insurance policy with respect to liability arising out of activities, "operations," or "work" performed by or on behalf of Supplier, and products and completed operations of Supplier. The policy provision(s) or endorsement(s) must further provide that coverage is

primary and not excess over or contributory with any other valid, applicable, and collectible insurance or self-insurance in force for the additional insureds.

D. **WAIVER OF SUBROGATION.** Supplier waives and must require (by endorsement or otherwise) all its insurers to waive subrogation rights against Sourcewell and other additional insureds for losses paid under the insurance policies required by this Contract or other insurance applicable to the Supplier or its subcontractors. The waiver must apply to all deductibles and/or self-insured retentions applicable to the required or any other insurance maintained by the Supplier or its subcontractors. Where permitted by law, Supplier must require similar written express waivers of subrogation and insurance clauses from each of its subcontractors.

E. **UMBRELLA/EXCESS LIABILITY/SELF-INSURED RETENTION.** The limits required by this Contract can be met by either providing a primary policy or in combination with umbrella/excess liability policy(ies), or self-insured retention.

19. COMPLIANCE

A. **LAWS AND REGULATIONS.** All Equipment, Products, or Services provided under this Contract must comply fully with applicable federal laws and regulations, and with the laws in the states and provinces in which the Equipment, Products, or Services are sold.

B. **LICENSES.** Supplier must maintain a valid and current status on all required federal, state/provincial, and local licenses, bonds, and permits required for the operation of the business that the Supplier conducts with Sourcewell and Participating Entities.

20. BANKRUPTCY, DEBARMENT, OR SUSPENSION CERTIFICATION

Supplier certifies and warrants that it is not in bankruptcy or that it has previously disclosed in writing certain information to Sourcewell related to bankruptcy actions. If at any time during this Contract Supplier declares bankruptcy, Supplier must immediately notify Sourcewell in writing.

Supplier certifies and warrants that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from programs operated by the State of Minnesota; the United States federal government or the Canadian government, as applicable; or any Participating Entity. Supplier certifies and warrants that neither it nor its principals have been convicted of a criminal offense related to the subject matter of this Contract. Supplier further warrants that it will provide immediate written notice to Sourcewell if this certification changes at any time.

21. PROVISIONS FOR NON-UNITED STATES FEDERAL ENTITY PROCUREMENTS UNDER UNITED STATES FEDERAL AWARDS OR OTHER AWARDS

Participating Entities that use United States federal grant or FEMA funds to purchase goods or services from this Contract may be subject to additional requirements including the procurement standards of the Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards, 2 C.F.R. § 200. Participating Entities may have additional requirements based on specific funding source terms or conditions. Within this Article, all references to “federal” should be interpreted to mean the United States federal government. The following list only applies when a Participating Entity accesses Supplier’s Equipment, Products, or Services with United States federal funds.

A. **EQUAL EMPLOYMENT OPPORTUNITY.** Except as otherwise provided under 41 C.F.R. § 60, all contracts that meet the definition of “federally assisted construction contract” in 41 C.F.R. § 60-1.3 must include the equal opportunity clause provided under 41 C.F.R. §60-1.4(b), in accordance with Executive Order 11246, “Equal Employment Opportunity” (30 FR 12319, 12935, 3 C.F.R. §, 1964-1965 Comp., p. 339), as amended by Executive Order 11375, “Amending Executive Order 11246 Relating to Equal Employment Opportunity,” and implementing regulations at 41 C.F.R. § 60, “Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor.” The equal opportunity clause is incorporated herein by reference.

B. **DAVIS-BACON ACT, AS AMENDED (40 U.S.C. § 3141-3148).** When required by federal program legislation, all prime construction contracts in excess of \$2,000 awarded by non-federal entities must include a provision for compliance with the Davis-Bacon Act (40 U.S.C. § 3141-3144, and 3146-3148) as supplemented by Department of Labor regulations (29 C.F.R. § 5, “Labor Standards Provisions Applicable to Contracts Covering Federally Financed and Assisted Construction”). In accordance with the statute, contractors must be required to pay wages to laborers and mechanics at a rate not less than the prevailing wages specified in a wage determination made by the Secretary of Labor. In addition, contractors must be required to pay wages not less than once a week. The non-federal entity must place a copy of the current prevailing wage determination issued by the Department of Labor in each solicitation. The decision to award a contract or subcontract must be conditioned upon the acceptance of the wage determination. The non-federal entity must report all suspected or reported violations to the federal awarding agency. The contracts must also include a provision for compliance with the Copeland “Anti-Kickback” Act (40 U.S.C. § 3145), as supplemented by Department of Labor regulations (29 C.F.R. § 3, “Contractors and Subcontractors on Public Building or Public Work Financed in Whole or in Part by Loans or Grants from the United States”). The Act provides that each contractor or subrecipient must be prohibited from inducing, by any means, any person employed in the construction, completion, or repair of public work, to give up any part of the compensation to which he or she is otherwise entitled. The non-federal entity must report all suspected or reported violations to the federal awarding agency. Supplier must be in compliance with all applicable Davis-Bacon Act provisions.

C. CONTRACT WORK HOURS AND SAFETY STANDARDS ACT (40 U.S.C. § 3701-3708). Where applicable, all contracts awarded by the non-federal entity in excess of \$100,000 that involve the employment of mechanics or laborers must include a provision for compliance with 40 U.S.C. §§ 3702 and 3704, as supplemented by Department of Labor regulations (29 C.F.R. § 5). Under 40 U.S.C. § 3702 of the Act, each contractor must be required to compute the wages of every mechanic and laborer on the basis of a standard work week of 40 hours. Work in excess of the standard work week is permissible provided that the worker is compensated at a rate of not less than one and a half times the basic rate of pay for all hours worked in excess of 40 hours in the work week. The requirements of 40 U.S.C. § 3704 are applicable to construction work and provide that no laborer or mechanic must be required to work in surroundings or under working conditions which are unsanitary, hazardous or dangerous. These requirements do not apply to the purchases of supplies or materials or articles ordinarily available on the open market, or contracts for transportation or transmission of intelligence. This provision is hereby incorporated by reference into this Contract. Supplier certifies that during the term of an award for all contracts by Sourcewell resulting from this procurement process, Supplier must comply with applicable requirements as referenced above.

D. RIGHTS TO INVENTIONS MADE UNDER A CONTRACT OR AGREEMENT. If the federal award meets the definition of “funding agreement” under 37 C.F.R. § 401.2(a) and the recipient or subrecipient wishes to enter into a contract with a small business firm or nonprofit organization regarding the substitution of parties, assignment or performance of experimental, developmental, or research work under that “funding agreement,” the recipient or subrecipient must comply with the requirements of 37 C.F.R. § 401, “Rights to Inventions Made by Nonprofit Organizations and Small Business Firms Under Government Grants, Contracts and Cooperative Agreements,” and any implementing regulations issued by the awarding agency. Supplier certifies that during the term of an award for all contracts by Sourcewell resulting from this procurement process, Supplier must comply with applicable requirements as referenced above.

E. CLEAN AIR ACT (42 U.S.C. § 7401-7671Q.) AND THE FEDERAL WATER POLLUTION CONTROL ACT (33 U.S.C. § 1251-1387). Contracts and subgrants of amounts in excess of \$150,000 require the non-federal award to agree to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act (42 U.S.C. § 7401- 7671q) and the Federal Water Pollution Control Act as amended (33 U.S.C. § 1251- 1387). Violations must be reported to the Federal awarding agency and the Regional Office of the Environmental Protection Agency (EPA). Supplier certifies that during the term of this Contract will comply with applicable requirements as referenced above.

F. DEBARMENT AND SUSPENSION (EXECUTIVE ORDERS 12549 AND 12689). A contract award (see 2 C.F.R. § 180.220) must not be made to parties listed on the government wide exclusions in the System for Award Management (SAM), in accordance with the OMB guidelines at 2 C.F.R. §180 that implement Executive Orders 12549 (3 C.F.R. § 1986 Comp., p. 189) and 12689 (3 C.F.R. § 1989 Comp., p. 235), “Debarment and Suspension.” SAM Exclusions contains the names

of parties debarred, suspended, or otherwise excluded by agencies, as well as parties declared ineligible under statutory or regulatory authority other than Executive Order 12549. Supplier certifies that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation by any federal department or agency.

G. BYRD ANTI-LOBBYING AMENDMENT, AS AMENDED (31 U.S.C. § 1352). Suppliers must file any required certifications. Suppliers must not have used federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any federal contract, grant, or any other award covered by 31 U.S.C. § 1352. Suppliers must disclose any lobbying with non-federal funds that takes place in connection with obtaining any federal award. Such disclosures are forwarded from tier to tier up to the non-federal award. Suppliers must file all certifications and disclosures required by, and otherwise comply with, the Byrd Anti-Lobbying Amendment (31 U.S.C. § 1352).

H. RECORD RETENTION REQUIREMENTS. To the extent applicable, Supplier must comply with the record retention requirements detailed in 2 C.F.R. § 200.333. The Supplier further certifies that it will retain all records as required by 2 C.F.R. § 200.333 for a period of 3 years after grantees or subgrantees submit final expenditure reports or quarterly or annual financial reports, as applicable, and all other pending matters are closed.

I. ENERGY POLICY AND CONSERVATION ACT COMPLIANCE. To the extent applicable, Supplier must comply with the mandatory standards and policies relating to energy efficiency which are contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act.

J. BUY AMERICAN PROVISIONS COMPLIANCE. To the extent applicable, Supplier must comply with all applicable provisions of the Buy American Act. Purchases made in accordance with the Buy American Act must follow the applicable procurement rules calling for free and open competition.

K. ACCESS TO RECORDS (2 C.F.R. § 200.336). Supplier agrees that duly authorized representatives of a federal agency must have access to any books, documents, papers and records of Supplier that are directly pertinent to Supplier's discharge of its obligations under this Contract for the purpose of making audits, examinations, excerpts, and transcriptions. The right also includes timely and reasonable access to Supplier's personnel for the purpose of interview and discussion relating to such documents.

L. PROCUREMENT OF RECOVERED MATERIALS (2 C.F.R. § 200.322). A non-federal entity that is a state agency or agency of a political subdivision of a state and its contractors must comply with Section 6002 of the Solid Waste Disposal Act, as amended by the Resource Conservation

and Recovery Act. The requirements of Section 6002 include procuring only items designated in guidelines of the Environmental Protection Agency (EPA) at 40 C.F.R. § 247 that contain the highest percentage of recovered materials practicable, consistent with maintaining a satisfactory level of competition, where the purchase price of the item exceeds \$10,000 or the value of the quantity acquired during the preceding fiscal year exceeded \$10,000; procuring solid waste management services in a manner that maximizes energy and resource recovery; and establishing an affirmative procurement program for procurement of recovered materials identified in the EPA guidelines.

M. FEDERAL SEAL(S), LOGOS, AND FLAGS. The Supplier not use the seal(s), logos, crests, or reproductions of flags or likenesses of Federal agency officials without specific pre-approval.

N. NO OBLIGATION BY FEDERAL GOVERNMENT. The U.S. federal government is not a party to this Contract or any purchase by an Participating Entity and is not subject to any obligations or liabilities to the Participating Entity, Supplier, or any other party pertaining to any matter resulting from the Contract or any purchase by an authorized user.

O. PROGRAM FRAUD AND FALSE OR FRAUDULENT STATEMENTS OR RELATED ACTS. The Contractor acknowledges that 31 U.S.C. 38 (Administrative Remedies for False Claims and Statements) applies to the Supplier's actions pertaining to this Contract or any purchase by a Participating Entity.

P. FEDERAL DEBT. The Supplier certifies that it is non-delinquent in its repayment of any federal debt. Examples of relevant debt include delinquent payroll and other taxes, audit disallowance, and benefit overpayments.

Q. CONFLICTS OF INTEREST. The Supplier must notify the U.S. Office of General Services, Sourcewell, and Participating Entity as soon as possible if this Contract or any aspect related to the anticipated work under this Contract raises an actual or potential conflict of interest (as described in 2 C.F.R. Part 200). The Supplier must explain the actual or potential conflict in writing in sufficient detail so that the U.S. Office of General Services, Sourcewell, and Participating Entity are able to assess the actual or potential conflict; and provide any additional information as necessary or requested.

R. U.S. EXECUTIVE ORDER 13224. The Supplier, and its subcontractors, must comply with U.S. Executive Order 13224 and U.S. Laws that prohibit transactions with and provision of resources and support to individuals and organizations associated with terrorism.

S. PROHIBITION ON CERTAIN TELECOMMUNICATIONS AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT. To the extent applicable, Supplier certifies that during the term of this Contract it will comply with applicable requirements of 2 C.F.R. § 200.216.

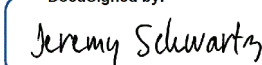
T. DOMESTIC PREFERENCES FOR PROCUREMENTS. To the extent applicable, Supplier certifies that during the term of this Contract will comply with applicable requirements of 2 C.F.R. § 200.322.

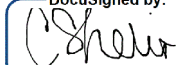
22. CANCELLATION

Sourcwell or Supplier may cancel this Contract at any time, with or without cause, upon 60 days' written notice to the other party. However, Sourcwell may cancel this Contract immediately upon discovery of a material defect in any certification made in Supplier's Proposal. Cancellation of this Contract does not relieve either party of financial, product, or service obligations incurred or accrued prior to cancellation.

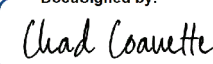
Sourcwell

Public Restroom Company

DocuSigned by:

By: C0FD2A139D06489...
Jeremy Schwartz
Title: Chief Procurement Officer
Date: 10/13/2021 | 1:42 PM CDT

DocuSigned by:

By: A88A1E334B6E4D3...
Katie Sherin
Title: Chief Operating Officer
Date: 10/14/2021 | 11:03 AM PDT

Approved:

DocuSigned by:

By: 7E42B8F817A64CC...
Chad Coquette
Title: Executive Director/CEO
Date: 10/14/2021 | 1:03 PM CDT

RFP 081721 - Restroom and Shower Facility Solutions

Vendor Details

Company Name: Public Restroom Company
2587 Business Parkway
Address: Minden, NV 89423
Contact: Katie Sherin
Email: katie@publicrestroomcompany.com
Phone: 888-888-2060 120
Fax: 888-888-1448
HST#:

Submission Details

Created On: Wednesday July 21, 2021 19:23:31
Submitted On: Tuesday August 17, 2021 15:50:48
Submitted By: Kristyn Young
Email: kristyn@publicrestroomcompany.com
Transaction #: c147a115-3f11-4f3c-9c67-11633b6d6822
Submitter's IP Address: 47.44.252.218

Specifications

Table 1: Proposer Identity & Authorized Representatives

General Instructions (applies to all Tables) Sourcwell prefers a brief but thorough response to each question. Do not merely attach additional documents to your response without also providing a substantive response. Do not leave answers blank; respond "N/A" if the question does not apply to you (preferably with an explanation).

Line Item	Question	Response *
1	Proposer Legal Name (one legal entity only): (In the event of award, will execute the resulting contract as "Supplier")	Public Restroom Company
2	Identify all subsidiary entities of the Proposer whose equipment, products, or services are included in the Proposal.	N/A
3	Identify all applicable assumed names or DBA names of the Proposer or Proposer's subsidiaries in Line 1 or Line 2 above.	N/A
4	Proposer Physical Address:	2587 Business Parkway Minden, NV 89423
5	Proposer website address (or addresses):	www.publicrestroomcompany.com
6	Proposer's Authorized Representative (name, title, address, email address & phone) (The representative must have authority to sign the "Proposer's Assurance of Compliance" on behalf of the Proposer and, in the event of award, will be expected to execute the resulting contract):	N/A - Public Restroom Company submitting this proposal
7	Proposer's primary contact for this proposal (name, title, address, email address & phone):	Katie Sherin, Chief Operating Officer, 2587 Business Parkway, Minden, NV 89423, katie@publicrestroomcompany.com, 888-888-2060 ext 120
8	Proposer's other contacts for this proposal, if any (name, title, address, email address & phone):	Chad Kaufman, President, 2587 Business Parkway, Minden, NV 89423, chad@publicrestroomcompany.com, 888-888-2060 ext 109

Table 2: Company Information and Financial Strength

Line Item	Question	Response *
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9	Provide a brief history of your company, including your company's core values, business philosophy, and industry longevity related to the requested equipment, products or services.	<p>Public Restroom Company's founder, Chuck Kaufman, was a public restroom industry front-runner and pioneered the process of off-site constructed park and recreation prefabricated restrooms, concessions, meeting rooms, offices, scorekeeper booths, and waterless restrooms (vaults) for urban and rural recreation sites. His vision was to deliver high-quality prefabricated buildings, specializing in restrooms, to communities that had minimal operating and capital budgets, but still wanted to have a good looking, easy to maintain building. This led him to create standardized floor plans with flexible exterior and roof finishes that could blend into local architecture and natural landscapes.</p> <p>Today PRC remains a family-owned and managed company by a brother and sister team, Charles "Chad" E. Kaufman IV and Catherine "Katie" Kaufman-Sherin. After many years working under their late father and company founder, they took control of the business in 2019 and continue the PRC legacy today. Chuck was always looking to develop innovative ways to build better restrooms and he did exactly that. Over the years, Chuck and the PRC team introduced new design ideas aimed to help reduce vandalism, continually improved the quality of components installed in each building until they were the best in the market, and developed a proprietary concrete additive that makes our buildings' concrete floors and walls water resistant, non-staining, and odor-free. These are only a few of his progressive changes to the standard public restroom building that make our buildings truly stand out from the rest.</p> <p>PRC's mission is to deliver turnkey buildings to our customer that require little maintenance, hold-up to vandalism, and having the final cost of the building below typical site-built construction. This strategy, along with high-quality and attention to detail, delivers a product unmatched in the industry today. Critical to PRC's business model is continuing investment in research and development to find new solutions. These include vandal-resistance technologies, maintenance-reduction and efficiency through technology, increasing public safety, and longevity with a 50-year useful life. When commercially available restroom components do not stand up to the abuse of our market, PRC invents and fabricates components that will (i.e. PRC Doors). Our first company value is "Quality," and we stay true to this through our craftsmanship, selection of high-quality components, and quality control through the entire manufacturing process. This gives us the ability to offer and stand behind the leading warranty in the industry of 20-years structural and 5-years parts/fixtures.</p> <p>Public Restroom Company's mission statement is: to lead our industry as the premier designer, builder, and expert on restrooms and related buildings for parks and public spaces. We achieve this goal by fostering a culture of innovation and attention to detail that make our buildings safer and more reliable for the communities we serve. Our vision is to improve communities by providing the safest, most innovative, and highest quality prefabricated buildings for parks and public spaces.</p> <p>Our company values are as follows:</p> <ol style="list-style-type: none"> 1) Quality - We take pride in our effort to provide the highest quality in our products, workmanship, and design. 2) Innovation - We focus on innovation day-to-day in adapting new ideas to create the best solutions for our customers. 3) Partnership - We build strong, long-term relationships with employees, vendors, design architects, and customers to provide the best in class products. 4) Teamwork - We strive to develop respectful collaboration across all employees together to accomplish our common goals. 5) Integrity - We act ethically in all aspects of our business by "doing the right thing" for our employees and our customers. <p>(See Mission, Vision, Values attached in uploaded documents)</p>
10	What are your company's expectations in the event of an award?	<p>In the event of an award, we look forward to providing both optimal service and delivering the highest quality, turnkey product to those businesses, cities, and municipalities that use Sourcewell primarily for procurement. We also would promote Sourcewell in a mutually beneficial manner, as we expect that this award will only bolster our reputation as one of the leader's in the prefabricated restroom category and give us access to new customers. So if we are awarded the contract, one expectation for ourselves is to promote Sourcewell by including Sourcewell's logo in our future scheduled advertising efforts (digital, print, etc.) including regional and national tradeshow. We also would dedicate a page on our website specifically to Sourcewell, so the purchasing process is clearly explained to customers and they can understand that our company and products have been vetted and selected by an outside governmental agency.</p>
11	Demonstrate your financial strength and stability with meaningful data. This could include such items as financial statements, SEC filings, credit and bond ratings, letters of credit, and detailed reference letters. Upload supporting documents (as applicable) in the document upload section of your response.	<p>Since 2003, PRC has done \$197.5M in sales of prefabricated buildings and 78% of that total has been in the last ten years alone (\$155.7M). In 2021, PRC has YTD Sales of \$17.8M, which happens to be \$1.19M ahead of FY2020 annual sales of \$16.6M. Please see additional attachments for supporting documents for this question. We have included the following documents: 2020 Financial Report, PRC's Dun & Bradstreet report, a letter from our bonding company, and a letter of support from our bank.</p>
12	What is your US market share for the solutions that you are proposing?	<p>To date, we have installed over 1,000 buildings under the Public Restroom Company brand since 2002. Public Restroom Company leads the US market for custom prefabricated restroom and park buildings. We currently have buildings in 31 states to date and add more markets each year. It is hard to determine exact market share, as it is unknown how many exact public restrooms are being sold each year and installed, but we would estimate that PRC owns at least ~15% of the current market size or more.</p>
13	What is your Canadian market share for the solutions that you are proposing?	<p>At this time 0%. We have never sold or installed a building to a Canadian customer due to regulations around trucking/shipment size requirements. We are continually looking to figure out a solution for this so we can sell to Canada in the near future, as we've had multiple Canadian online inquiries in the past years demonstrating interest for our brand.</p>
14	Has your business ever petitioned for bankruptcy protection? If so, explain in detail.	No.

15	How is your organization best described: is it a manufacturer, a distributor/dealer/reseller, or a service provider? Answer whichever question (either a) or b) just below) best applies to your organization. a) If your company is best described as a distributor/dealer/reseller (or similar entity), provide your written authorization to act as a distributor/dealer/reseller for the manufacturer of the products proposed in this RFP. If applicable, is your dealer network independent or company owned? b) If your company is best described as a manufacturer or service provider, describe your relationship with your sales and service force and with your dealer network in delivering the products and services proposed in this RFP. Are these individuals your employees, or the employees of a third party?	Public Restroom Company (PRC) is a manufacturer of prefabricated restrooms and related park buildings. Our company is best described as a design-build-installation firm. (a) We are NOT a distributor/dealer/reseller. (b) PRC employs are own in-house design staff, national sales force, and project management team that will serve as the main contacts for all Sourcewell's customers. We also have our fleet field vehicles and specially-trained installation staff to control the quality of end service during the delivery and installation process. If local union labor is required for installation under a Community Workforce Agreement (CWA), we will still send field staff to help oversee the process and also assist in advertising to local labor unions for the project installation.
16	If applicable, provide a detailed explanation outlining the licenses and certifications that are both required to be held, and actually held, by your organization (including third parties and subcontractors that you use) in pursuit of the business contemplated by this RFP.	Licenses for modular construction are specific to the applicable states and their own requirements. Some states have plan-approval and inspection requirements, while others require local CBO's to certify the construction at a local level. Public Restroom Company (PRC) partners with a national third-party engineering firm, Radco, who under licenses from each State holding a modular program of plan review and inspection, provides each state modular building agency engineering certification of compliance with all applicable codes relate to the building.
17	Provide all "Suspension or Debarment" information that has applied to your organization during the past ten years.	None.

Table 3: Industry Recognition & Marketplace Success

Line Item	Question	Response *
18	Describe any relevant industry awards or recognition that your company has received in the past five years	2021 Cintas America's Best Restroom Contest - Selected as a Top 10 Finalist for our Craycraft Restroom in Mission Viejo, CA. Winner to be announced after August 20th. In 2020, we received an Honorable Mention from Modular Building Institute's Awards of Distinction in the "Permanent Modular Assembly" category for our project, CSU Army Depot Park. This particular building was over 3,200 sq. ft that included restrooms, showers, storage, and a concession. This building was designed, managed, and sold by PRC and built in our third-party manufacturing facility, Blazer Industries, and was comprised of 8 modules—one of our largest projects to date. As a company, we were nominated and selected as a finalist for Northern Nevada's Best Places to Work Award for a medium-sized business and will find out if we won on August 27th.
19	What percentage of your sales are to the governmental sector in the past three years	In the last three years, 94% of our sales are to the government sector.
20	What percentage of your sales are to the education sector in the past three years	In the last three years, less than 1% of our sales are to the education sector.
21	List any state, provincial, or cooperative purchasing contracts that you hold. What is the annual sales volume for each of these contracts over the past three years?	Public Restroom Company currently holds a purchasing contract with the National BuyBoard Purchasing Cooperative. Total Sales Volume since 2014 is \$14,707,291.
22	List any GSA contracts or Standing Offers and Supply Arrangements (SOSA) that you hold. What is the annual sales volume for each of these contracts over the past three years?	None at this time, we are only pursuing the Sourcewell Contract for Restroom & Shower facilities.

Table 4: References/Testimonials

Line Item 23. Supply reference information from three customers who are eligible to be Sourcewell participating entities.

Entity Name *	Contact Name *	Phone Number *
City of Murrieta, CA	Lea Kolek	951-304-7275
City of Los Angeles, CA	Jimmy Newsom	818-756-9294
City of Richardson, TX	Bobby Kinser	972-744-4470
City of Jacksonville, FL	Daryl Joseph	904-630-3515
Williston Parks & Recreation District, ND	Darin Krueger	701-774-9773

Table 5: Top Five Government or Education Customers

Line Item 24. Provide a list of your top five government, education, or non-profit customers (entity name is optional), including entity type, the state or province the entity is located in, scope of the project(s), size of transaction(s), and dollar volumes from the past three years.

Entity Name	Entity Type *	State / Province *	Scope of Work *	Size of Transactions *	Dollar Volume Past Three Years *
City of Los Angeles	Government	California - CA	Designed and sold (13) prefabricated buildings that included restrooms, meeting rooms, office space, splash pad equipment room, and storage. At this time (12) have been installed with (1) new contract in 2021 for future install (\$416,370).	\$451,092 \$141,313 \$140,883 \$154,969 \$134,663 \$134,663 \$121,822 \$255,191 \$244,421 \$172,417 \$259,584 \$416,690 \$416,370	\$3,044,078
Clark County	Government	Nevada - NV	Designed and sold (10) prefabricated buildings, including restrooms, storage and office. At this time, 9 have been installed with (1) new contract in 2021 for future install (\$194,848).	\$200,802 \$148,364 \$148,364 \$168,296 \$148,364 \$194,848 \$295,450 \$279,517 \$291,146 \$412,260	\$2,287,411
City of Sacramento	Government	California - CA	Designed and sold (7) prefabricated buildings, including restrooms, storage and office. At this time, 5 have been installed with (2) new contracts in 2021 for future install (Total \$412,914).	\$112,585 \$144,970 \$141,406 \$157,877 \$229,752 \$492,702 \$255,037	\$1,534,329
Valley-Wide Recreation & Park District / San Jacinto, CA	Government	California - CA	Designed and sold (6) prefabricated buildings, including restrooms, storage and office. At this time, (3) have been installed with (3) new contracts in 2021 for future install (Total \$867,538).	\$374,977 \$203,425 \$227,031 \$265,530 \$402,335 \$297,218	\$1,770,516
City of Garland	Government	Texas - TX	Designed and sold (6) prefabricated buildings, including restrooms, concession buildings, and storage. At this time, (1) building has been installed with (5) new contracts in 2021 for future install (Total \$2,907,788).	\$493,100 \$161,472 \$585,188 \$934,367 \$323,168 \$733,661	\$3,230,956

Table 6: Ability to Sell and Deliver Service

Describe your company's capability to meet the needs of Sourcewell participating entities across the US and Canada, as applicable. Your response should address in detail at least the following areas: locations of your network of sales and service providers, the number of workers (full-time equivalents) involved in each sector, whether these workers are your direct employees (or employees of a third party), and any overlap between the sales and service functions.

Line Item	Question	Response *
25	Sales force.	Public Restroom Company has four (4) full-time direct sales people with designated geographical territories and behind this sales team is a five (5) person support staff for administrative services and project management. We look to expand our sales depth with outside rep agencies with the future launch of our semi-custom or baseMOD product lines which are currently in development.
26	Dealer network or other distribution methods.	Any outside sales rep agencies will be paid a finders fee (%) for any new projects and/or new customers brought to PRC.
27	Service force.	Public Restroom Company has three (3) dedicated installation and warranty field teams. Each are comprised of at least (2) people with company vehicles, specialty tools, and extensive knowledge in plumbing and general construction. These teams are strategically located at the following locations: our headquarters in Minden, NV, Southern California, and in Central Texas. These professional OSHA-certified, specially-trained, staff members will travel across the nation to install and service any warranties for our customers.
28	Describe the ordering process. If orders will be handled by distributors, dealers or others, explain the respective roles of the Proposer and others.	The ordering process is handled 100% by Public Restroom Company, at this time we do not have any outside distributors or dealers due to the custom nature of our product and it gives us the ability to control the quality and level of service to customers. After we received an initial inquiry from a customer, the Salesperson assigned to that state/territory will follow-up with a call and email to the potential customer to answer any questions. If the customer chooses to move forward, PRC will provide design renderings based upon initial discussions and a factory quote with added costs of any upgrades and modifications from the base model price. If accepted, PRC will then provide our proposal contract to be signed by the customer and this will include all terms & conditions, as well as outline all steps of the building process to the final point of delivery. After the contract is signed, Customer and PRC Salesperson and/or Project Manager will finalize all color selections and finishes and then these drawings will be sent to engineering for state approval to move forward.
29	Describe in detail the process and procedure of your customer service program, if applicable. Include your response-time capabilities and commitments, as well as any incentives that help your providers meet your stated service goals or promises.	Public Restroom Company prides itself in having excellent customer service. We take care of our clients by responding to any questions or issues within 24 hours. Our clients are assisted by phone/video to help troubleshoot. If the issue requires on-site assistance, we will send our field representatives to the job site to troubleshoot the problem and repair/replace as needed. In the next few months, we will be publishing "How To" videos privately on our PRC YouTube Channel so maintenance tips (ex. winterizing the building) and troubleshooting any restroom fixtures can easily be shared with the customer as requested.
30	Describe your ability and willingness to provide your products and services to Sourcewell participating entities in the United States.	Public Restroom Company currently provides prefabricated restrooms, showers, and other park buildings to customers nationwide. We are more than willing to provide our full line of products and installation within the United States and look forward to doing so.
31	Describe your ability and willingness to provide your products and services to Sourcewell participating entities in Canada.	We are willing to look into delivering products to Canada, but at this time haven't sold or delivered any buildings to date.
32	Identify any geographic areas of the United States or Canada that you will NOT be fully serving through the proposed contract.	Kentucky is the only state that we will not be serving due to labor codes that require Kentucky plumbers and electricians in our factory during production, which does not work with our current business model due to our NV location.
33	Identify any Sourcewell participating entity sectors (i.e., government, education, not-for-profit) that you will NOT be fully serving through the proposed contract. Explain in detail. For example, does your company have only a regional presence, or do other cooperative purchasing contracts limit your ability to promote another contract?	All sectors will be serviced by Public Restroom Company (PRC) with the exception of Kentucky, as explained above.
34	Define any specific contract requirements or restrictions that would apply to our participating entities in Hawaii and Alaska and in US Territories.	Our installation and transportation covenants would be affected by awards to Alaska and Hawaii, but to date, we have not accepted an order for work in either of these two states. However, our concept for a project can be accomplished if a client requests it, but we would more than likely have to ship the building via ocean freight and have our trained installation staff complete the installation process.

Table 7: Marketing Plan

Line Item	Question	Response *
35	Describe your marketing strategy for promoting this contract opportunity. Upload representative samples of your marketing materials (if applicable) in the document upload section of your response.	<p>If awarded, Public Restroom Company will promote Sourcewell through a variety of methods.</p> <p>a. PRC typically attends ~20+ trade shows annually and would proudly promote the Sourcewell procurement option at our booths, through inclusion of a custom co-branded handout inset into our catalog of products and via word of mouth</p> <p>b. Addition of Sourcewell Page under "About Us" / "Procurement" Section on our website with clear directions and link to Sourcewell website</p> <p>c. Email blasts via MailChimp to our extensive client contact database, this would also happen initially if awarded the contract and quarterly as a reminder</p> <p>d. Facebook posts to announce award</p> <p>e. Co-branded marketing materials for Sales Team to send out to customers with catalogs (see example of BuyBoard)</p>
36	Describe your use of technology and digital data (e.g., social media, metadata usage) to enhance marketing effectiveness.	<p>In May 2020, we added to our marketing team a Director of Marketing & Planning and under this person is (2) additional support roles with the goal of becoming more strategic and improving our overall marketing efforts. In December 2020, we hired a third-party digital marketing and website firm, Delegator, to help us improve the SEO of our new website that was launched in the Fall 2020 and also reinstate paid search advertisements through Google Ads, Bing Ads, and most recently LinkedIn Ads. Our paid search ads only started in April 2021 and since that time, we've had over 40K impressions with a current 10.5% click-thru rate, which is far beyond the typical average of 2% CTR for most paid search advertisements. We've also implemented a service called, Call Rail, that tracks which calls are coming from our paid advertisements and from this we've seen a total of 65 calls in about 4 months total.</p> <p>We also utilize a website, Lead Forensics, that monitors traffic to our website and collects data on each visitor. From this, we are able to determine where visitors are coming from geographically speaking, most common search terms, and which companies/industries specifically these visitors are associated with. Since last August, we've seen 2,847 unique visits to our site with 85% of those visitors coming to our site organically (without any paid advertising) from either Google or Bing which shows we have a strong brand presence. To reach out to the remaining 15%, we have enhanced our digital strategy to have pay-per-click ads on Google, Bing, and LinkedIn as well as several digital placements in national Parks & Recreation related outlets (i.e. Recreation Management, Parks & Rec Business) in addition to regional outlets (i.e. California Parks & Recreation Society (CPRS), Florida Recreation & Park Association (FRPA)). Our reasoning for focusing on Parks & Recreation publications comes from our digital data that tells us 46% of all site visits are either part of Government agencies or Recreation & Facilities Services, which is also in line with our customer data. We feel the most productive ways to reach our current audience and grow is through the following activities:</p> <ul style="list-style-type: none"> - Writing articles and sponsored content in industry trade magazines (see examples in attachments) - Creation of new blog content for website to improve SEO - Web advertisements (rotating GIF images) on national/regional Parks & Rec websites - Paid Search Advertisements on Google, Bing, and LinkedIn - Posts on PRC Facebook page for all new installations & company updates - Print Advertisements in national & regional Park & Rec magazines - Email Blast via MailChimp prior to trade shows and regionally with featured projects - Web Advertisements on weekly E-Newsletters with TX ASLA (Texas America Society of Landscape Architects) and CPRS <p>Above is our current marketing efforts, in addition to trade shows, but we plan on expanding even further this next year with the following activities:</p> <ul style="list-style-type: none"> - Lunch & Learn Seminars -OR- Virtual Coffee Dates with our Sales Team - Webinars posted to our website <p>We also have plans to expand beyond just Parks & Recreation industry publications and place advertisements with new publications that are focused on City/Urban Planning and Architecture, such as Next City. We plan on coordinating this placement with new product launches, such as our "smart restroom" tracking package.</p>
37	In your view, what is Sourcewell's role in promoting contracts arising out of this RFP? How will you integrate a Sourcewell-awarded contract into your sales process?	<p>From our perspective, we would love to see Sourcewell clearly display Public Restroom Company as a prefabricated restroom, shower, and related park buildings vendor when a prospective customer is searching the Sourcewell website. In our sales process, Sourcewell will be mentioned on every initial project call/inquiry as a purchase method recommendation.</p>
38	Are your products or services available through an e-procurement ordering process? If so, describe your e-procurement system and how governmental and educational customers have used it.	<p>While the sales process often starts with our website, we do not currently offer online ordering due to the client/site-specificity of our products. When a customer visits our website and fills out a project questionnaire, their contact information and project data is automatically input into our Salesforce CRM and distributed to the appropriate PRC regional salesperson for follow-up. The actual process of ordering a building is finalized over the phone confirming details with our sales staff, since they act more like consultants guiding the client through the process. We feel this is a more effective sales process, as online ordering could result in mistakes and overlooked building details necessary for a successful build and installation. The only online ordering available is currently through BuyBoard and it is just an initial PO for a certain building model. Once that PO is received by our team, a follow-up phone call always takes place prior to finalizing the order to ensure no items are overlooked to ensure the highest level of customer satisfaction.</p>

Table 8: Value-Added Attributes

Line Item	Question	Response *
39	Describe any product, equipment, maintenance, or operator training programs that you offer to Sourcewell participating entities. Include details, such as whether training is standard or optional, who provides training, and any costs that apply.	We do not charge for any applicable training services. At the time of building installation, our field installation crew meets with the owner, maintenance staff, and other individuals to perform a final walkthrough of the operating parameters and troubleshooting that may be helpful in our client's operation of the building. A building manual with all manufacturer cut sheets for each item of equipment is included in the utility chase for the owner team to easily refer to when and if issues are present.
40	Describe any technological advances that your proposed products or services offer.	<p>Public Restroom Company is continually making technological advances to our product and our current focus is incorporating "smart technology" into our future builds and retrofitting past PRC buildings and buildings from other restroom manufacturers.</p> <p>We are planning to launch at the end of 2021 a "smart restroom" package that will involve sensors to track number of people using a facility, monitoring of plumbing, and tracking any consumables within the restroom. These sensors will provide real time data to an online dashboard so the customer can efficiently manage one or multiple locations and have the ability to develop metrics for restrooms as it relates to peak usage. Our current developer and partner has designed and employed systems at large scale airports around the country and has proven success in the data monitoring industry.</p> <p>A second technology advancement that we are still working on is a "sanitation" package, where there is automatic disinfecting system built into the building that deploys when no one is inside. This is sanitizing mist, but we've had issues with the spray nozzle dripping if the wrong type of water is used.</p>
41	Describe any "green" initiatives that relate to your company or to your products or services, and include a list of the certifying agency for each.	<p>Public Restroom Company offers the following "green" initiatives to reduce overall energy consumption and eliminate excess waste:</p> <ul style="list-style-type: none"> a. LED light fixtures throughout entire building (exterior, interior, and utility chase to reduce energy consumption, operating costs, and building's carbon footprint) b. Dyson Airblade Hand Dryers (Eliminates paper products needed for hand drying & energy efficient product) c. Photocells to control all Exterior Lights (Reduces cost of manually turning on lights daily, automatically operates based on ambient light). d. Stiebel Eltron DHC-E Tankless Water Heaters (Reduces energy costs by not heating water in a tank continuously) e. Solar Lighting Package (Reduces ongoing energy costs & carbon footprint of building) f. Restroom Partition Doors (Made from recycled material) g. Stainless steel vent screens (Eliminated the need for mechanical fans due to natural/passive air flow at gable ends of building.)
42	Identify any third-party issued eco-labels, ratings or certifications that your company has received for the equipment or products included in your Proposal related to energy efficiency or conservation, life-cycle design (cradle-to-cradle), or other green/sustainability factors.	None at this time.
43	Describe any Women or Minority Business Entity (WMBE), Small Business Entity (SBE), or veteran owned business certifications that your company or hub partners have obtained. Upload documentation of certification (as applicable) in the document upload section of your response.	None at this time, but Public Restroom Company (PRC) is 50% owned by a woman, Catherine Sherin.
44	What unique attributes does your company, your products, or your services offer to Sourcewell participating entities? What makes your proposed solutions unique in your industry as it applies to Sourcewell participating entities?	PRC is a design, build, and installation firm of prefabricated restrooms and other park buildings for over 40 years. The founder of PRC was a public restroom industry front-runner and was always looking to develop innovative ways to improve quality and vandal resistance, while at the same time building the best looking restroom that was easy to clean and maintain. At PRC, we pride ourselves on value and building trust with our customers through delivering the highest quality, aesthetically pleasing building for a fair price. It is our years of experience in this industry that allows us to see our customer's problems and fix them before they are an issue and guide them through the entire process. Our extensive design library offers Sourcewell's participating entities a variety of ideas and options, giving them the ability to see actual examples and customize their building just how they envision it instead of having to settle for a basic building with limited finishes and options. Our modular construction approach allows customers to expand beyond just a restroom building by adding-on items like storage, showers, concessions, office space, etc. This can ultimately provide cost savings to the customer by only having to construct one building instead of multiple buildings. What really sets us apart from similar businesses is our turnkey process. We don't stop with just design and manufacturing, we then deliver the building to the site ready-to-go and install it with our team of experts which eliminates the need for hiring outside contractors and skilled labor. We strive to make our customers happy from the beginning to end, which means delivering and installing the building to our high standards and eliminating that additional cost of having someone else install it. By handling the installation process, we can be confident in the integrity of the building being installed instead of relying on an outside contractor installing a restroom for the first time and possibly making mistakes.

Table 9A: Warranty

Describe in detail your manufacturer warranty program, including conditions and requirements to qualify, claims procedure, and overall structure. You may upload representative samples of your warranty materials (if applicable) in the document upload section of your response in addition to responding to the questions below.

Line Item	Question	Response *
45	Do your warranties cover all products, parts, and labor?	Yes, with a five (5) year component/fixture and twenty (20) years structural warranty for the building. Our components and fixture warranty exceeds most in this niche industry by 4 years, most only offer a one (1) year warranty.
46	Do your warranties impose usage restrictions or other limitations that adversely affect coverage?	PRC's warranty only cover incidents from manufacturer defects and/or design oversight.
47	Do your warranties cover the expense of technicians' travel time and mileage to perform warranty repairs?	Yes.
48	Are there any geographic regions of the United States or Canada (as applicable) for which you cannot provide a certified technician to perform warranty repairs? How will Sourcewell participating entities in these regions be provided service for warranty repair?	None.
49	Will you cover warranty service for items made by other manufacturers that are part of your proposal, or are these warranties issues typically passed on to the original equipment manufacturer?	Yes, we handle these claims with our field warranty teams.
50	What are your proposed exchange and return programs and policies?	Full replacement with return.
51	Describe any service contract options for the items included in your proposal.	None.

Table 9B: Performance Standards or Guarantees

Describe in detail your performance standards or guarantees, including conditions and requirements to qualify, claims procedure, and overall structure. You may upload representative samples of your performance materials (if applicable) in the document upload section of your response in addition to responding to the questions below.

Line Item	Question	Response *
52	Describe any performance standards or guarantees that apply to your services	In regards to Service Standards, we make sure that we respond to any online inquiry or call within a 24-48 hour window if received during normal business hours. Inquiries from the weekend would be addressed the following Monday. If the assigned salesperson is out of the office, we will have another sales rep or company representative respond to the customer before that time window expires. For initial design services, we typically are able to turnaround a customer's design request in 2 weeks or less, unless we are experiencing a high volume of new business and we would notify the customer of any delays should that situation arise. The initial design request encompasses 3D renderings and floor plans drawings for the customer with any finishes, colors, or special fixtures/components that have been specified.
53	Describe any service standards or guarantees that apply to your services (policies, metrics, KPIs, etc.)	Policy: Respond to new customer within 24-48 hours of initial inquiry Policy: Deliver 3D renderings and initial floor plan drawings within 2 weeks of initial request. Policy: Projects are turn-key by one responsible party, design-fabrication-installation.

Table 10: Payment Terms and Financing Options

Line Item	Question	Response *
54	Describe your payment terms and accepted payment methods?	Payment terms are Net 30. PRC's accepted form of payment is either: check or ACH wire transfers.
55	Describe any leasing or financing options available for use by educational or governmental entities.	None at this time.
56	Describe any standard transaction documents that you propose to use in connection with an awarded contract (order forms, terms and conditions, service level agreements, etc.). Upload a sample of each (as applicable) in the document upload section of your response.	Our standard transaction documents will start with our catalog of buildings so the customer can determine which building and add-ons best suits their project size and needs. Once they know which building they would like to move forward with, our Sales Rep will walk them through our document "PRC Summary Spec Sheet" which the PRC Sales Rep will fill-out based upon the customer's selections. Once we have that document in hand, we can provide a final price for customizations and upgrades and this will be listed in the "Proposal" document. The "Proposal" documents is our standard contract between PRC and each customer, this document will include pricing information and each step of the process explained in detail, in addition to our Terms & Conditions, Warranty Offered, and instructions/requirements for the General Contractor to perform site preparation. All blank template documents will be attached to this bid.
57	Do you accept the P-card procurement and payment process? If so, is there any additional cost to Sourcewell participating entities for using this process?	Not at this time.

Table 11: Pricing and Delivery

Provide detailed pricing information in the questions that follow below. Keep in mind that reasonable price and product adjustments can be made during the term of an awarded Contract as described in the RFP, the template Contract, and the Sourcewell Price and Product Change Request Form.

Line Item	Question	Response *
58	Describe your pricing model (e.g., line-item discounts or product-category discounts). Provide detailed pricing data (including standard or list pricing and the Sourcewell discounted price) on all of the items that you want Sourcewell to consider as part of your RFP response. If applicable, provide a SKU for each item in your proposal. Upload your pricing materials (if applicable) in the document upload section of your response.	Our pricing structure is based on each model number and our discount offered to Sourcewell participating entities is 5% off MSRP (base price). The pricing sheet attached to our catalog shows base price for each model listed within it. Please see the attached PRC Product catalog, PDF of floor plans, and corresponding price sheet with the discounted price listed in the far right column.
59	Quantify the pricing discount represented by the pricing proposal in this response. For example, if the pricing in your response represents a percentage discount from MSRP or list, state the percentage or percentage range.	Sourcewell participating entities will receive 5% of MSRP (base price).
60	Describe any quantity or volume discounts or rebate programs that you offer.	We will offer the following rebate to Sourcewell participating entities for any order placed within the four (4) year contract period: Orders \$500,000 – \$999,9999 a 1% rebate Orders between \$1M - \$1.5M a 2% rebate Orders over \$1.5M+ a 3% rebate
61	Propose a method of facilitating "sourced" products or related services, which may be referred to as "open market" items or "nonstandard options". For example, you may supply such items "at cost" or "at cost plus a percentage," or you may supply a quote for each such request.	PRC will pass along the true cost of any outside "sourced" services or products needed to complete the installation and add this to the final price of the delivered building. This number varies based upon the crane and freight transportation companies utilized, but PRC has developed a list of preferred vendors that off the most competitive pricing with high quality service.
62	Identify any element of the total cost of acquisition that is NOT included in the pricing submitted with your response. This includes all additional charges associated with a purchase that are not directly identified as freight or shipping charges. For example, list costs for items like pre-delivery inspection, installation, set up, mandatory training, or initial inspection. Identify any parties that impose such costs and their relationship to the Proposer.	The base prices listed do not include the installation expenses related to the crane, freight, and any other applicable taxes.
63	If freight, delivery, or shipping is an additional cost to the Sourcewell participating entity, describe in detail the complete freight, shipping, and delivery program.	Our delivery and installation program is custom for each project dependent on location and final size of delivered building modules. All freight and crane installation costs will be determined upon the completion of the building and will vary due to factors such as distance to the final installation location from the factory, in addition to special circumstances. For example, if the building is larger than a our standard building, it may require pilot cars during transport which can increase the cost of delivery to site. Typically, we keep that in mind with our models but customizations and larger modular builds can incur this expense and it should be noted.
64	Specifically describe freight, shipping, and delivery terms or programs available for Alaska, Hawaii, Canada, or any offshore delivery.	We cannot provide this information at this time, as we have not completed a project in Alaska, Hawaii, Canada, or any offshore location.
65	Describe any unique distribution and/or delivery methods or options offered in your proposal.	None.

Table 12: Pricing Offered

Line Item	The Pricing Offered in this Proposal is: *	Comments
66	b. the same as the Proposer typically offers to GPOs, cooperative procurement organizations, or state purchasing departments.	

Table 13: Audit and Administrative Fee

Line Item	Question	Response *
67	Specifically describe any self-audit process or program that you plan to employ to verify compliance with your proposed Contract with Sourcewell. This process includes ensuring that Sourcewell participating entities obtain the proper pricing, that the Vendor reports all sales under the Contract each quarter, and that the Vendor remits the proper administrative fee to Sourcewell. Provide sufficient detail to support your ability to report quarterly sales to Sourcewell as described in the Contract template.	PRC uses internal pricing cost worksheets which are audited after each project is installed. Our accounting department audits each project based on method of purchase which is verified both by contact and our CRM Salesforce. The quarterly reports to Sourcewell will be generated through the Salesforce CRM.
68	If you are awarded a contract, provide a few examples of internal metrics that will be tracked to measure whether you are having success with the contract.	As stated in the Sourcewell pre-bid webinar, it is estimated that this award could be around \$20M annually for restrooms and showers. If this contract is awarded to 2-3 vendors, we feel that we could capitalize on at least 15% of this estimate for annual sales, which would equate to \$3M in sales or around ~12 buildings sold dependent on average building price. So selling at least 12 buildings via Sourcewell would be a benchmark of success for our first year, so we would aim to sell (3) buildings per quarter or more. After that, we would expect sales to hopefully grow by about 5% each year would equate to an additional \$1M each year. So by Year 2, we would aim for \$4M in sales minimum and so forth.
69	Identify a proposed administrative fee that you will pay to Sourcewell for facilitating, managing, and promoting the Sourcewell Contract in the event that you are awarded a Contract. This fee is typically calculated as a percentage of Vendor's sales under the Contract or as a per-unit fee; it is not a line-item addition to the Member's cost of goods. (See the RFP and template Contract for additional details.)	Our proposed administrative fee to Sourcewell is 2% of the final contract amount.

Table 14A: Depth and Breadth of Offered Equipment Products and Services

Line Item	Question	Response *
70	Provide a detailed description of the equipment, products, and services that you are offering in your proposal.	Public Restroom Company is a design, build, and installation firm for prefabricated restrooms and related park buildings. While PRC started as a restroom company, we have evolved into much more and focus on a larger offering of modular buildings. Other park related buildings include but are not limited to: Showers, Storage, Offices, Multi-Purpose Rooms, Laundry, Concessions, Trash Enclosures, Ticket Booths, Transit Stations, Scorekeeper Booths, Locker Rooms and Lifeguard Stations. Since PRC utilizes a modular construction process, the customer can design a building that meets all their needs by combining different floor plans. For example, a shower building is commonly combined together with a restroom floor plan to meet both needs. While our catalog displays the base floor plan and pricing, the final buildings we deliver to our customers are commonly modified and upgraded with different exterior finishes, roof styles and materials, and added extras such as a covered entry or alcove with a drinking fountain and bottle filler. All of our options can be viewed on our website www.publicrestroomcompany.com under "Options."
71	Within this RFP category there may be subcategories of solutions. List subcategory titles that best describe your products and services.	For our restroom product line, we have five (5) different subcategories (series) based upon size, listed starting with smallest to largest floor plans: Waterless Vault Series, Playground Series, Sports Park Series, Stadium Series, and the Family Series. Our Waterless Vault series are restrooms that are self-contained and not hooked up to plumbing. Vaults are restrooms you would find in more remote, undeveloped locations where access to utilities is not possible. The rest of the restroom series listed above are all plumbed restrooms that are hooked up to utilities. For our Specialty Buildings category, these are more custom designed floor plans and we have a large variety of buildings that fall under this category, such as: Kiosks, Ticket Booths, Trash Enclosures, Transit Stations, Tennis/Golf Pro Shops, Laundry Rooms, Fish Cleaning Stations, Offices, and Scorekeeper Booths. In addition to buildings, we are planning to launch at the end of 2021 a "smart restroom" package that will involve sensors to track number of people using a facility, monitoring of plumbing, and tracking any consumables within the restroom. These sensors will provide real time data to an online dashboard so the customer can efficiently manage one or multiple locations and have the ability to develop metrics for restrooms as it relates to peak usage.

Table 14B: Depth and Breadth of Offered Equipment Products and Services

Indicate below if the listed types or classes of equipment, products, and services are offered within your proposal. Provide additional comments in the text box provided, as necessary.

Line Item	Category or Type	Offered *	Comments
72	Flush, waterless (vault), or compostable toilets and restrooms	<input checked="" type="radio"/> Yes <input type="radio"/> No	Yes, we do offer three (3) models and they can be seen on our website: V-010, V-020, and V-220 (listed by size). We do not include our Waterless Toilets (Vaults) in our primary catalog as this has become a very small portion of our business and is something we do not promote as much, because our strength lies in creating plumbed restrooms that feature custom exteriors and expanded with add-ons such as: showers, concessions, storage, etc.
73	Showers and changing rooms	<input checked="" type="radio"/> Yes <input type="radio"/> No	Yes, we offer prefabricated shower buildings that include changing rooms in the standard floor plans. We offer flexibility in the layout and allow our customers to choose multiple shower stalls to accommodate increased usage or individual, locking units as shown in our standard floor plans. Typically, if a shower is requested, it is often paired with a restroom building as well. In addition to interior showers (more traditional placement), we have also built several buildings with exterior showers located in beach settings and warmer climates. We also have incorporated outside washing stations for pets in park locations.
74	Combination restroom, shower, changing room, and ancillary or accessory use structures or facilities	<input checked="" type="radio"/> Yes <input type="radio"/> No	We can build both restrooms and showers as standalone buildings, but more commonly they are combined together as a restroom/shower combination building. A common addition we have seen with our shower buildings is locker rooms and changing rooms, which we can do on a small or large scale. One of our larger, more recent projects located in Grass Valley, CA at Memorial Park Pool included: Restrooms (6), Showers (12), Locker Area for both Men and Women, Office, Lobby and Multi-Purpose Room (see attached PDF for drawings and floor plan).
75	Equipment, products, accessories, and supplies related to the solutions in lines 72 - 74 above.	<input checked="" type="radio"/> Yes <input type="radio"/> No	PRC offers all necessary equipment and fixtures needed to outfit a restroom and shower building. Please check our website for full details our offering under "Options" as it is lengthy. We are not in the business of selling restroom supplies such as: toilet paper, hand soap, paper towels, or hand sanitizer. We do outfit all our building with fixtures for these supplies, but do not sell these supplies separately. We will sell replacement fixtures when needed, but typically do not have many replacement orders due to the vandal resistant nature of our penal grade, stainless steel products.
76	Related services - design-build services, site assessment, site preparation, customization, delivery, assembly, installation, maintenance or repair, and warranty programs.	<input checked="" type="radio"/> Yes <input type="radio"/> No	Everything list in the "Related Services" question is exactly what PRC does, with the exception of site preparation. We will provide the approved site plans and drawings to the customer, but they will be responsible for hiring a local, outside contractor to complete the site prep prior to delivery of the building. After initial contact with the customer, our first step is the design-build services. Once we finalize design plans, we get state approved drawings and once those are in hand, we build the building in one of our manufacturing facilities. We feel customization is one of PRC's strongest selling points and differentiating factors in comparison to others in this niche, prefab restroom industry. We give the customer the ability to choose the appropriate level of vandal resistant construction and fire compliancy, exterior/interior/roof finishes, color choices, and any building modifications/additions (i.e. drinking fountains, covered entry, trellis, moving utility access door, gates vs doors, etc.). Once the building is completed, we get it ready to ship in the factory by shrink wrapping the building prior to transportation. Once the building has arrived by truck at the site, the crane and our specialized field installation teams will complete the finishing installation touches and the building will be hooked up to plumbing and ready to go in just a few days. Our field teams also handle any maintenance/repair/warranty issues upon request.

Table 15: Industry Specific Questions

Line Item	Question	Response *
77	Describe the installation process for your products and identify how installation is managed in the order process, if applicable.	Upon receiving approval from the state in which the building is located (this will vary by state), we can then put the building on the factory schedule and the assigned project manager for the project will then be able to discuss with the customer a feasible date for completion and the customer's expected date for installation. Prior to that the dates are mostly estimates until the building is in actual production and state approved plans are received. Once PRC has state approved plans, we will provide these plans to the customer so they can begin the site preparation for the building well in advance of delivery. In the event the building is completed ahead of the client's requested date, it will be shrink wrapped and stored at our facility until the customer is ready for delivery. Upon completion at the factory, the cost for installation and delivery will be added to the final contract price which includes freight and the crane operator. Once the building is ready to be delivered, the PRC field installation team will arrive to the site a day (or two if needed) before delivery to prep the groundwork and plumbing for final connections to the building. Typically on Day 2 or 3, the building arrives to the site by truck and the building will be lifted off the truck with a crane and guided into place with our PRC field installation team. Once the building is set, the field installation team will complete connections to the plumbing underneath and complete any other finishing touches prior to handing over the keys to the building. The installation process of a single or two-module building is typically completed within 3 days, but larger scale buildings with multiple modules can take up to a week for installation. Once the building is set and installed, it is ready for use.
78	Describe applicable vandalism resistance or vandalism abatement measures or attributes incorporated in the design or manufacture of your products.	To start with, we offer the customer a choice of three (3) different levels of internal framing construction that is dependent on the building's need for fire resistance and safety: LVR (Low Vandal Resistant), MVR (Medium Vandal Resistant), and HVR (High Vandal Resistant). Steel or Wood is the difference is in internal framing material choice with steel having the highest fire safety rating and clearly the most vandal resistant option. HVR is constructed of steel internal framing, but MVR has two options of Wood or Steel for the client to choose from. For all Interior Fixtures, Stainless Steel is the premier choice when it comes to vandal resistance, because it is thicker and heavier, and stainless steel is PRC's standard fixtures that are included with each restroom. Public Restroom Company's stainless steel fixtures are prison (penal) grade, 316 type, 14 gauge (thickness) which is superior to most all other competitor's products and weighs 46% more than the equivalent stock door. Some additional benefits of stainless steel are: it does not fade, highly durable, easy to clean, and proven to be extremely hygienic, and will not dent or rust. For locations that are concerned with vandalism, PRC also offers soap dispenser and Fastaire Wall-Thru Hand Dryer with all the components housed within the locked, utility room versus exposed in the restroom itself. For our standards in multi-occupant restrooms, we do CMU Block Partitions with solid color reinforced composition doors as these are the most resilient to vandalism in comparison to other setups. We feel another competitive advantage we have is our Doors, as we custom fabricate 14 gauge prison-grade stainless steel doors with built-in ribs to help prevent denting. We also add vertical ribs at 6" on center, welded to the face of the door to further resist impact. We make our own doors instead of purchase traditional, mass-produced metal doors because we know this item is commonly high-maintenance for park managers due to dents, rust, and graffiti if not overbuilt and in making our own, we are able to ensure quality control. Since doors are the main access point for break-ins, over the years we have upgraded our standard hinges, door handles, and locking systems to be among the best. We utilize a continuous hinge for the entire length of the door, our doors handle covers the seam where the lock is so you cannot pry it open, and our Automatic Locking Systems are concealed in the door frame (jam) so they cannot be tampered with and are out of sight. As an upgrade, we can also add steel kick plates to the doors to prevent someone from damaging the door while attempting to kick it. For the exterior of the building, if the customer chooses to go with a CMU Block exterior wall which is very common, an anti-graffiti coating can be applied over the paint or block which helps in the removal of graffiti from the walls.

Table 16: Exceptions to Terms, Conditions, or Specifications Form

Line Item 79. NOTICE: To identify any exception, or to request any modification, to the Sourcewell template Contract terms, conditions, or specifications, a Proposer must submit the exception or requested modification on the **Exceptions to Terms, Conditions, or Specifications Form** immediately below. The contract section, the specific text addressed by the exception or requested modification, and the proposed modification must be identified in detail. Proposer's exceptions and proposed modifications are subject to review and approval of Sourcewell and will not automatically be included in the contract.

Contract Section	Term, Condition, or Specification	Exception or Proposed Modification

Documents

Ensure your submission document(s) conforms to the following:

1. Documents in PDF format are preferred. Documents in Word, Excel, or compatible formats may also be provided.
2. Documents should NOT have a security password, as Sourcewell may not be able to open the file. It is your sole responsibility to ensure that the uploaded document(s) are not either defective, corrupted or blank and that the documents can be opened and viewed by Sourcewell.
3. Sourcewell may reject any response where any document(s) cannot be opened and viewed by Sourcewell.
4. If you need to upload more than one (1) document for a single item, you should combine the documents into one zipped file. If the zipped file contains more than one (1) document, ensure each document is named, in relation to the submission format item responding to. For example, if responding to the Marketing Plan category save the document as "Marketing Plan."

- [Pricing](#) - Pricing_Catalog and Price List_Sourcwell 2021.pdf - Monday August 16, 2021 19:34:45
- [Financial Strength and Stability](#) - PRC Financial Supporting Docs_2021.pdf - Monday August 16, 2021 18:28:19
- [Marketing Plan/Samples](#) - PRC Marketing Attachment 2021.pdf - Tuesday August 17, 2021 15:47:49
- [WMBE/MBE/SBE or Related Certificates](#) - Certificates.pdf - Monday August 16, 2021 18:31:58
- [Warranty Information](#) - Warranty.pdf - Monday August 16, 2021 18:27:43
- [Standard Transaction Document Samples](#) - Proposal_Sourcwell Blank Template.pdf - Monday August 16, 2021 18:29:36
- [Upload Additional Document](#) - 2021_Additional Documentation and Gallery.pdf - Tuesday August 17, 2021 12:38:43

Addenda, Terms and Conditions

PROPOSER AFFIDAVIT AND ASSURANCE OF COMPLIANCE

I certify that I am the authorized representative of the Proposer submitting the foregoing Proposal with the legal authority to bind the Proposer to this Affidavit and Assurance of Compliance:

1. The Proposer is submitting this Proposal under its full and complete legal name, and the Proposer legally exists in good standing in the jurisdiction of its residence.
2. The Proposer warrants that the information provided in this Proposal is true, correct, and reliable for purposes of evaluation for contract award.
3. The Proposer, including any person assisting with the creation of this Proposal, has arrived at this Proposal independently and the Proposal has been created without colluding with any other person, company, or parties that have or will submit a proposal under this solicitation; and the Proposal has in all respects been created fairly without any fraud or dishonesty. The Proposer has not directly or indirectly entered into any agreement or arrangement with any person or business in an effort to influence any part of this solicitation or operations of a resulting contract; and the Proposer has not taken any action in restraint of free trade or competitiveness in connection with this solicitation. Additionally, if Proposer has worked with a consultant on the Proposal, the consultant (an individual or a company) has not assisted any other entity that has submitted or will submit a proposal for this solicitation.
4. To the best of its knowledge and belief, and except as otherwise disclosed in the Proposal, there are no relevant facts or circumstances which could give rise to an organizational conflict of interest. An organizational conflict of interest exists when a vendor has an unfair competitive advantage or the vendor's objectivity in performing the contract is, or might be, impaired.
5. The contents of the Proposal have not been communicated by the Proposer or its employees or agents to any person not an employee or legally authorized agent of the Proposer and will not be communicated to any such persons prior to Due Date of this solicitation.
6. If awarded a contract, the Proposer will provide to Sourcewell Participating Entities the equipment, products, and services in accordance with the terms, conditions, and scope of a resulting contract.
7. The Proposer possesses, or will possess before delivering any equipment, products, or services, all applicable licenses or certifications necessary to deliver such equipment, products, or services under any resulting contract.
8. The Proposer agrees to deliver equipment, products, and services through valid contracts, purchase orders, or means that are acceptable to Sourcewell Members. Unless otherwise agreed to, the Proposer must provide only new and first-quality products and related services to Sourcewell Members under an awarded Contract.
9. The Proposer will comply with all applicable provisions of federal, state, and local laws, regulations, rules, and orders.
10. The Proposer understands that Sourcewell will reject RFP proposals that are marked "confidential" (or "nonpublic," etc.), either substantially or in their entirety. Under Minnesota Statutes Section 13.591, subdivision 4, all proposals are considered nonpublic data until the evaluation is complete and a Contract is awarded. At that point, proposals become public data. Minnesota Statutes Section 13.37 permits only certain narrowly defined data to be considered a "trade secret," and thus nonpublic data under Minnesota's Data Practices Act.
11. Proposer its employees, agents, and subcontractors are not:
 1. Included on the "Specially Designated Nationals and Blocked Persons" list maintained by the Office of Foreign Assets Control of the United States Department of the Treasury found at: <https://www.treasury.gov/ofac/downloads/sdnlist.pdf>;
 2. Included on the government-wide exclusions lists in the United States System for Award Management found at: <https://sam.gov/SAM/>; or
 3. Presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from programs operated by the State of Minnesota; the United States federal government or the Canadian government, as applicable; or any Participating Entity. Vendor certifies and warrants that neither it nor its principals have been convicted of a criminal offense related to the subject matter of this solicitation.

By checking this box I acknowledge that I am bound by the terms of the Proposer's Affidavit, have the legal authority to submit this Proposal on behalf of the Proposer, and that this electronic acknowledgment has the same legal effect, validity, and enforceability as if I had hand signed the Proposal. This signature will not be denied such legal effect, validity, or enforceability solely because an electronic signature or electronic record was used in its formation. - Katie Sherin, Chief Operating Officer (COO), Public Restroom Company

The Proposer declares that there is an actual or potential Conflict of Interest relating to the preparation of its submission, and/or the Proposer foresees an actual or potential Conflict of Interest in performing the contractual obligations contemplated in the bid.

Yes No

The Bidder acknowledges and agrees that the addendum/addenda below form part of the Bid Document.

Check the box in the column "I have reviewed this addendum" below to acknowledge each of the addenda.

File Name	I have reviewed the below addendum and attachments (if applicable)	Pages
Addendum_1_Restroom_and_Shower_Facilities_RFP_081721 Thu August 5 2021 02:29 PM	<input checked="" type="checkbox"/>	2



Public Restroom Company 081721-PRM

Pricing for contract #081721-PRM offers Sourcewell participating agencies the following discounts:

- 5% Discount off the Base Model Price (MSRP) for all prefabricated buildings with standard finishes and fixtures.
- The standard discount does not apply to shipping and installation expense, which includes a third-party crane rental. These costs will be quoted and added to the final delivered price.
- We will offer the following volume discounts to Sourcewell participating agencies for any order(s) placed within the four (4) year contract period:
 - Orders between \$500,000 - \$999,999, an additional 1% to standard discount
 - Orders between \$1M – 1.5M, an additional 2% to standard discount
 - Orders over \$1.5M+, an additional 3% to standard discount



To: Mayor and City Council
From: City Manager
Meeting Date: June 13, 2023
Subject: APPROVE TWO (2) LEASE-PURCHASE AGREEMENTS WITH LEAF CAPITAL FUNDING, LLC AND A MAINTENANCE AGREEMENT WITH IBE DIGITAL FOR A PRODUCTION COPIER FOR SPECIALIZED PRINTING

Recommendation:

1. Approve a 63-month lease-purchase agreement with Leaf Capital Funding, LLC for a Konica Minolta C4070 Copier in the amount of \$79,406 for the lease plus \$8,130 for estimated taxes for a total of \$87,535;
2. Approve a 63-month lease-purchase agreement with Leaf Capital Funding, LLC for a Programmable Cutter and Friction Feed folder for the Konica Minolta C4070 Copier in the amount of \$33,636 for the lease plus \$3,438 for estimated taxes for a total of \$37,073;
3. Approve a 63-month maintenance agreement with IBE Digital for maintenance and operations of the Konica Minolta C4070 copier machine and related equipment in the Parks and Recreation Department in the amount of \$63,000; and
4. Authorize the City Manager to execute all documents related to the copier lease and maintenance agreement in a form approved by the City Attorney.

Fiscal Impact:

According to the agreement, the City will assume responsibility for paying lease and maintenance fees, as well as taxes, beginning in July 2023 and continue until September of 2028. The fiscal year (FY) 2023-24 budget includes \$35,878 in the Print, Duplicate & Photocopying Account No. 100.90.9002-52400 to pay the monthly lease and maintenance agreements along with appropriate taxes. The budget for each upcoming year will incorporate the necessary funds to sustain the lease and upkeep of the devices for the duration of the contracts.

Background:

The Parks and Recreation Department (Department) has been utilizing an in-house copier for printing for the past eight (8) years. As of September 2021, the equipment lease has expired, therefore, the Department's lease agreement has been on a month-to-month basis since that time. Simultaneously with the expiration of the lease, the City underwent a closure to the public as a result of the COVID-19 pandemic. During this period, the Department was engaged in the process of evaluating the appropriate course of action with regards to the production of marketing materials in-house.

Discussion:

When the Department's Media Division returned to full capacity, it was determined that the current copier no longer fits the needs of the Department because of its outdated software and out-of-contract service. The Department's Marketing Division prints marketing and informational materials for programs, grants, projects, and special events, such as booklets, brochures, and handbills that require specific materials and finishing processes. The current copier does not have the capability to fold, cut and trim custom pieces.

Staff is suggesting an investment of new equipment through a lease-purchase agreement as a means to enhance the quality of printing materials. The Konica Minolta C4070 is a multifunctional production copier that has the capability to print, trim, and bind various paper weights for booklets. This copier is proposed to be used by the Department to print large quantities of in-house materials. Also suggested is the inclusion of proposed new additional equipment, a Triumph 5255 20-1/2" Programmable Cutter and MBM 352F Friction Feed Folder, in order to create a variety of print materials. This new equipment will enable the Marketing Division to fold and cut brochures and pamphlets to satisfy the marketing requirements of multiple departments.

IBE Digital (IBE) is the provider of the Konica Minolta C4070 copier as well as The Triumph 5255 20-1/2" Programmable Cutter and MBM 352F Friction Feed Folder machine. To reduce the capital expenditure burden, staff recommends that the equipment be acquired through a lease-purchase agreement with Leaf Capital Funding, LLC. The lease will be for a 63-month term at which time the City will own the two (2) additional machines. The approval for the lease-purchase is recommended under the Pico Rivera Municipal Code, Section 3.20.030 allowing cooperative and piggyback purchasing of equipment and supplies. This equipment was part of Sourcewell Contract No. 030321-Kon RFP. During the lease period, staff also recommends that IBE be engaged for equipment maintenance and support. Under the terms of the maintenance agreement, IBE will install, provide support, training, troubleshooting, and replace toners. The monthly cost of IBE's service varies and is based on the month's consumption and number of printed pages. The agreement covers black and white copies for \$0.01 each

CITY COUNCIL AGENDA REPORT – MEETING OF JUNE 13, 2023
 APPROVE TWO (2) LEASE-PURCHASE AGREEMENTS WITH LEAF CAPITAL FUNDING, LLC AND A MAINTENANCE AGREEMENT WITH IBE DIGITAL FOR A PRODUCTION COPIER FOR SPECIALIZED PRINTING
 Page 3 of 3

and color copies for \$0.0449 each. An estimate based on previous usage of \$1,000 per month is used to set the contract amount and will be modified as necessary in the future.

A summary of the costs is provided below:

Item	Term (Months)	Monthly Payments Including Taxes	One-Time Doc Fee	Total Cost
Konica Minolta C4070	63	\$1,259	\$95	\$79,406
Konica Minolta Taxes	63	\$129	NA	\$8,130
Cutter & Folder	63	\$532	\$95	\$33,636
Cutter & Folder Taxes	63	\$55	NA	\$3,438
Maintenance	63	\$1,000	NA	\$63,00
Totals		\$2,975	\$190.00	\$187,609

Conclusion:

Staff recommends the City Council authorize two 63-month lease-purchase agreements with Leaf Capital Funding, LLC for Konica Minolta C4070, Triumph 5255 20-1/2” Programmable Cutter and MBM 352F Friction Feed Folder, authorize a 63-month maintenance agreement with IBE Digital and authorize the City Manager to sign all related documents. The total cost of the two lease-purchase agreements and the maintenance agreement together with taxes and one-time documentation fees is estimated to be \$187,608.70 over the 63-month period.



Steve Carmona

SC:PY

- Enclosures: 1) Leaf Capital Funding, LLC Copier Lease-Purchase Agreement
 2) Leaf Capital Funding, LLC Finishing Equipment Lease-Purchase Agreement
 3) IBE Maintenance Agreement
 4) IBE Proposal



LEASE AGREEMENT

Enclosure 1

1720 A Crete Street, Moberly, MO 65270
Phone: 800-662-3759, Fax: 800-426-2626

LESSEE LEGAL NAME: City of Pico Rivera Telephone No: (562) 942-2000

Billing Address: 6615 Passons Boulevard Pico Rivera, CA 90660 Equipment Location (If other than Billing Address): 6767 Passons Boulevard Pico Rivera, CA 90660

EQUIPMENT DESCRIPTION: (indicate quantity, new or used and include make, model, serial # and all attachments - see below and/or attached Schedule A)

Konica Minolta C4070

Table with columns: BASE TERM IN MONTHS, TOTAL NUMBER OF LEASE PAYMENTS, END OF LEASE PURCHASE OPTION, and payment details (a) Advance Payment, (b) Security Deposit, (c) Documentation Fee, Total due a + b + c =.

**If more than one lease payment is required as an Advance Payment, the balance will be applied to lease payments in inverse order, starting with the last lease payment. Your obligation to pay all amounts and perform all other obligations is non-cancellable, absolute, unconditional and not subject to abatement, set-off or defense.

In this agreement ("Lease"), "we," "our," and "us" refers to LEAF Capital Funding, LLC as Lessor and "you" and "your" refer to the Lessee. You agree to lease the Equipment upon the following terms and conditions:
1. LEASE PAYMENTS AND TERM: The Lease is enforceable on you upon your execution. The term of the Lease shall commence on the date the Equipment is delivered to you ("Lease Commencement Date").
2. DELIVERY, ACCEPTANCE, USE AND REPAIR: You are responsible for Equipment delivery and installation. You unconditionally accept the Equipment upon the earlier of (a) your oral or written acceptance of the Equipment, or (b) 10 days after delivery of the Equipment.
3. INDEMNIFICATION: You agree to indemnify, defend and hold us harmless from and against any losses, damages, penalties, claims and suits, including attorneys' fees and expenses related to the ordering, manufacture, installation, ownership, condition, use, lease, possession, delivery or return of Equipment.
4. LEASE EXPIRATION, RENEWAL: Unless you notify us at least 90 days prior to the expiration of the Lease of your election to return or purchase the Equipment, this Lease will renew on a month-to-month basis at the same monthly Lease Payment until you either exercise the purchase option or provide us with at least 90 days notice and return the Equipment.
5. LATE FEES AND CHARGES: If any amount is not paid within three (3) days of when due, you agree to pay us a late charge equal to the lesser of 10% of the amount past due or the maximum legal amount.
6. NO WARRANTY: We do not manufacture the Equipment and you have selected the Equipment and the supplier. WE MAKE NO EXPRESS OR IMPLIED WARRANTIES, INCLUDING THOSE OF MERCHANTABILITY OR FITNESS FOR A PURPOSE AND ARE NOT RESPONSIBLE FOR CONSEQUENTIAL OR INCIDENTAL DAMAGES.
7. INSURANCE, RISK OF LOSS: You bear all risk of loss or damage to the Equipment from its order until it is returned in the required condition or purchased by you ("Risk Period").
8. OWNERSHIP AND TAXES: We own the Equipment (excluding licensed software). If you are deemed to own it, you grant us a security interest in the Equipment.
9. DEFAULT: If you or any guarantor do not pay us any amount within ten (10) days of its due date, or breach any terms of this Lease, any guaranty or any license relating to the Equipment, you will be in default.
10. ASSIGNMENT: You have no right to sell or assign the Equipment or Lease.
11. ARTICLE 2A: You agree this Lease is a "finance lease" as defined in Article 2A of the Uniform Commercial Code. You waive all rights and remedies conferred upon a lessee by Article 2A (508-522) of the UCC.
12. CREDIT INFORMATION: You authorize us or any of our affiliates to obtain credit bureau reports, and make other credit inquiries that we deem necessary.
13. CHOICE OF LAW: THIS LEASE WILL BE GOVERNED BY PENNSYLVANIA LAW. YOU CONSENT TO JURISDICTION IN THE STATE OR FEDERAL COURTS IN PENNSYLVANIA AND WAIVE ANY RIGHT TO A TRIAL BY JURY.
14. MISCELLANEOUS: This Lease is the parties' entire agreement and can be amended only in writing signed by both parties.

ACCEPTED BY LESSEE: City of Pico Rivera
Print Name: _____ Title: _____
X _____ Lessee Authorized Signature E-Mail Address: _____ Date: _____
Tax ID Number: _____

PERSONAL GUARANTY: Undersigned guarantees that Lessee will make all payments and perform all other obligations under the Lease when due. Undersigned agrees that this is a guaranty of payment and not of collection, and that we can proceed directly against undersigned without first proceeding against Lessee or the Equipment. Undersigned also waives all suretyship defenses and notification if the Lessee is in default and consents to any extensions or modifications granted to Lessee. Undersigned will pay us all expenses (including attorneys' fees) we incur in enforcing our rights against undersigned or Lessee. If more than one person signs this guaranty, each agrees that his/her liability is joint and several. Undersigned authorizes us and our affiliates to obtain credit bureau reports and make inquiries regarding undersigned's personal credit. You consent to jurisdiction in the State or Federal courts in Pennsylvania and expressly waive any right to a trial by jury.

SIGNED X _____ Print Name: _____ E-Mail Address: _____



State and Local Government Addendum

Reference: Application No. _____

This State and Local Government Addendum (this "Addendum") is made part of the Agreement related to the above referenced application number ("Agreement") between **LEAF Capital Funding, LLC** ("we" "us" and "ours") and City of Pico Rivera ("you" and "your"). Capitalized terms used but not defined will have the meaning given to them in the Agreement. If there is any conflict between the terms of this Addendum and the terms of the Agreement, the terms of this Addendum will control and prevail. The parties hereby agree as follows:

1. Funding Intent. You reasonably believe that funds can be obtained sufficient to make all Payments set forth in the Agreement and any other amounts owed during the term of the Agreement. You agree that your chief executive or administrative officer (or your administrative office that has the responsibility of preparing the budget submitted to your governing body, as applicable) will provide for funding for such payments in your annual budget request submitted to your governing body. You covenant that you will do all things lawfully within your power to obtain, maintain and properly request and pursue funds from which the Payments may be made, including making provisions for such payments to the extent necessary in each budget submitted for the purpose of obtaining funding, using your best efforts to have such portion of the budget approved and exhausting all available administrative reviews and appeals in the event such portion of the budget is not approved. If your governing body chooses not to appropriate funds for such payments, you agree that your governing body will evidence such nonappropriation by omitting funds for such payments due during the applicable fiscal period from the budget that it adopts. You and we agree that your obligation to make payments under the Agreement will be your current expense and will not be interpreted to be a debt in violation of applicable law or constitutional limitations or requirements. Nothing contained in the Agreement will be interpreted as a pledge of your general tax revenues, funds or moneys.

2. Nonappropriation of Funds. If (a) sufficient funds are not appropriated and budgeted by your governing body in any fiscal period for Payments set forth in the Agreement or any other amounts owed to us and (b) you have exhausted all funds legally available for such payments due under the Agreement (together, a "Non-Appropriation Event"), then you will give us not less than ninety (90) days written notice (a "Termination Notice") and the Agreement will terminate as of the last day of your fiscal period for which funds for such payments are available ("Termination Date"). Such termination is without any expense or penalty, except for the portions of such payments and those expenses associated with your return of the Equipment in accordance with the Agreement for which funds have been budgeted or appropriated or are otherwise legally available. You agree that, to the extent permitted by law, you will not terminate the Agreement if any funds are appropriated by you or to you for the acquisition or use of equipment or services performing functions similar to the Equipment during your fiscal period in which such termination would occur. You shall (i) on or before the Termination Date, return the Equipment in accordance with the return requirements set forth in the Agreement, (ii) provide in the Termination Notice a certification of a responsible official that a Non-Appropriation Event has occurred, (iii) deliver to us, upon our request, an opinion of your counsel (addressed to us) verifying that the Non-Appropriation Event as set forth in the Termination Notice has occurred, and (iv) pay us all sums payable to us under the Agreement up to and including the Termination Date. You acknowledge and agree that, in the event of the termination of the Agreement and the return of the Equipment as provided for herein, you shall have no interest whatsoever in the Equipment or proceeds thereof and we shall be entitled to retain for our own account the proceeds resulting from any disposition or re-leasing of the Equipment along with any advance rentals, security deposits or other sums previously paid by you pursuant to the terms of the Agreement.

3. Authority and Authorization. You represent and agree that: (a) you are a state or a political subdivision or agency of a state; (b) the entering into and performance of the Agreement is authorized under your state laws and Constitution and does not violate or contradict any judgment, law, order, or regulation, or

cause any default under any agreement to which you are party; (c) you have complied with all bidding requirements and, where necessary, have properly presented the Agreement for approval and adoption as a valid obligation on your part; and (d) you have sufficient appropriated funds or other moneys available to pay all amounts due under the Agreement for your current fiscal period. Upon our request, you agree to provide us with an opinion of counsel as to clauses (a) through (d) above, an incumbency certificate, and other documents that we request, with all such documents being in a form satisfactory to us.

4. Government Use. You agree that (a) you will comply with all information reporting requirements of the Internal Revenue Code of 1986, as amended, including but not limited to the execution and delivery to us of information statements requested by us, and (b) the use of the Equipment is essential for your proper, efficient and economic operation, you will be the only entity to use the Equipment during the term of the Agreement and you will use the Equipment only for your governmental purposes. Upon our request you will provide us with an essential use letter in a form satisfactory to us as to clause (b) above.

5. Insurance. You agree to provide and maintain at your own expense (a) property insurance against the loss, theft, destruction of, or damage to, the Equipment for its full replacement value, naming us as loss payee, and (b) public liability and third party property insurance, naming us as an additional insured. You will give us certificates or other evidence of such insurance on the Equipment at such times as we request. All insurance obtained from a third party insurer will be in a form, amount and with companies acceptable to us, and will provide that we will be given 30 days' advance notice of any cancellation or material change of such insurance. If you do not provide us with proof of such insurance, we may secure insurance on the Equipment to cover our interests (and only our interests). If we obtain such insurance, you will pay us an additional amount for the cost of such insurance and an administrative fee, the cost of which may be more than the cost to obtain your own insurance and on which we may make a profit.

6. Indemnification. With respect to any claims, actions, or suits that are made against us as a result of your actions, omissions, negligence or willful misconduct ("Claims"), to the extent permitted by law, you agree to reimburse us for, and if we request, defend us against, any such Claims.

7. Choice of Law. Regardless of any conflicting provision in the Agreement, **THE AGREEMENT WILL BE GOVERNED BY THE LAWS OF THE STATE IN WHICH YOU ARE LOCATED.**

8. This Addendum supplements and amends the Agreement only to the extent and in the manner set forth, and in all other respects, the Agreement will remain in full force and effect.

IN WITNESS WHEREOF the parties hereto, by their authorized signatories, have executed this Addendum at the date set forth below their respective signatures.

CUSTOMER: City of Pico Rivera	LEAF CAPITAL FUNDING, LLC
By: _____	By: _____
Print Name: _____	Print Name: _____
Title: _____	Title: _____
Date: _____	Date: _____



LEASE AGREEMENT

Enclosure 2

1720 A Crete Street, Moberly, MO 65270
Phone: 800-662-3759, Fax: 800-426-2626

LESSEE LEGAL NAME: City of Pico Rivera
Billing Address: 6615 Passons Boulevard Pico Rivera, CA 90660
Equipment Location: 6767 Passons Boulevard Pico Rivera, CA 90660
Telephone No: (562) 942-2000

EQUIPMENT DESCRIPTION: (indicate quantity, new or used and include make, model, serial # and all attachments - see below and/or attached Schedule A)

Triumph 5255 20-1/2" Programmable, MBM 352F Friction Feed Folder

Table with columns: BASE TERM IN MONTHS (63), TOTAL NUMBER OF LEASE PAYMENTS (63 @ \$ 532.39), END OF LEASE PURCHASE OPTION (Fair market value, 10% of Equipment cost, \$1.00), and payment details (Advance Payment, Security Deposit, Documentation Fee, Total due).

**If more than one lease payment is required as an Advance Payment, the balance will be applied to lease payments in inverse order, starting with the last lease payment. Your obligation to pay all amounts and perform all other obligations is non-cancellable, absolute, unconditional and not subject to abatement, set-off or defense.

In this agreement ("Lease"), "we," "our," and "us" refers to LEAF Capital Funding, LLC as Lessor and "you" and "your" refer to the Lessee. You agree to lease the Equipment upon the following terms and conditions:
1. LEASE PAYMENTS AND TERM: The Lease is enforceable on you upon your execution. The term of the Lease shall commence on the date the Equipment is delivered to you ("Lease Commencement Date").
2. DELIVERY, ACCEPTANCE, USE AND REPAIR: You are responsible for Equipment delivery and installation. You unconditionally accept the Equipment upon the earlier of (a) your oral or written acceptance of the Equipment, or (b) 10 days after delivery of the Equipment.
3. INDEMNIFICATION: You agree to indemnify, defend and hold us harmless from and against any losses, damages, penalties, claims and suits, including attorneys' fees and expenses related to the ordering, manufacture, installation, ownership, condition, use, lease, possession, delivery or return of Equipment.
4. LEASE EXPIRATION, RENEWAL: Unless you notify us at least 90 days prior to the expiration of the Lease of your election to return or purchase the Equipment, this Lease will renew on a month-to-month basis at the same monthly Lease Payment until you either exercise the purchase option or provide us with at least 90 days notice and return the Equipment.
5. LATE FEES AND CHARGES: If any amount is not paid within three (3) days of when due, you agree to pay us a late charge equal to the lesser of 10% of the amount past due or the maximum legal amount.
6. NO WARRANTY: We do not manufacture the Equipment and you have selected the Equipment and the supplier. WE MAKE NO EXPRESS OR IMPLIED WARRANTIES, INCLUDING THOSE OF MERCHANTABILITY OR FITNESS FOR A PURPOSE AND ARE NOT RESPONSIBLE FOR CONSEQUENTIAL OR INCIDENTAL DAMAGES.
7. INSURANCE, RISK OF LOSS: You bear all risk of loss or damage to the Equipment from its order until it is returned in the required condition or purchased by you ("Risk Period"). During the Risk Period you will maintain property and liability insurance on the Equipment acceptable to us, naming us loss payee and additional insured.
8. OWNERSHIP AND TAXES: We own the Equipment (excluding licensed software). If you are deemed to own it, you grant us a security interest in the Equipment. You authorize us to file UCC financing statements to confirm our interest.
9. DEFAULT: If you or any guarantor do not pay us any amount within ten (10) days of its due date, or breach any terms of this Lease, any guaranty or any license relating to the Equipment, you will be in default.
10. ASSIGNMENT: You have no right to sell or assign the Equipment or Lease. We may sell or assign our rights in the Lease and/or Equipment and the new owner will have all our rights but will not be subject to any claim or defense you have against us.
11. ARTICLE 2A: You agree this Lease is a "finance lease" as defined in Article 2A of the Uniform Commercial Code. You waive all rights and remedies conferred upon a lessee by Article 2A (508-522) of the UCC.
12. CREDIT INFORMATION: You authorize us or any of our affiliates to obtain credit bureau reports, and make other credit inquiries that we deem necessary.
13. CHOICE OF LAW: THIS LEASE WILL BE GOVERNED BY PENNSYLVANIA LAW. YOU CONSENT TO JURISDICTION IN THE STATE OR FEDERAL COURTS IN PENNSYLVANIA AND WAIVE ANY RIGHT TO A TRIAL BY JURY.
14. MISCELLANEOUS: This Lease is the parties' entire agreement and can be amended only in writing signed by both parties. This Lease may be executed in counterparts (manually or by electronic means) and, when transmitted to us shall be binding upon you for all purposes. This Lease is not binding on us until we sign it. You agree not to raise as a defense to the enforcement of this Lease that it was executed or transmitted to us by electronic means. You will use the Equipment only for business purposes and not for personal, family or household use. The USA PATRIOT Act requires us to obtain, verify, and record information that identifies you thus we ask for your name, address and other information or documents that substantiate your identity.

ACCEPTED BY LESSEE: City of Pico Rivera
Print Name: _____ Title: _____
X _____ Lessee Authorized Signature E-Mail Address: _____ Date: _____
Tax ID Number: _____

PERSONAL GUARANTY: Undersigned guarantees that Lessee will make all payments and perform all other obligations under the Lease when due. Undersigned agrees that this is a guaranty of payment and not of collection, and that we can proceed directly against undersigned without first proceeding against Lessee or the Equipment. Undersigned also waives all suretyship defenses and notification if the Lessee is in default and consents to any extensions or modifications granted to Lessee. Undersigned will pay us all expenses (including attorneys' fees) we incur in enforcing our rights against undersigned or Lessee. If more than one person signs this guaranty, each agrees that his/her liability is joint and several. Undersigned authorizes us and our affiliates to obtain credit bureau reports and make inquiries regarding undersigned's personal credit. You consent to jurisdiction in the State or Federal courts in Pennsylvania and expressly waive any right to a trial by jury.

SIGNED X _____ Print Name: _____ E-Mail Address: _____



State and Local Government Addendum

Reference: Application No. _____

This State and Local Government Addendum (this "Addendum") is made part of the Agreement related to the above referenced application number ("Agreement") between **LEAF Capital Funding, LLC** ("we" "us" and "ours") and City of Pico Rivera ("you" and "your"). Capitalized terms used but not defined will have the meaning given to them in the Agreement. If there is any conflict between the terms of this Addendum and the terms of the Agreement, the terms of this Addendum will control and prevail. The parties hereby agree as follows:

1. Funding Intent. You reasonably believe that funds can be obtained sufficient to make all Payments set forth in the Agreement and any other amounts owed during the term of the Agreement. You agree that your chief executive or administrative officer (or your administrative office that has the responsibility of preparing the budget submitted to your governing body, as applicable) will provide for funding for such payments in your annual budget request submitted to your governing body. You covenant that you will do all things lawfully within your power to obtain, maintain and properly request and pursue funds from which the Payments may be made, including making provisions for such payments to the extent necessary in each budget submitted for the purpose of obtaining funding, using your best efforts to have such portion of the budget approved and exhausting all available administrative reviews and appeals in the event such portion of the budget is not approved. If your governing body chooses not to appropriate funds for such payments, you agree that your governing body will evidence such nonappropriation by omitting funds for such payments due during the applicable fiscal period from the budget that it adopts. You and we agree that your obligation to make payments under the Agreement will be your current expense and will not be interpreted to be a debt in violation of applicable law or constitutional limitations or requirements. Nothing contained in the Agreement will be interpreted as a pledge of your general tax revenues, funds or moneys.

2. Nonappropriation of Funds. If (a) sufficient funds are not appropriated and budgeted by your governing body in any fiscal period for Payments set forth in the Agreement or any other amounts owed to us and (b) you have exhausted all funds legally available for such payments due under the Agreement (together, a "Non-Appropriation Event"), then you will give us not less than ninety (90) days written notice (a "Termination Notice") and the Agreement will terminate as of the last day of your fiscal period for which funds for such payments are available ("Termination Date"). Such termination is without any expense or penalty, except for the portions of such payments and those expenses associated with your return of the Equipment in accordance with the Agreement for which funds have been budgeted or appropriated or are otherwise legally available. You agree that, to the extent permitted by law, you will not terminate the Agreement if any funds are appropriated by you or to you for the acquisition or use of equipment or services performing functions similar to the Equipment during your fiscal period in which such termination would occur. You shall (i) on or before the Termination Date, return the Equipment in accordance with the return requirements set forth in the Agreement, (ii) provide in the Termination Notice a certification of a responsible official that a Non-Appropriation Event has occurred, (iii) deliver to us, upon our request, an opinion of your counsel (addressed to us) verifying that the Non-Appropriation Event as set forth in the Termination Notice has occurred, and (iv) pay us all sums payable to us under the Agreement up to and including the Termination Date. You acknowledge and agree that, in the event of the termination of the Agreement and the return of the Equipment as provided for herein, you shall have no interest whatsoever in the Equipment or proceeds thereof and we shall be entitled to retain for our own account the proceeds resulting from any disposition or re-leasing of the Equipment along with any advance rentals, security deposits or other sums previously paid by you pursuant to the terms of the Agreement.

3. Authority and Authorization. You represent and agree that: (a) you are a state or a political subdivision or agency of a state; (b) the entering into and performance of the Agreement is authorized under your state laws and Constitution and does not violate or contradict any judgment, law, order, or regulation, or

cause any default under any agreement to which you are party; (c) you have complied with all bidding requirements and, where necessary, have properly presented the Agreement for approval and adoption as a valid obligation on your part; and (d) you have sufficient appropriated funds or other moneys available to pay all amounts due under the Agreement for your current fiscal period. Upon our request, you agree to provide us with an opinion of counsel as to clauses (a) through (d) above, an incumbency certificate, and other documents that we request, with all such documents being in a form satisfactory to us.

4. Government Use. You agree that (a) you will comply with all information reporting requirements of the Internal Revenue Code of 1986, as amended, including but not limited to the execution and delivery to us of information statements requested by us, and (b) the use of the Equipment is essential for your proper, efficient and economic operation, you will be the only entity to use the Equipment during the term of the Agreement and you will use the Equipment only for your governmental purposes. Upon our request you will provide us with an essential use letter in a form satisfactory to us as to clause (b) above.

5. Insurance. You agree to provide and maintain at your own expense (a) property insurance against the loss, theft, destruction of, or damage to, the Equipment for its full replacement value, naming us as loss payee, and (b) public liability and third party property insurance, naming us as an additional insured. You will give us certificates or other evidence of such insurance on the Equipment at such times as we request. All insurance obtained from a third party insurer will be in a form, amount and with companies acceptable to us, and will provide that we will be given 30 days' advance notice of any cancellation or material change of such insurance. If you do not provide us with proof of such insurance, we may secure insurance on the Equipment to cover our interests (and only our interests). If we obtain such insurance, you will pay us an additional amount for the cost of such insurance and an administrative fee, the cost of which may be more than the cost to obtain your own insurance and on which we may make a profit.

6. Indemnification. With respect to any claims, actions, or suits that are made against us as a result of your actions, omissions, negligence or willful misconduct ("Claims"), to the extent permitted by law, you agree to reimburse us for, and if we request, defend us against, any such Claims.

7. Choice of Law. Regardless of any conflicting provision in the Agreement, **THE AGREEMENT WILL BE GOVERNED BY THE LAWS OF THE STATE IN WHICH YOU ARE LOCATED.**

8. This Addendum supplements and amends the Agreement only to the extent and in the manner set forth, and in all other respects, the Agreement will remain in full force and effect.

IN WITNESS WHEREOF the parties hereto, by their authorized signatories, have executed this Addendum at the date set forth below their respective signatures.

CUSTOMER: City of Pico Rivera	LEAF CAPITAL FUNDING, LLC
By: _____	By: _____
Print Name: _____	Print Name: _____
Title: _____	Title: _____
Date: _____	Date: _____

OFFER SUMMARY FOR LEASE AGREEMENT

Funding Provided	\$25,388.00	This is how much funding LEAF Capital Funding, LLC will provide.
Annual Percentage Rate (APR)	NaN%	<p>APR is the cost of your financing expressed as a yearly rate. APR incorporates the amount and timing of the funding you receive, fees you pay, the periodic payments you make, and the anticipated cost for you to acquire the property at the end of the lease term.</p> <p>Your APR is not an interest rate.</p> <p>Your APR is calculated assuming this financing commences on the date this Offer Summary was created. If this deal commences on a subsequent date, the APR may vary.</p>
Finance Charge	\$8,248.57	<p>Total interest of \$8,152.57</p> <p>Documentation Fee of \$95.00</p> <p>Purchase Option (if exercised) of \$1.00</p>
Total Payment Amount	\$33,636.57	This is the total dollar amount of payments you will make during the term of the contract (including the cost of the purchase option).
Payment	<p>\$532.39/month</p> <p>\$95.00 due with the first payment</p> <p>Purchase Price: \$1.00</p>	The regular payments are \$532.39 and are due monthly. In addition, a one-time documentation fee of \$95.00 is due with the first payment. In addition, the Purchase Price you may pay at the end of lease to acquire the property: \$1.00.
Term	5 years & 3 months	
Prepayment	If you pay off the financing before the end of the term, you will be required to pay all or a portion of the finance charge other than accrued and unpaid interest, up to \$8,248.57	
	If you pay off the financing before the end of the term, you will not be required to pay additional fees or charges.	

This Offer Summary was created as of 3/31/2023 and is valid through and including the earlier of a subsequent Offer Summary or 6/26/2023.

You are also advised that this is an Offer Summary and is not the financing agreement. Instead, this Offer Summary is the proposal required by law to be provided to you before entering into the financing agreement. The terms set forth in this Offer Summary are only those terms required by law to be included in an Offer Summary and not all of the terms and conditions of the financing agreement.

Applicable law requires this information to be provided to you to help you make an informed decision. By signing below, you are confirming that you received this information.

City Of Pico Rivera

Recipient Signature

Date



Maintenance and Support Agreement

Customer Information			
Location		Bill To	
Company Name:		Company Name:	
Street Address:		Street Address:	
City:	State:	Zip:	
City:	State:	Zip:	
Main Phone:	Main Fax:	Main Phone:	Main Fax:
Key Operator's Name:	Location:	Buyer's Name:	Title:
Key Operator's Phone #:	Key Operator's Fax #:	Buyer's Phone #:	Buyer's Fax #:
Meter Read Contact Name:	Meter Read Contact Email:	Meter Read Contact Phone:	Meter Read Contact Fax:
Tax Exempt? Yes No	Seller's Permit Number: _____		CA Resale Certificate Must Be Attached
PO Required? Yes No	PO Number: _____		PO Expiration Date: _____
Individual PO	Blanket PO	PO Contact _____	Email: _____ Phone: _____

Equipment Covered and Pricing

Equipment Covered By This Agreement:

Contract Term (Months): _____

Equipment Brand and Model	Serial No:	IBE's Equip. ID	Meters Type	Start Meters	Base Charge	Copies Included	Overage Rates	Installation Location
			B&W					
			Color					
			B&W					
			Color					
			B&W					
			Color					
			B&W					
			Color					
			B&W					
			Color					

Coverage/Billing Options			
Coverage Options:			
Select Options	Supply Included	Staples Included	Freight Included
Billing Options:			
Initial Term in Months:			
Flat Rate Frequency:	Monthly	Quarterly	Annually
Meter Frequency:	Monthly	Quarterly	Annually
Aggregate Volume:			
Effective Date:	On Install	Date: _____	
Billing Date:	Selected By IBE: _____	Preferred Date: _____	



Terms and Conditions

GENERAL SCOPE OF COVERAGE: In consideration for the payment by customer of the maintenance charges set forth herein, except as provided herein, IBE Digital shall provide all labor, parts and materials except required for the maintenance and minor repair of the equipment, set forth on the reverse side hereof, which adjustment and maintenance is caused by the Customer's normal, non-commercial use of the equipment. Damage to the equipment or components arising out of misuse, negligence, neglect or causes beyond IBE's reasonable control are not covered. Not included in the maintenance and support agreement unless are paper, staples, freight, and network support.

SERVICE CALLS: Service calls under this agreement will be performed during normal business hours at the installation address shown on this agreement. Travel and labor time for service calls after normal hours, on weekends and on holidays, if and when available, will be paid by Customer at the overtime rates in effect at the time the service call is made. Customer agrees to promptly notify IBE of any requests for service, by contacting the IBE Service Department. During the performance of IBE's maintenance services, Customer agrees that IBE shall have the right to generate all copies/prints/faxes necessary to properly perform its service without being required to credit Customer's account. This agreement does not include mileage on service calls for customers outside of IBE's normal service area. Service performed after the termination, expiration or non renewal of this agreement will be paid for by Customer on a "Per Call" basis at IBE's then published rates. All on-site service calls are billed at a one-hour minimum and 15 minute increments thereafter. All phone support is billed in 15 minute increments.

CHARGES: The initial charge for maintenance under this agreement shall be the amount set forth on the reverse side hereof. Customer agrees to pay IBE up to \$175.00 on the due date of the first payment to cover the expense of originating the agreement and delivery of the equipment. The maintenance charge may be changed annually to the then effective IBE rates. Customer agrees to pay the total of all charges for maintenance during the initial term and any renewal term within 10 days of the due date or of the date on which IBE invoices Customer for such charges, whichever is earlier. IBE reserves the right to withhold service or supplies if any charges become past due, regardless of whether those charges are related to this Agreement or the equipment covered by this Agreement. Customer understands that alterations, attachments, or specification changes to the equipment may require an increase in maintenance charges and agrees to pay such charges promptly when due. IBE reserves the right to charge a processing/handling fee. Customer agrees that IBE may increase the base charge and overage rates each year during any term by an amount not to exceed 10%. Customer agrees that the base charge and overage rates may be proportionately increased at any time if our estimated average page coverage is exceeded. We will compare the actual quantity of supplies shipped to you against your inventory and the equipment meter reading(s). This comparison is based on the manufacturers published supply yield for 8 1/2 x 11 images. You agree that we reserve the right to bill you for any increased supply usage in excess of the manufacturers published yield. Labor for the installation of memory upgrades or other upgrades and enhancements, or parts and supplies not provided by IBE, are not covered by this agreement and will be installed on a "Per Call" basis at IBE's then published rates. Appropriate taxes will apply.

METER READINGS: Customer agrees to provide IBE true and accurate meter readings monthly and in any reasonable manner requested by IBE. If accurate meter readings are not provided, IBE reserves the right to estimate Customer's meter readings based upon previous meter readings and bill Customer based upon such estimates or send an IBE representative to visually inspect such meter readings, in which event Customer shall also pay IBE an additional charge for such site visit.

RECONDITIONING: In the event Customer's equipment cannot be properly maintained by IBE, due to the age or condition of the equipment, to perform on a reasonably consistent and good quality basis, Customer's equipment may need to be replaced or reconditioned. When, in its sole discretion, IBE determines reconditioning is necessary to keep the equipment in good working condition, IBE will submit to customer, an estimate of the reconditioning costs which will be in addition to the charge payable under this Agreement. If the customer does not authorize such reconditioning, IBE may discontinue service of the equipment, terminate this agreement, and refund the unused portion of the maintenance charge, if any, or give notice of its intention not to renew this agreement upon its expiration. Thereafter, service will be available on a "Per Call" basis at IBE's published rates.

TERM, TERMINATION AND RENEWAL: This agreement shall become effective upon the proper execution of this Agreement by Customer and IBE, and shall continue for a minimum of 60 months, or the time period specified on the reverse side hereof, or shall continue until Customer has generated the maximum number of copies/prints/faxes shown on this agreement, whichever occurs first. This agreement shall automatically renew for successive similar periods or number of copies/prints/faxes unless written notice is received by the non-terminating party 30 days prior to the expiration date, as extended, or approximately 30 days prior to the expected generation of the maximum number of copies/prints/faxes, as extended. IBE reserves the right to modify the maximum number of copies/prints/faxes in any renewal in a good faith attempt to approximate the number of copies/prints/faxes Customer would generate during the covered period. Notice of the election not to renew this agreement, shall be sent, by the terminating party to the non-terminating party, by IBE's regular address (If Customer is terminating party). Notwithstanding anything to the contrary, IBE may terminate this agreement at any time in the event (a) the equipment is modified, damaged, altered, serviced by personnel other than those employed by IBE, or if parts, supplies, accessories or components not authorized by IBE are fitted to or used in the equipment; or (b) if the Customer uses supplies other than IBE supplies and such supplies are defective or not acceptable for use in IBE equipment and cause abnormally frequent service calls or service problems. If there is a change to more than 10% of your original number of units, your CPC will be adjusted to the current IBE cost per page for the new mix of models. All other terms of the contract will remain in effect.

BREACH OR DEFAULT: If the customer does not pay all charges, billed under the terms of this Agreement, promptly, when due, in the event of a breach of any of the other terms of this Agreement, IBE may (a) refuse to service the equipment until remittance is made, (b) provide service on "Per Call" basis rates, (c) require C.O.D. payment in full at the time of service at IBE's "Per Call" basis rates, and (d) take any and all other actions as provided by law. Such remedies shall be cumulative, and the waiver of any one breach by Customer shall not be deemed a waiver of any other or subsequent breach.

PRORATION AND TRANSFERS: If the covered equipment is upgraded with equipment purchased from IBE, any unused portion of a paid Agreement may be prorated and applied toward a service program for the new equipment. This agreement may not be assigned by the Customer without IBE prior written consent. Customer specifically agrees that this Agreement shall not terminate upon Customer's election to sell, transfer or remove from service any equipment covered by this Agreement, unless IBE agrees, in writing, to terminate this Agreement prior to such sale, transfer or removal from service.

INSURANCE: During the term of this Agreement, Customer will keep the equipment insured against all risks of loss or damage in an amount not less than the replacement cost of the equipment, without deductible, and without co-insurance. Customer shall also obtain and maintain for the term of this Agreement, comprehensive public liability insurance covering both personal injury and property damage of at least \$100,000 per person and \$300,000 per occurrence for bodily injury and \$50,000 for property damage. IBE shall be the sole named loss payee on the property insurance and shall be named as an additional insured on the public liability insurance. Customer will pay all premiums for such insurance and shall deliver proof of insurance coverage satisfactory to IBE. If Customer does not provide such insurance, Customer agrees that IBE has the right, but not the obligation, to obtain such insurance, and add an insurance fee to the amount due, on which IBE makes a profit.

MISCELLANEOUS: IBE expressly disclaims any duty as an insurer of the equipment herein and Customer shall pay for all costs or repair and parts or replacement of the equipment made necessary by any casualty, theft, or negligent act of Customer or Customer's Agents. Customer agrees to provide reasonable space and proper and sufficient electrical power as specified or required for each machine. IBE's technicians must be able to access the machine from all sides. Equipment relocation by IBE is not covered under this Agreement. This Agreement represents the entire Agreement between the parties and supersedes all prior oral and written proposals and communications. Customer shall pay all IBE costs and expenses (included, but not limited to legal fees and costs) incurred in the collection of any amount due to IBE, or incurred in the enforcement of IBE rights and remedies under this Agreement, whether or not legal action is instituted. In the event any amounts required to be paid by Customer under this Agreement are not paid when due, IBE may assess and collect a finance charge equivalent to 1.5% per month on all outstanding amounts. This Agreement shall be governed by and construed according to the laws of the State of California, and the jurisdiction and venue for any legal action shall be in the City and County of Los Angeles, California or Orange County, California. IBE reserves the right to provide compatible parts and supplies for printer fleet.

Customer Initials: _____

Date Signed: _____



Authorization and Acceptance

Customer Authorization and Acceptance	
Customer Signature: _____	Date Signed: _____
Customer Print: _____	Title: _____
IBE Digital Authorization and Acceptance	
IBE Digital Signature: _____	Date Signed: _____
IBE Digital Print: _____	Title: _____



Graphics Print Program

for



City of Pico Rivera Parks and Recreation Department

All information enclosed within this document is confidential and may not be disseminated to any party other than the addressee without the express, written consent of IBE Digital

Konica Minolta C4070



Quantity	Description	63-month FMV lease Payment
1	Konica Minolta C4070 DF-713 Auto Duplex Document Feeder, PF-707m Paper Feed Unit, RU-518m Relay Unit, SD-513/F Saddle Stitcher, SD-513 Saddle Stitcher, TU-503 Trimmer Unit, CR-101 Creaser Unit, FD-504 Folding Unit, FS-532m Staple Finisher, IC-419 Fiery Image Controller, EFI Hot Folders & Virtual S/W License, VI-515 Video Interface for Controller, ES-3000 Spectrophotometer, FIERY IMPOSE WITHOUT ACRBT-PTSTP	\$1,258.90
	Tax	\$129.04
	Total	\$1,387.94

Black & White Cost-Per-Copy	Color Cost-Per-Copy
\$0.01	\$0.0449

Sourcewell # 030321-KON

A service contract with IBE Digital includes all parts, labor, service calls and supplies. Excludes paper, staples and taxes. All figures do not include sales tax

Finishing Accessories Option 2



Quantity	Description	63-month \$1 out lease Payment
1	Cutter Triumph 5255 20-1/2" Programmable Cutter, Installation and Training	\$332.12
1	Folder MBM 352F Friction Feed Folder, Silencing Covers, Installation and Training	\$200.26
Subtotal		\$532.39
Tax		\$54.57
Total		\$586.96

Sourcewell # 030321-KON



To: Mayor and City Council
From: City Manager
Meeting Date: June 13, 2023
Subject: AWARD A PROFESSIONAL SERVICES AGREEMENT TO PASSAGE ENTERTAINMENT INC. FOR SOUND AND AUDIO ENGINEERING AT ALL CITY SPECIAL EVENTS

Recommendation:

1. Award a Professional Services Agreement (PSA) to Passage Entertainment Inc. for sound and audio engineering at all City Special Events, in the amount not-to-exceed \$300,000, for a three-year term with a not-to-exceed amount of \$100,000 per year with the option to extend for a total of two (2) years; and
2. Authorize the City Manager to execute all documents necessary for the purchase and PSA submission and/or related agreement in a form approved by the City Attorney.

Fiscal Impact:

The maximum contract value for sound and audio engineering services for all City Special Events is \$300,000 for a duration of three (3) years. The agreement allows for an extension of two (2) additional years, with the annual cost of the extension not-to-exceed \$100,000 per extended year. Prior to the issuance of specific purchase orders, all costs associated with sound and audio for special events will be properly classified and budgeted according to line items and confirmed with the Administrative Services Department.

Discussion:

The City's Parks and Recreation Department (Department) is responsible for planning, coordinating, and hosting many large-scale special events, including but not limited to the Fireworks Spectacular, Summer Street Fest, Fiestas Patrias, and the Holiday Festival and Tree Lighting Ceremony, which require the use of a stage, lighting and LED screens. Staff issued a Request for Bids (RFB) for a contractor to assist the Department with this ongoing, specialized need.

CITY COUNCIL AGENDA REPORT – MEETING OF JUNE 13, 2023

AWARD A PROFESSIONAL SERVICES AGREEMENT TO PASSAGE ENTERTAINMENT INC. FOR SOUND AND AUDIO ENGINEERING AT ALL CITY SPECIAL EVENTS

Page 2 of 2

On May 24, 2023, a Request for Proposals (RFP) for sound and audio engineering was issued. In addition, staff reached out to 12 different companies and received the following two (2) responsive bids:

Company Name	Cost Per Concert Sound & Engineering
Passage Entertainment, Inc.	\$6,500
Cosmos Sound, Lighting and Video	\$9,805

Passage Entertainment, Inc. has been identified as the lowest and most responsive bidder. If approved, all departmental divisions will be able to utilize their services throughout the fiscal year (FY). Beginning on July 1, 2023, the division for Special Events anticipates spending \$60,000 per contract year and the remaining fund balances will be distributed across the remaining 2024-26 FY. Staff requests a maximum of \$100,000 per fiscal year so that the City can add services for potential new events that are initiated and supported by City Council.

The agreement (Enclosure 1) covers all costs and requests for sound and audio engineering for the following City events: Two (2) Firework Spectaculars, three (3) Summer Street Fests, one (1) Fiestas Patrias, one (1) Holiday Festival and Tree Lighting Ceremony, five (5) Senior Center Events, and three (3) Adaptive Recreation Dances.

Conclusion:

It is recommended that the City Council approve a Professional Services Agreement with Passage Entertainment Inc. for an initial three-year term agreement for \$300,000, with the option to extend for an additional two (2) years by a written and executed amendment.



Steve Carmona

SC:PY

Enclosure: 1) Professional Services Agreement

AGREEMENT NO. _____
PROFESSIONAL SERVICES AGREEMENT
BETWEEN THE CITY OF PICO RIVERA AND
PASSAGE ENTERTAINMENT, INC.

1. IDENTIFICATION

THIS PROFESSIONAL SERVICES AGREEMENT (“Agreement”) is entered into by and between the City of Pico Rivera, a California municipal corporation (“City”) and Passage Entertainment Inc., a California corporation (“Contractor”). City and Contractor are sometimes hereinafter individually referred to as a “Party” and collectively referred to as “Parties.”

2. RECITALS

2.1 City has determined that it requires professional services from a Contractor to provide professional audio system and audio techs for City events.

2.2 Contractor represents that it is fully qualified to perform such professional services by virtue of its experience and the training, education and expertise of its principals and employees. Contractor further represents that it is willing to accept responsibility for performing such services in accordance with the terms and conditions set forth in this Agreement.

NOW, THEREFORE, for and in consideration of the performance by the Parties of the mutual covenants and conditions herein contained, the Parties hereto agree as follows:

3. DEFINITIONS

3.1 “Scope of Services”: Such professional services as are set forth in the Contractor’s May 17, 2023, proposal to City attached hereto as Exhibit “A” and incorporated herein by this reference.

3.2 “Approved Fee Schedule”: Such compensation rates as are set forth in the Contractor’s May 17, 2023, proposal to City attached hereto as Exhibit “B.”

3.3 “Commencement Date”: July 1, 2023

3.4 “Expiration Date”: June 30, 2026 (the “Initial Term”), with an option to extend for an additional two (2) years.

4. TERM

The term of this Agreement shall commence at 12:00 a.m. on the Commencement Date and shall expire at 11:59 p.m. on the Expiration Date unless extended by written agreement of the Parties or terminated in accordance with Section 22 below. The term

of this Agreement may be extended for an additional two (2) years by a written and executed Amendment hereto.

5. CONTRACTOR'S SERVICES

5.1 Contractor shall perform the services identified in the Scope of Services (Exhibit "A"). City shall have the right to request, in writing, changes in the Scope of Services. Any such changes mutually agreed upon by the Parties, and any corresponding increase or decrease in compensation, shall be incorporated by written amendment to this Agreement. In no event shall the total compensation and costs payable to the Contractor under this Agreement exceed the sum of **Three Hundred Thousand Dollars (\$300,000.00)** for the Initial Term; unless amended in advance, in writing, by City. Should the Parties exercise the option to extend the term for an additional two (2) years, the compensation for those two (2) additional years shall be negotiated in good faith, recited in a further written amendment to this Agreement, and executed by the Parties.

5.2 Contractor shall perform all work to the highest professional standards of Contractor's profession and in a manner reasonably satisfactory to City.

6. COMPENSATION

6.1 City agrees to compensate Contractor for the services provided under this Agreement, and Contractor agrees to accept in full satisfaction for such services, payment in accordance with the Approved Fee Schedule (Exhibit "B").

6.2 Contractor shall submit to City an invoice, on a monthly basis or less frequently, for the services performed pursuant to this Agreement. Each invoice shall itemize the services rendered during the billing period and the amount due. Within ten (10) business days of receipt of each invoice, City shall notify Contractor in writing of any disputed amounts included on the invoice. Within thirty (30) calendar days of receipt of each invoice, City shall pay all undisputed amounts included on the invoice. City shall not withhold applicable taxes or other authorized deductions from payments made to Contractor.

6.3 Payments for any services requested in writing by City and not included in the Scope of Services shall be made to Contractor by City on a time-and-materials basis using Contractor's standard fee schedule. Fees for such additional services shall be paid within sixty (60) days of the date Contractor issues an invoice to City for such services.

7. BUSINESS LICENSE

Contractor shall obtain a City business license prior to commencing performance under this Agreement.

8. COMPLIANCE WITH LAWS

Contractor shall keep informed of State, Federal and Local laws, ordinances, codes and regulations that in any manner affect those employed by it or in any way affect the performance of its services pursuant to this Agreement. The Contractor shall at all times comply with such laws, ordinances, codes and regulations. Without limiting the generality of the foregoing, if Contractor is an out-of-state corporation or LLC, it must be qualified and registered to do business in the State of California pursuant to sections 2105 and 17708.02 of the California Corporations Code. The City, its officers and employees shall not be liable at law or in equity occasioned by failure of Contractor to comply with this Section.

9. CONFLICT OF INTEREST

Contractor covenants that it presently has no interest and shall not acquire any interest, direct or indirect, which may be affected by the services to be performed by Contractor under this Agreement, or which would conflict in any manner with the performance of its services hereunder. During the term of this Agreement, Contractor shall not perform any work for another person or entity for whom Contractor was not working at the Commencement Date if both: (i) such work would require Contractor to abstain from a decision under this Agreement pursuant to a conflict-of-interest statute; and (ii) City has not consented in writing prior to Contractor's performance of such work.

10. PERSONNEL

Contractor represents that it has, or will secure at its own expense, all personnel required to perform the services identified in the Scope of Services. All such services shall be performed by Contractor or under its supervision, and all personnel engaged in the work shall be qualified to perform such services. Contractor reserves the right to determine the assignment of its own employees to the performance of Contractor's services under this Agreement, but City reserves the right, for good cause, to require Contractor to exclude any employee from performing services on City's premises. Armando Zubia, CEO; shall be Contractor's project administrator and shall have direct responsibility for management of Contractor's performance under this Agreement. No change shall be made in Contractor's project administrator without City's prior written consent.

11. OWNERSHIP OF WRITTEN PRODUCTS

All reports, documents or other written material ("written products") developed by Contractor in the performance of this Agreement shall be and remain the property of City without restriction or limitation upon its use or dissemination by City. Contractor may take and retain copies of such written products as desired, but no such written products shall

be the subject of a copyright application by Contractor. If any state, federal, or local law requires mandatory copyright protection for Contractor's work product, City shall comply with such laws to the extent feasible.

12. INDEPENDENT CONSULTANT

12.1 Contractor is, and shall at all times remain as to City, a wholly independent Contractor. Contractor shall have no power to incur any debt, obligation, or liability on behalf of City or otherwise to act on behalf of City as an agent. Neither City nor any of its officers, employees or agents shall have control over the conduct of Contractor or any of Contractor's employees, except as set forth in this Agreement. Contractor shall not at any time represent that it is, or that any of its agents or employees are, in any manner employees of City.

12.2 The Parties further acknowledge and agree that nothing in this Agreement shall create or be construed to create a partnership, joint venture, employment relationship, joint-employer relationship, or any other relationship between Contractor or Contractor's employees except as set forth in this Agreement.

12.3 City shall have no direct or indirect control over Contractor's employees or sub-Contractors with respect to wages, hours, and working conditions. In addition, City shall not deduct from the Compensation paid to Contractor any sums required for Social Security, withholding taxes, FICA, state disability insurance or any other federal, state or local tax or charge which may or may not be in effect or hereinafter enacted or required as a charge or withholding on the compensation paid to Contractor, Contractor's employees or subcontractors. City shall have no responsibility to provide Contractor, its employees or subcontractors with workers' compensation insurance or any other insurance.

12.4 The Parties further acknowledges the following: (i) that Contractor shall provide the services outlined in the Scope of Services directly to City; (ii) Contractor maintains a business location at the address listed under Section 20 that is separate and distinct from the City; (iii) Contractor contracts with other businesses to provide the same or similar services and maintains a clientele without restriction from the City; (iv) Contractor advertises and holds itself out to the public as available to provide the same or similar services; (v) unless otherwise specified in this Agreement, Contractor provides its own tools, vehicles, and equipment necessary for performing the Scope of Services; (vi) Contractor has proposed and negotiated its own rates; and (vii) consistent with the nature and demands of the project and the City's business hours, Contractor may set its own hours and location of work.

13. CONFIDENTIALITY

All data, documents, discussion, or other information developed or received by Contractor or provided for performance of this Agreement are deemed confidential and shall not be disclosed by Contractor without prior written consent by City. City shall grant

such consent if disclosure is legally required. Upon request, all City data and any copies thereof shall be returned to City upon the termination or expiration of this Agreement.

14. NON-LIABILITY OF CITY OFFICIALS AND EMPLOYEES

No official or employee of the City shall be personally liable to Contractor in the event of any default or breach by City, or for any amount which may become due to Contractor.

15. INDEMNIFICATION

15.1 The Parties agree that City, its officers, agents, elected and appointed officials, employees, affiliated public agencies and volunteers should, to the extent permitted by law, be fully protected from any loss, injury, damage, claim, lawsuit, cost, expense, attorneys' fees, litigation costs, or any other cost arising out of or in any way related to the performance of this Agreement. Accordingly, the provisions of this indemnity provision are intended by the Parties to be interpreted and construed to provide the fullest protection possible under the law to City. Contractor acknowledges that City would not enter into this Agreement in the absence of Contractor's commitment to indemnify and protect City as set forth herein. Notwithstanding the foregoing, to the extent Contractor's services are subject to Civil Code Section 2782.8, the above indemnity shall be limited, to the extent required by Civil Code Section 2782.8, to claims that arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of the Contractor.

15.2 To the full extent permitted by law, Contractor shall indemnify, hold harmless and defend City, its officers, agents, elected and appointed officials, employees, affiliated public agencies and volunteers from and against any and all claims, demands, lawsuits, causes of action, losses, costs or expenses for any damage due to death or injury to any person and injury to any property resulting from or arising out of any alleged intentional, reckless, negligent, or otherwise wrongful acts, errors or omissions of Contractor or any of its officers, employees, servants, agents, or subcontractors in the performance of this Agreement. Such costs and expenses shall include reasonable attorneys' fees incurred by counsel of City's choice and expert witness fees and Contractor fees. Notwithstanding the foregoing, to the extent Contractor's Services are subject to Civil Code Section 2782.8, the above indemnity shall be limited, to the extent required by Civil Code Section 2782.8, to claims that arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of the Contractor.

15.3 City shall have the right to offset against the amount of any compensation due Contractor under this Agreement any amount due City from Contractor as a result of Contractor's failure to pay City promptly any indemnification arising under this Section 15 or related to Contractor's failure to either: (i) pay taxes on amounts received pursuant to this Agreement or (ii) comply with applicable workers' compensation laws.

15.4 The obligations of Contractor under this Section 15 will not be limited by the provisions of any workers' compensation act or similar act. Contractor expressly waives its statutory immunity under such statutes or laws as to City, its officers, agents, employees and volunteers.

15.5 Contractor agrees to obtain executed indemnity agreements with provisions identical to those set forth here in this Section 15 from each and every subcontractor or any other person or entity involved by, for, with or on behalf of Contractor in the performance of this Agreement. In the event Contractor fails to obtain such indemnity obligations from others as required herein, Contractor agrees to be fully responsible and indemnify, hold harmless and defend City, its officers, agents, elected and appointed officials, employees, affiliated public agencies and volunteers from and against any and all claims, demands, lawsuits, causes of action, losses, costs or expenses for any damage due to death or injury to any person and injury to any property resulting from or arising out of any alleged intentional, reckless, negligent, or otherwise wrongful acts, errors or omissions of Contractor's subcontractors or any other person or entity involved by, for, with or on behalf of Contractor in the performance of this Agreement. Such costs and expenses shall include reasonable attorneys' fees incurred by counsel of City's choice and expert witness fees and Contractor fees.

15.6 City does not, and shall not, waive any rights that it may possess against Contractor because of the acceptance by City, or the deposit with City, of any insurance policy or certificate required pursuant to this Agreement. This hold harmless and indemnification provision shall apply regardless of whether or not any insurance policies are determined to be applicable to the claim, demand, damage, liability, loss, cost or expense.

15.7 **PERS ELIGIBILITY INDEMNITY.** In the event that Contractor or any employee, agent, or subcontractor of Contractor providing services under this Agreement claims or is determined by a court of competent jurisdiction or the California Public Employees Retirement System (PERS) to be eligible for enrollment in PERS as an employee of the City, Contractor shall indemnify, defend, and hold harmless City for the payment of any employee and/or employer contributions for PERS benefits on behalf of Contractor or its employees, agents, or subcontractors, as well as for the payment of any penalties and interest on such contributions, which would otherwise be the responsibility of City.

Notwithstanding any other agency, state or federal policy, rule, regulation, law or ordinance to the contrary, Contractor and any of its employees, agents, and subcontractors providing service under this Agreement shall not qualify for or become entitled to, and hereby agree to waive any claims to, any compensation, benefit, or any incident of employment by City, including but not limited to eligibility to enroll in PERS as

an employee of City and entitlement to any contribution to be paid by City for employer contribution and/or employee contributions for PERS benefits.

16. INSURANCE

16.1 During the term of this Agreement, Contractor shall carry, maintain, and keep in full force and effect insurance against claims for death or injuries to persons or damages to property that may arise from or in connection with Contractor's performance of this Agreement. Such insurance shall be of the types and in the amounts as set forth below:

16.1.1 Comprehensive general liability, and Umbrella or Excess Liability Insurance covering all operations by or on behalf of Contractor providing insurance for bodily injury liability and property damage liability for the following and including coverage for:

16.1.1.1 Premises, operations, and mobile equipment

16.1.1.2 Products and completed operations

16.1.1.3 Broad form property damage (including completed operations)

16.1.1.4 Explosion, collapse, and underground hazards

16.1.1.5 Personal Injury

16.1.1.6 Contractual liability

in the amount of One Million Dollars (\$1,000,000) per occurrence combined single limit; Two Million Dollars (\$2,000,000) aggregate for products/completed operation; Two Million Dollars (\$2,000,000) general aggregate (General aggregate must apply separately to Contractor's work under this Agreement).

16.1.2 Automobile Liability Insurance for owned, hired and non-owned vehicles utilized by Contractor, its employees or subcontractors, in the amount of One Million Dollars (\$1,000,000) per accident for bodily injury and property damage.

16.1.3 Worker's Compensation Insurance as required by the laws of the State of California, with Statutory Limits, and Employer's Liability Insurance with limit of no less than One Million Dollars (\$1,000,000) per accident for bodily injury or disease.

16.2 Contractor shall require each of its subcontractors, if any, to maintain insurance coverage that meets all of the requirements of this Agreement.

16.3 The policy or policies required by this Agreement shall be issued by an insurer admitted in the State of California and with a rating of at least A:VII in the latest edition of Best's Insurance Guide.

16.4 Contractor agrees that if it does not keep the aforesaid insurance in full force and effect City may either: (i) immediately terminate this Agreement; or (ii) take out the necessary insurance and pay, at Contractor's expense, the premium thereon.

16.5 At all times during the term of this Agreement, Contractor shall maintain on file with City's Risk Manager a certificate or certificates of insurance showing that the aforesaid policies are in effect in the required amounts and, for the general liability and automobile liability policies, naming the City as an additional insured. Contractor shall, prior to commencement of work under this Agreement, file with City's Risk Manager such certificate(s).

16.6 Contractor shall provide proof that policies of insurance required herein expiring during the term of this Agreement have been renewed or replaced with other policies providing at least the same coverage. Contractor shall provide such proof to City at least two weeks prior to the expiration of the coverages.

16.7 The general liability and automobile policies of insurance required by this Agreement shall contain an endorsement naming City, its officers, employees, agents and volunteers as additional insureds. All of the policies required under this Agreement shall contain an endorsement providing that the policies cannot be canceled or reduced except on thirty days' prior written notice to City. Contractor agrees to require its insurer to modify the certificates of insurance to delete any exculpatory wording stating that failure of the insurer to mail written notice of cancellation imposes no obligation, and to delete the word "endeavor" with regard to any notice provisions.

16.8 The general liability and automobile policies of insurance provided by Contractor shall be primary to any coverage available to City. Any insurance or self-insurance maintained by City, its officers, employees, agents or volunteers, shall be in excess of Contractor's insurance and shall not contribute with it.

16.9 All insurance coverage provided pursuant to this Agreement shall not prohibit Contractor, and Contractor's employees, agents or subcontractors, from waiving the right of subrogation prior to a loss. Contractor hereby waives all rights of subrogation against the City.

16.10 Any deductibles or self-insured retentions must be declared to and approved by the City. At the option of City, Contractor shall either reduce or eliminate the deductibles or self-insured retentions with respect to City, or Contractor shall procure a bond guaranteeing payment of losses and expenses.

16.11 Procurement of insurance by Contractor shall not be construed as a limitation of Contractor's liability or as full performance of Contractor's duties to indemnify,

hold harmless and defend under Section 15 of this Agreement.

16.12 If Contractor maintains broader coverage and/or higher limits than the minimums shown above, the City requires and shall be entitled to the broader coverage and/or the higher limits maintained by the Contractor. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the City.

17. MUTUAL COOPERATION

17.1 City shall provide Contractor with all pertinent data, documents and other requested information as is reasonably available to City for the proper performance of Contractor's services under this Agreement.

17.2 In the event any claim or action is brought against City relating to Contractor's performance in connection with this Agreement, Contractor shall render any reasonable assistance that City may require.

18. RECORDS AND INSPECTIONS

Contractor shall maintain full and accurate records with respect to all matters covered under this Agreement for a period of three years after the expiration or termination of this Agreement. City shall have the right to access and examine such records, without charge, during normal business hours. City shall further have the right to audit such records, to make transcripts therefrom and to inspect all program data, documents, proceedings, and activities.

19. PERMITS AND APPROVALS

Contractor shall obtain, at its sole cost and expense, all permits and regulatory approvals necessary in the performance of this Agreement. This includes, but shall not be limited to, encroachment permits and building and safety permits and inspections.

20. NOTICES

Any notices, bills, invoices, or reports required by this Agreement shall be deemed received on: (i) the day of delivery if delivered by hand, facsimile, email, or overnight courier service during Contractor's and City's regular business hours; or (ii) on the third business day following deposit in the United States mail if delivered by mail, postage prepaid, to the addresses listed below (or to such other addresses as the Parties may, from time to time, designate in writing).

If to City:

Steve Carmona, City Manager
City of Pico Rivera
PO Box 1016
6615 Passons Blvd.
Pico Rivera, California 90660-1016
Facsimile: (562) 801-4765

If to Contractor:

Armando Zubia, CEO
Passage Entertainment Inc.
PO BOX 2195
Pico Rivera, CA 90662
Passageentinc@gmail.com
562-895-2947

With a courtesy copy to:

Arnold M. Alvarez-Glasman, City Attorney
13181 Crossroads Parkway North
Suite 400 - West Tower
City of Industry, CA 91746
Facsimile: (562) 692-2244

21. SURVIVING COVENANTS

The Parties agree that the covenants contained in Sections 13, 15 and Paragraph 17.2 of Section 17, of this Agreement shall survive the expiration or termination of this Agreement.

22. TERMINATION

22.1. City shall have the right to terminate this Agreement for any reason on five (5) calendar days' written notice to Contractor. Contractor shall have the right to terminate this Agreement for any reason on sixty (60) calendar days' written notice to City. The effective date of termination shall be upon the date specified in the notice of termination. Contractor agrees that in the event of such termination, City's obligation to pay Contractor shall be limited to payment only for those services satisfactorily rendered, as solely determined by the City, prior to the effective date of termination. Contractor agrees to cease all work under this Agreement on or before the effective date of any notice of termination. All City data, documents, objects, materials or other tangible things shall be returned to City upon the termination or expiration of this Agreement.

22.2 If City terminates this Agreement due to no fault or failure of performance by Contractor, then Contractor shall be paid based on the work satisfactorily performed, as solely determined by the City, at the time of termination. In no event shall Contractor be entitled to receive more than the amount that would be paid to Contractor for the full performance of the services required by this Agreement.

23. ASSIGNMENT

Contractor shall not delegate, transfer, subcontract or assign its duties or rights hereunder, either in whole or in part, without City's prior written consent, and any attempt to do so shall be void and of no effect. City shall not be obligated or liable under this Agreement to any Party other than Contractor.

24. NON-DISCRIMINATION AND EQUAL EMPLOYMENT OPPORTUNITY

24.1 In the performance of this Agreement, Contractor shall not discriminate against any employee, subcontractor, or employment applicant because of race, color, creed, religion, sex, marital status, national origin, ancestry, age, physical or mental handicap, medical condition or sexual orientation. Contractor will take affirmative action to ensure that subcontractors, employees, and employment applicants are treated without regard to their race, color, creed, religion, sex, marital status, national origin, ancestry, age, physical or mental handicap, medical condition or sexual orientation.

24.2 Contractor will, in all solicitations or advertisements for employees placed by or on behalf of Contractor state either that it is an equal opportunity employer or that all qualified applicants will receive consideration for employment without regard to race, color, creed, religion, sex, marital status, national origin, ancestry, age, physical or mental handicap, medical condition or sexual orientation.

24.3 Contractor will cause the foregoing provisions to be inserted in all subcontracts for any work covered by this Agreement except contracts or subcontracts for standard commercial supplies or raw materials.

25. WARRANTIES

25.1 Each Party has received independent legal advice from its attorneys with respect to the advisability of entering into and executing this Agreement or been provided with an opportunity to receive independent legal advice and has freely and voluntarily waived and relinquished the right to do so. Each Party who has not obtained independent counsel acknowledges that the failure to have independent legal counsel will not excuse such Party's failure to perform under this Agreement.

25.2 In executing this Agreement, each Party has carefully read this Agreement, knows the contents thereof, and has relied solely on the statements expressly set forth herein and has placed no reliance whatsoever on any statement, representation, or promise of any other party, or any other person or entity, not expressly set forth herein, nor upon the failure of any other party or any other person or entity to make any statement, representation or disclosure of any matter whatsoever.

25.3 It is agreed that each Party has the full right and authority to enter into this Agreement, and that the person executing this Agreement on behalf of either Party has the full right and authority to fully commit and bind such Party to the provisions of this Agreement.

26. CAPTIONS

26.1 The captions appearing at the commencement of the sections hereof, and in any paragraph thereof, are descriptive only and for convenience in reference to this Agreement. Should there be any conflict between such heading, and the section or paragraph thereof at the head of which it appears, the section or paragraph thereof, as the case may be, and not such heading, shall control and govern in the construction of this Agreement.

26.2 Masculine or feminine pronouns shall be substituted for the neuter form and vice versa, and the plural shall be substituted for the singular form and vice versa, in any place or places herein in which the context requires such substitution(s).

27. NON-WAIVER

27.1 The waiver by City or Contractor of any breach of any term, covenant or condition herein contained shall not be deemed to be a waiver of such term, covenant or condition or of any subsequent breach of the same or any other term, covenant or condition herein contained. In no event shall the making by City of any payment to Contractor constitute or be construed as a waiver by City of any breach of covenant, or any default which may then exist on the part of Contractor, and the making of any such payment by City shall in no way impair or prejudice any right or remedy available to City with regard to such breach or default. No term, covenant or condition of this Agreement shall be deemed to have been waived by City or Contractor unless in writing.

27.2 Each right, power and remedy provided for herein or now or hereafter existing at law, in equity, by statute, or otherwise shall be cumulative and shall be in addition to every other right, power, or remedy provided for herein or now or hereafter existing at law, in equity, by statute, or otherwise. The exercise, the commencement of the exercise, or the forbearance of the exercise by any Party of any one or more of such rights, powers or remedies shall not preclude the simultaneous or later exercise by such Party of any of all of such other rights, powers or remedies.

27.3 Contractor shall not be liable for any failure to perform if Contractor presents acceptable evidence, in City's sole judgment, that such failure was due to causes beyond the control and without the fault or negligence of Contractor.

28. COURT COSTS AND ATTORNEY FEES

In the event legal action shall be necessary to enforce any term, covenant or condition herein contained, the Party prevailing in such action, whether reduced to judgment or not, shall be entitled to its reasonable court costs, including accountants' fees and expert witness fees, if any, and attorneys' fees expended in such action. The venue for any litigation shall be Los Angeles County, California.

29. SEVERABILITY

If any term or provision of this Agreement or the application thereof to any person or circumstance shall, to any extent, be invalid or unenforceable, then such term or provision shall be amended to, and solely to, the extent necessary to cure such invalidity or unenforceability, and in its amended form shall be enforceable. In such event, the remainder of this Agreement, or the application of such term or provision to persons or circumstances other than those as to which it is held invalid or unenforceable, shall not be affected thereby, and each term and provision of this Agreement shall be valid and be enforced to the fullest extent permitted by law.

30. GOVERNING LAW

This Agreement shall be governed and construed in accordance with the laws of the State of California.

31. COUNTERPARTS

This Agreement may be signed in any one or more counterparts all of which taken together shall be but one and the same Agreement. Any signed copy of this Agreement or of any other document or agreement referred to herein, or copy or counterpart thereof, delivered by facsimile or email transmission, shall for all purposes be treated as if it were delivered containing an original manual signature of the Party whose signature appears in the facsimile or email and shall be binding upon such Party in the same manner as though an originally signed copy had been delivered.

32. ENTIRE AGREEMENT

All documents referenced as exhibits in this Agreement are hereby incorporated in this Agreement. In the event of any material discrepancy between the express provisions of this Agreement and the provisions of any document incorporated herein by reference, the provisions of this Agreement shall prevail. This instrument contains the entire Agreement between City and Contractor with respect to the transactions contemplated herein. No other prior oral or written agreements are binding upon the Parties. Amendments hereto or deviations here from shall be effective and binding only if made in writing and executed by City and Contractor.

TO EFFECTUATE THIS AGREEMENT, the Parties have caused their duly authorized representatives to execute this Agreement on the dates set forth below.

“CITY”
CITY OF PICO RIVERA,
a California municipal corporation

“CONTRACTOR”
Passage Entertainment Inc.,
a California corporation

Steve Carmona, City Manager

Armando Zubia, CEO

Dated: _____

Dated: _____

ATTEST:

APPROVED AS TO FORM:

Cynthia Ayala, Jr. Deputy City Clerk

Arnold M. Alvarez-Glasman, City Attorney

EXHIBIT A
SCOPE OF SERVICES

1. Contractor shall provide the City with professional audio system and audio techs for City events, during the City's annual events within the term of the contract. Annual events may include, but not limited to:
 - a. Fireworks Spectacular event on July 1, 2023, held at El Rancho High School, 6501 Passons Blvd., Pico Rivera, CA. 90660. Contractor shall provide the City with: 26-speakers, 16-db tech lo210a, 8-jblvr828a subs (foh), 2-frames for rigging with hoists, 2-center fill db tech lo208a (foh), 8-monitors jbl srx812m (stage), 1-mixing board midus m-32 digital (foh), 1-mixing board monitor mix with 12 mixes, 1-processing rack, all accessories, 6- wireless shure beta 58 d mic's, 16-sure 58 mic's and stands and cables, 1-digital audio snake for the stage, 2-lil bros, 2-global truss rigging set ups for speakers, 2-delay towers with cranks, 4jbl vrx918p subs & 2-vrx932lap mains delay pack, 4-audio techs included.
 - b. Summer Street Fest event(s) on August 11, 18 & 25, 2023, held at Smith Park and Mines Ave. 6016 Rosemead Blvd., Pico Rivera, CA 90660. Contractor shall provide the City with: 26-speakers, 16-db tech lo210a, 8-jblvr828a subs (foh), 2-frames for rigging with hoists, 2-center fill db tech lo208a (foh), 8-monitors jbl srx812m (stage), 1-mixing board midus m-32 digital (foh), 1-mixing board monitor mix with 12 mixes, 1-processing rack, all accessories, 6- wireless shure beta 58 d mic's, 16-sure 58 mic's and stands and cables, 1-digital audio snake for the stage, 2-lil bros, 2-global truss rigging set ups for speakers, 2-delay towers with cranks, 4jbl vrx918p subs & 2-vrx932lap mains delay pack, 4-audio techs included.
 - c. Fiestas Patrias on September 15, 2023, held at Smith Park and Mines Ave. 6016 Rosemead Blvd., Pico Rivera, CA 90660. Contractor shall provide the City with: 26-speakers, 16-db tech lo210a, 8-jblvr828a subs (foh), 2-frames for rigging with hoists, 2-center fill db tech lo208a (foh), 8-monitors jbl srx812m (stage), 1-mixing board midus m-32 digital (foh), 1-mixing board monitor mix with 12 mixes, 1-processing rack, all accessories, 6- wireless shure beta 58 d mic's, 16-sure 58 mic's and stands and cables, 1-digital audio snake for the stage, 2-lil bros, 2-global truss rigging set ups for speakers, 2-delay towers with cranks, 4jbl vrx918p subs & 2-vrx932lap mains delay pack, 4-audio techs included.
 - d. Veterans Day Ceremony on November 11, 2023, held at Pico Rivera Library parking lot, 9001 Mines Ave., Pico Rivera, CA 90660. Contractor shall provide the City with: 6-jbl prx715 (mains) on crank stands, 2-jbl prx415m monitors (stage), 1-processing rack, 2-wireless mic and 1- wired mic by

memorial wall, 8-mics, cables and stands, 2-man crew labor set up and strike included.

- e. Holiday Festival and Tree Lighting Ceremony on December 3, 2023, held at City Hall, 6615 Passons Blvd., Pico Rivera, CA 90660. Contractor shall provide the City with: 8-db tech via lo210 active - main stage, 8-db tech via s118p subs – main stage, 6-monitors jbl srx812m (stage), 1-mixing board midus m-32 digital (foh), 1-processing rack, all accessories, 4- qlxd wireless mic's, 16-shure 58 mic's and stands and cables, 1-rigging package, 2-audio snakes for the stage, 3-audio techs included.

- f. Memorial Day Ceremony on May 27, 2024, held at Pico Rivera Library parking lot, 9001 Mines Ave., Pico Rivera, CA 90660. Contractor shall provide the City with: 6-jbl prx715 (mains) on crank stands, 2-jbl prx415m monitors (stage), 1-processing rack, 2-wireess mic and 1- wired mic by memorial wall, 8-mics, cables and stands, 2-man crew labor set up and strike included.

- g. Fireworks Spectacular event on June 29, 2024, held at El Rancho High School, 6501 Passons Blvd., Pico Rivera, CA. 90660. Contractor shall provide the City with: 26-speakers, 16-db tech lo210a, 8-jblvrx828a subs (foh), 2-frames for rigging with hoists, 2-center fill db tech lo208a (foh), 8-monitors jbl srx812m (stage), 1-mixing board midus m-32 digital (foh), 1-mixing board monitor mix with 12 mixes, 1-processing rack, all accessories, 6- wireless shure beta 58 d mic's, 16-sure 58 mic's and stands and cables, 1-digital audio snake for the stage, 2-lil bros, 2-global truss rigging set ups for speakers, 2-delay towers with cranks, 4jbl vrx918p subs & 2-vrx932lap mains delay pack, 4-audio techs included.

EXHIBIT B
APPROVED FEE SCHEDULE

1. City agrees to pay the following fees for the following City events:
 - a. Fireworks Spectacular event on July 1, 2023: **Six Thousand, Five Hundred Dollars (\$6,500.00).**
 - b. Summer Street Fest event(s) on August 11, 18 & 25, 2023: **Six Thousand, Five Hundred Dollars (\$6,500.00) each.**
 - c.
 - d. Fiestas Patrias on September 15, 2023: **Seven Thousand, Five Hundred Dollars (\$7,500.00) each.**
 - e. Veterans Day Ceremony on November 11, 2023: **One Thousand, Two Hundred Dollars (\$1,200.00).**
 - f. Holiday Festival and Tree Lighting Ceremony on December 3, 2023: **Six Thousand, Five Hundred Dollars (\$6,500.00).**
 - g. Memorial Day Ceremony on May 27, 2024: **One Thousand, Two Hundred Dollars (\$1,200.00).**
 - h. Fireworks Spectacular event on June 29, 2024: **Six Thousand, Five Hundred Dollars (\$6,500.00).**
2. Contractor agrees to accept as total payment for its services to City at the completion of each service.
3. In no event shall the total compensation and costs payable to Contractor under the Initial Term of this Agreement exceed the sum of Three Hundred Thousand Dollars (\$300,000.00) for the initial three-year term unless specifically approved in advance, in writing, by City.



To: Mayor and City Council
From: City Manager
Meeting Date: June 13, 2023
Subject: AWARD A PROFESSIONAL SERVICES AGREEMENT TO VCS SOUND AND LIGHTING FOR STAGE, LIGHTING, AND AN LED SCREEN AT ALL CITY SPECIAL EVENTS

Recommendation:

1. Award a Professional Services Agreement (PSA) to VCS Sound and Lighting for the stage, lighting, and an LED screen at all City Special Events, in the amount not-to-exceed \$300,000, for a three-year term with a not-to-exceed amount of \$100,000 per year with the option to extend for a total of two (2) years; and
2. Authorize the City Manager to execute all documents necessary for the PSA submission and/or related agreement in a form approved by the City Attorney.

Fiscal Impact:

The maximum contract value for staging, lighting and an LED screen at all City Special Events is \$300,000 for a duration of three (3) years. Sufficient funding is available in the Special Events Fund, GL Account No. 100.80.8102-53301. The agreement allows for an extension of (2) two additional years, with a not-to-exceed amount of \$100,000 per year as the City initiates special events for the City.

Discussion:

The City's Parks and Recreation Department (Department) is responsible for planning, coordinating, and hosting many large-scale special events, including but not limited to the Fireworks Spectacular, Summer Street Fest, Fiestas Patrias, and the Holiday Festival and Tree Lighting Ceremony, which require the use of a stage, lighting and LED screens.

CITY COUNCIL AGENDA REPORT – MEETING OF JUNE 13, 2023

AWARD A PROFESSIONAL SERVICES AGREEMENT TO VCS SOUND AND LIGHTING FOR STAGE, LIGHTING, AND AN LED SCREEN AT ALL CITY SPECIAL EVENTS

Page 2 of 2

On May 23, 2023, A Request for Proposals (RFP) for concert stage, lighting, and LED screens was issued. In addition, staff reached out to eight (8) different companies and received the following two (2) responsive bids:

Company Name	Cost Per Concert Stage & Lighting	Cost Per LED Movie Screens
VCS Sound and Lighting	\$7,950	\$3,700
Rent for Event	\$43,305	\$16,557

VCS Sound and Lighting has been identified as the lowest and most responsive bidder. If approved, all department divisions will be able to utilize their services throughout the (FY). The special event division anticipates spending \$66,200 per contract year beginning July 1, 2023; all remaining fund balances will be distributed across the remaining 2024-26 FY. Staff is requesting a not-to-exceed amount of \$100,000 per FY as it will allow the City the ability to add on services for potential new events that are initiated and supported by City Council.

The agreement covers all costs and requests for stage, lighting, and LED screens for the following City events:

- Firework Spectaculars
- Summer Street Fests
- Movies in the Park Screens
- Fiestas Patrias
- Holiday Festival and Tree Lighting Ceremony

Conclusion:

It is recommended that the City Council approve a Professional Services Agreement with VCS Sound and Lighting for an initial three-year term agreement for \$300,000, with the option to extend for an additional two (2) years by a written and executed amendment.



Steve Carmona

SC:PY

Enclosure: 1) Professional Services Agreement

AGREEMENT NO. _____
PROFESSIONAL SERVICES AGREEMENT
BETWEEN THE CITY OF PICO RIVERA AND
V.C.S. SOUND AND LIGHTING

1. IDENTIFICATION

THIS PROFESSIONAL SERVICES AGREEMENT (“Agreement”) is entered into by and between the City of Pico Rivera, a California municipal corporation (“City”) and V.C.S. Sound and Lighting, (“Contractor”). City and Contractor are sometimes hereinafter individually referred to as a “Party” and collectively referred to as “Parties.”

2. RECITALS

2.1 City has determined that it requires professional services from a Contractor to provide professional stage with guard rails, ground support trusting, LED video walls, lighting, lighting controller and engineer.

2.2 Contractor represents that it is fully qualified to perform such professional services by virtue of its experience and the training, education and expertise of its principals and employees. Contractor further represents that it is willing to accept responsibility for performing such services in accordance with the terms and conditions set forth in this Agreement.

NOW, THEREFORE, for and in consideration of the performance by the Parties of the mutual covenants and conditions herein contained, the Parties hereto agree as follows:

3. DEFINITIONS

3.1 “Scope of Services”: Such professional services as are set forth in the Contractor’s June 1, 2023, proposal to City attached hereto as Exhibit “A” and incorporated herein by this reference.

3.2 “Approved Fee Schedule”: Such compensation rates as are set forth in the Contractor’s June 1, 2023, proposal to City attached hereto as Exhibit “B.”

3.3 “Commencement Date”: July 1, 2023

3.4 “Expiration Date”: June 30, 2026 (the “Initial Term”), with an option to extend for an additional two (2) years.

4. TERM

The term of this Agreement shall commence at 12:00 a.m. on the Commencement Date and shall expire at 11:59 p.m. on the Expiration Date unless extended by written agreement of the Parties or terminated in accordance with Section 22 below. The term

of this Agreement may be extended for an additional two (2) years by a written and executed Amendment hereto.

5. CONTRACTOR'S SERVICES

5.1 Contractor shall perform the services identified in the Scope of Services. City shall have the right to request, in writing, changes in the Scope of Services. Any such changes mutually agreed upon by the Parties, and any corresponding increase or decrease in compensation, shall be incorporated by written amendment to this Agreement. In no event shall the total compensation and costs payable to the Contractor under this Agreement exceed the sum of **Three Hundred Thousand Dollars (\$300,000.00)** for the Initial Term; unless amended in advance, in writing, by City. Should the Parties exercise the option to extend the term for an additional two (2) years, the compensation for those two (2) additional years shall be negotiated in good faith, recited in a further written amendment to this Agreement, and executed by the Parties.

5.2 Contractor shall perform all work to the highest professional standards of Contractor's profession and in a manner reasonably satisfactory to City.

6. COMPENSATION

6.1 City agrees to compensate Contractor for the services provided under this Agreement, and Contractor agrees to accept in full satisfaction for such services, payment in accordance with the Approved Fee Schedule.

6.2 Contractor shall submit to City an invoice, on a monthly basis or less frequently, for the services performed pursuant to this Agreement. Each invoice shall itemize the services rendered during the billing period and the amount due. Within ten (10) business days of receipt of each invoice, City shall notify Contractor in writing of any disputed amounts included on the invoice. Within thirty (30) calendar days of receipt of each invoice, City shall pay all undisputed amounts included on the invoice. City shall not withhold applicable taxes or other authorized deductions from payments made to Contractor.

6.3 Payments for any services requested in writing by City and not included in the Scope of Services shall be made to Contractor by City on a time-and-materials basis using Contractor's standard fee schedule. Fees for such additional services shall be paid within sixty (60) days of the date Contractor issues an invoice to City for such services.

7. BUSINESS LICENSE

Contractor shall obtain a City business license prior to commencing performance under this Agreement.

8. COMPLIANCE WITH LAWS

Contractor shall keep informed of State, Federal and Local laws, ordinances, codes and regulations that in any manner affect those employed by it or in any way affect the performance of its services pursuant to this Agreement. The Contractor shall at all times comply with such laws, ordinances, codes and regulations. Without limiting the generality of the foregoing, if Contractor is an out-of-state corporation or LLC, it must be qualified and registered to do business in the State of California pursuant to sections 2105 and 17708.02 of the California Corporations Code. The City, its officers and employees shall not be liable at law or in equity occasioned by failure of Contractor to comply with this Section.

9. CONFLICT OF INTEREST

Contractor covenants that it presently has no interest and shall not acquire any interest, direct or indirect, which may be affected by the services to be performed by Contractor under this Agreement, or which would conflict in any manner with the performance of its services hereunder. During the term of this Agreement, Contractor shall not perform any work for another person or entity for whom Contractor was not working at the Commencement Date if both: (i) such work would require Contractor to abstain from a decision under this Agreement pursuant to a conflict of interest statute; and (ii) City has not consented in writing prior to Contractor's performance of such work.

10. PERSONNEL

Contractor represents that it has, or will secure at its own expense, all personnel required to perform the services identified in the Scope of Services. All such services shall be performed by Contractor or under its supervision, and all personnel engaged in the work shall be qualified to perform such services. Contractor reserves the right to determine the assignment of its own employees to the performance of Contractor's services under this Agreement, but City reserves the right, for good cause, to require Contractor to exclude any employee from performing services on City's premises. Orlando Vargas, CEO; shall be Contractor's project administrator and shall have direct responsibility for management of Contractor's performance under this Agreement. No change shall be made in Contractor's project administrator without City's prior written consent.

11. OWNERSHIP OF WRITTEN PRODUCTS

All reports, documents or other written material ("written products") developed by Contractor in the performance of this Agreement shall be and remain the property of City without restriction or limitation upon its use or dissemination by City. Contractor may take and retain copies of such written products as desired, but no such written products shall

be the subject of a copyright application by Contractor. If any state, federal, or local law requires mandatory copyright protection for Contractor's work product, City shall comply with such laws to the extent feasible.

12. INDEPENDENT CONTRACTOR

12.1 Contractor is, and shall at all times remain as to City, a wholly independent Contractor. Contractor shall have no power to incur any debt, obligation, or liability on behalf of City or otherwise to act on behalf of City as an agent. Neither City nor any of its officers, employees or agents shall have control over the conduct of Contractor or any of Contractor's employees, except as set forth in this Agreement. Contractor shall not at any time represent that it is, or that any of its agents or employees are, in any manner employees of City.

12.2 The Parties further acknowledge and agree that nothing in this Agreement shall create or be construed to create a partnership, joint venture, employment relationship, joint-employer relationship, or any other relationship between Contractor or Contractor's employees except as set forth in this Agreement.

12.3 City shall have no direct or indirect control over Contractor's employees or sub-Contractors with respect to wages, hours, and working conditions. In addition, City shall not deduct from the Compensation paid to Contractor any sums required for Social Security, withholding taxes, FICA, state disability insurance or any other federal, state or local tax or charge which may or may not be in effect or hereinafter enacted or required as a charge or withholding on the compensation paid to Contractor, Contractor's employees or sub-contractors. City shall have no responsibility to provide Contractor, its employees or sub-contractors with workers' compensation insurance or any other insurance.

12.4 The Parties further acknowledges the following: (i) that Contractor shall provide the services outlined in the Scope of Services directly to City; (ii) Contractor maintains a business location at the address listed under Section 20 that is separate and distinct from the City; (iii) Contractor contracts with other businesses to provide the same or similar services and maintains a clientele without restriction from the City; (iv) Contractor advertises and holds itself out to the public as available to provide the same or similar services; (v) unless otherwise specified in this Agreement, Contractor provides its own tools, vehicles, and equipment necessary for performing the Scope of Services; (vi) Contractor has proposed and negotiated its own rates; and (vii) consistent with the nature and demands of the project and the City's business hours, Contractor may set its own hours and location of work.

13. CONFIDENTIALITY

All data, documents, discussion, or other information developed or received by Contractor or provided for performance of this Agreement are deemed confidential and shall not be disclosed by Contractor without prior written consent by City. City shall grant

such consent if disclosure is legally required. Upon request, all City data and any copies thereof shall be returned to City upon the termination or expiration of this Agreement.

14. NON-LIABILITY OF CITY OFFICIALS AND EMPLOYEES

No official or employee of the City shall be personally liable to Contractor in the event of any default or breach by City, or for any amount which may become due to Contractor.

15. INDEMNIFICATION

15.1 The Parties agree that City, its officers, agents, elected and appointed officials, employees, affiliated public agencies and volunteers should, to the extent permitted by law, be fully protected from any loss, injury, damage, claim, lawsuit, cost, expense, attorneys' fees, litigation costs, or any other cost arising out of or in any way related to the performance of this Agreement. Accordingly, the provisions of this indemnity provision are intended by the Parties to be interpreted and construed to provide the fullest protection possible under the law to City. Contractor acknowledges that City would not enter into this Agreement in the absence of Contractor's commitment to indemnify and protect City as set forth herein. Notwithstanding the foregoing, to the extent Contractor's services are subject to Civil Code Section 2782.8, the above indemnity shall be limited, to the extent required by Civil Code Section 2782.8, to claims that arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of the Contractor.

15.2 To the full extent permitted by law, Contractor shall indemnify, hold harmless and defend City, its officers, agents, elected and appointed officials, employees, affiliated public agencies and volunteers from and against any and all claims, demands, lawsuits, causes of action, losses, costs or expenses for any damage due to death or injury to any person and injury to any property resulting from or arising out of any alleged intentional, reckless, negligent, or otherwise wrongful acts, errors or omissions of Contractor or any of its officers, employees, servants, agents, or sub-contractors in the performance of this Agreement. Such costs and expenses shall include reasonable attorneys' fees incurred by counsel of City's choice and expert witness fees and Contractor fees. Notwithstanding the foregoing, to the extent Contractor's Services are subject to Civil Code Section 2782.8, the above indemnity shall be limited, to the extent required by Civil Code Section 2782.8, to claims that arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of Contractor.

15.3 City shall have the right to offset against the amount of any compensation due Contractor under this Agreement any amount due City from Contractor as a result of Contractor's failure to pay City promptly any indemnification arising under this Section 15 or related to Contractor's failure to either: (i) pay taxes on amounts received pursuant to this Agreement or (ii) comply with applicable workers' compensation laws.

15.4 The obligations of Contractor under this Section 15 will not be limited by the provisions of any workers' compensation act or similar act. Contractor expressly waives its statutory immunity under such statutes or laws as to City, its officers, agents, employees and volunteers.

15.5 Contractor agrees to obtain executed indemnity agreements with provisions identical to those set forth here in this Section 15 from each and every sub-contractor or any other person or entity involved by, for, with or on behalf of Contractor in the performance of this Agreement. In the event Contractor fails to obtain such indemnity obligations from others as required herein, Contractor agrees to be fully responsible and indemnify, hold harmless and defend City, its officers, agents, elected and appointed officials, employees, affiliated public agencies and volunteers from and against any and all claims, demands, lawsuits, causes of action, losses, costs or expenses for any damage due to death or injury to any person and injury to any property resulting from or arising out of any alleged intentional, reckless, negligent, or otherwise wrongful acts, errors or omissions of Contractor's sub-contractors or any other person or entity involved by, for, with or on behalf of Contractor in the performance of this Agreement. Such costs and expenses shall include reasonable attorneys' fees incurred by counsel of City's choice and expert witness fees and Contractor fees.

15.6 City does not, and shall not, waive any rights that it may possess against Contractor because of the acceptance by City, or the deposit with City, of any insurance policy or certificate required pursuant to this Agreement. This hold harmless and indemnification provision shall apply regardless of whether or not any insurance policies are determined to be applicable to the claim, demand, damage, liability, loss, cost or expense.

15.7 **PERS ELIGIBILITY INDEMNITY.** In the event that Contractor or any employee, agent, or sub-contractor of Contractor providing services under this Agreement claims or is determined by a court of competent jurisdiction or the California Public Employees Retirement System (PERS) to be eligible for enrollment in PERS as an employee of the City, Contractor shall indemnify, defend, and hold harmless City for the payment of any employee and/or employer contributions for PERS benefits on behalf of Contractor or its employees, agents, or sub-contractors, as well as for the payment of any penalties and interest on such contributions, which would otherwise be the responsibility of City.

Notwithstanding any other agency, state or federal policy, rule, regulation, law or ordinance to the contrary, Contractor and any of its employees, agents, and sub-contractors providing service under this Agreement shall not qualify for or become entitled to, and hereby agree to waive any claims to, any compensation, benefit, or any incident of employment by City, including but not limited to eligibility to enroll in PERS as an

employee of City and entitlement to any contribution to be paid by City for employer contribution and/or employee contributions for PERS benefits.

16. INSURANCE

16.1 During the term of this Agreement, Contractor shall carry, maintain, and keep in full force and effect insurance against claims for death or injuries to persons or damages to property that may arise from or in connection with Contractor's performance of this Agreement. Such insurance shall be of the types and in the amounts as set forth below:

16.1.1 Comprehensive general liability, and Umbrella or Excess Liability Insurance covering all operations by or on behalf of Contractor providing insurance for bodily injury liability and property damage liability for the following and including coverage for:

16.1.1.1 Premises, operations, and mobile equipment

16.1.1.2 Products and completed operations

16.1.1.3 Broad form property damage (including completed operations)

16.1.1.4 Explosion, collapse, and underground hazards

16.1.1.5 Personal Injury

16.1.1.6 Contractual liability

in the amount of One Million Dollars (\$1,000,000) per occurrence combined single limit; Two Million Dollars (\$2,000,000) aggregate for products/completed operation; Two Million Dollars (\$2,000,000) general aggregate (General aggregate must apply separately to Contractor's work under this Agreement.); and Five Million Dollars (\$5,000,000) umbrella or excess liability.

16.1.2 Automobile Liability Insurance for owned, hired and non-owned vehicles utilized by Contractor, its employees or sub-contractors, in the amount of One Million Dollars (\$1,000,000) per accident for bodily injury and property damage.

16.1.3 Worker's Compensation Insurance as required by the laws of the State of California, with Statutory Limits, and Employer's Liability Insurance with limit of no less than One Million Dollars (\$1,000,000) per accident for bodily injury or disease.

16.2 Contractor shall require each of its sub-contractors, if any, to maintain

insurance coverage that meets all of the requirements of this Agreement.

16.3 The policy or policies required by this Agreement shall be issued by an insurer admitted in the State of California and with a rating of at least A:VII in the latest edition of Best's Insurance Guide.

16.4 Contractor agrees that if it does not keep the aforesaid insurance in full force and effect City may either: (i) immediately terminate this Agreement; or (ii) take out the necessary insurance and pay, at Contractor's expense, the premium thereon.

16.5 At all times during the term of this Agreement, Contractor shall maintain on file with City's Risk Manager a certificate or certificates of insurance showing that the aforesaid policies are in effect in the required amounts and, for the general liability and automobile liability policies, naming the City as an additional insured. Contractor shall, prior to commencement of work under this Agreement, file with City's Risk Manager such certificate(s).

16.6 Contractor shall provide proof that policies of insurance required herein expiring during the term of this Agreement have been renewed or replaced with other policies providing at least the same coverage. Contractor shall provide such proof to City at least two weeks prior to the expiration of the coverages.

16.7 The general liability and automobile policies of insurance required by this Agreement shall contain an endorsement naming City, its officers, employees, agents and volunteers as additional insureds. All of the policies required under this Agreement shall contain an endorsement providing that the policies cannot be canceled or reduced except on thirty days' prior written notice to City. Contractor agrees to require its insurer to modify the certificates of insurance to delete any exculpatory wording stating that failure of the insurer to mail written notice of cancellation imposes no obligation, and to delete the word "endeavor" with regard to any notice provisions.

16.8 The general liability and automobile policies of insurance provided by Contractor shall be primary to any coverage available to City. Any insurance or self-insurance maintained by City, its officers, employees, agents or volunteers, shall be in excess of Contractor's insurance and shall not contribute with it.

16.9 All insurance coverage provided pursuant to this Agreement shall not prohibit Contractor, and Contractor's employees, agents or sub-contractors, from waiving the right of subrogation prior to a loss. Contractor hereby waives all rights of subrogation against the City.

16.10 Any deductibles or self-insured retentions must be declared to and approved by the City. At the option of City, Contractor shall either reduce or eliminate the deductibles or self-insured retentions with respect to City, or Contractor shall procure a bond guaranteeing payment of losses and expenses.

16.11 Procurement of insurance by Contractor shall not be construed as a limitation of Contractor's liability or as full performance of Contractor's duties to indemnify, hold harmless and defend under Section 15 of this Agreement.

16.12 If Contractor maintains broader coverage and/or higher limits than the minimums shown above, the City requires and shall be entitled to the broader coverage and/or the higher limits maintained by the Contractor. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the City.

17. MUTUAL COOPERATION

17.1 City shall provide Contractor with all pertinent data, documents and other requested information as is reasonably available to City for the proper performance of Contractor's services under this Agreement.

17.2 In the event any claim or action is brought against City relating to Contractor's performance in connection with this Agreement, Contractor shall render any reasonable assistance that City may require.

18. RECORDS AND INSPECTIONS

Contractor shall maintain full and accurate records with respect to all matters covered under this Agreement for a period of three years after the expiration or termination of this Agreement. City shall have the right to access and examine such records, without charge, during normal business hours. City shall further have the right to audit such records, to make transcripts therefrom and to inspect all program data, documents, proceedings, and activities.

19. PERMITS AND APPROVALS

Contractor shall obtain, at its sole cost and expense, all permits and regulatory approvals necessary in the performance of this Agreement. This includes, but shall not be limited to, encroachment permits and building and safety permits and inspections.

20. NOTICES

Any notices, bills, invoices, or reports required by this Agreement shall be deemed received on: (i) the day of delivery if delivered by hand, facsimile, email, or overnight courier service during Contractor's and City's regular business hours; or (ii) on the third business day following deposit in the United States mail if delivered by mail, postage prepaid, to the addresses listed below (or to such other addresses as the Parties may, from time to time, designate in writing).

If to City:

Steve Carmona, City Manager
City of Pico Rivera
PO Box 1016
6615 Passons Blvd.
Pico Rivera, California 90660-1016
Facsimile: (562) 801-4765

If to Contractor:

Orlando Vargas, CEO
V.C.S. Sound & Lighting
4115 Gilman Road
El Monte, CA 91732
626-627-6867
sonidocasperla@yahoo.com

With a courtesy copy to:

Arnold M. Alvarez-Glasman, City Attorney
13181 Crossroads Parkway North
Suite 400 - West Tower
City of Industry, CA 91746
Facsimile: (562) 692-2244

21. SURVIVING COVENANTS

The Parties agree that the covenants contained in Sections 13, 15 and Paragraph 17.2 of Section 17, of this Agreement shall survive the expiration or termination of this Agreement.

22. TERMINATION

22.1. City shall have the right to terminate this Agreement for any reason on five (5) calendar days' written notice to Contractor. Contractor shall have the right to terminate this Agreement for any reason on sixty (60) calendar days' written notice to City. The effective date of termination shall be upon the date specified in the notice of termination. Contractor agrees that in the event of such termination, City's obligation to pay Contractor shall be limited to payment only for those services satisfactorily rendered, as solely determined by the City, prior to the effective date of termination. Contractor agrees to cease all work under this Agreement on or before the effective date of any notice of termination. All City data, documents, objects, materials or other tangible things shall be returned to City upon the termination or expiration of this Agreement.

22.2 If City terminates this Agreement due to no fault or failure of performance by Contractor, then Contractor shall be paid based on the work satisfactorily performed, as solely determined by the City, at the time of termination. In no event shall Contractor be entitled to receive more than the amount that would be paid to Contractor for the full performance of the services required by this Agreement.

23. ASSIGNMENT

Contractor shall not delegate, transfer, subcontract or assign its duties or rights hereunder, either in whole or in part, without City's prior written consent, and any attempt to do so shall be void and of no effect. City shall not be obligated or liable under this Agreement to any Party other than Contractor.

24. NON-DISCRIMINATION AND EQUAL EMPLOYMENT OPPORTUNITY

24.1 In the performance of this Agreement, Contractor shall not discriminate against any employee, sub-contractor, or employment applicant because of race, color, creed, religion, sex, marital status, national origin, ancestry, age, physical or mental handicap, medical condition or sexual orientation. Contractor will take affirmative action to ensure that sub-contractors, employees, and employment applicants are treated without regard to their race, color, creed, religion, sex, marital status, national origin, ancestry, age, physical or mental handicap, medical condition or sexual orientation.

24.2 Contractor will, in all solicitations or advertisements for employees placed by or on behalf of Contractor state either that it is an equal opportunity employer or that all qualified applicants will receive consideration for employment without regard to race, color, creed, religion, sex, marital status, national origin, ancestry, age, physical or mental handicap, medical condition or sexual orientation.

24.3 Contractor will cause the foregoing provisions to be inserted in all subcontracts for any work covered by this Agreement except contracts or subcontracts for standard commercial supplies or raw materials.

25. WARRANTIES

25.1 Each Party has received independent legal advice from its attorneys with respect to the advisability of entering into and executing this Agreement or been provided with an opportunity to receive independent legal advice and has freely and voluntarily waived and relinquished the right to do so. Each Party who has not obtained independent counsel acknowledges that the failure to have independent legal counsel will not excuse such Party's failure to perform under this Agreement.

25.2 In executing this Agreement, each Party has carefully read this Agreement, knows the contents thereof, and has relied solely on the statements expressly set forth herein and has placed no reliance whatsoever on any statement, representation, or promise of any other party, or any other person or entity, not expressly set forth herein, nor upon the failure of any other party or any other person or entity to make any statement, representation or disclosure of any matter whatsoever.

25.3 It is agreed that each Party has the full right and authority to enter into this Agreement, and that the person executing this Agreement on behalf of either Party has

the full right and authority to fully commit and bind such Party to the provisions of this Agreement.

26. CAPTIONS

26.1 The captions appearing at the commencement of the sections hereof, and in any paragraph thereof, are descriptive only and for convenience in reference to this Agreement. Should there be any conflict between such heading, and the section or paragraph thereof at the head of which it appears, the section or paragraph thereof, as the case may be, and not such heading, shall control and govern in the construction of this Agreement.

26.2 Masculine or feminine pronouns shall be substituted for the neuter form and vice versa, and the plural shall be substituted for the singular form and vice versa, in any place or places herein in which the context requires such substitution(s).

27. NON-WAIVER

27.1 The waiver by City or Contractor of any breach of any term, covenant or condition herein contained shall not be deemed to be a waiver of such term, covenant or condition or of any subsequent breach of the same or any other term, covenant or condition herein contained. In no event shall the making by City of any payment to Contractor constitute or be construed as a waiver by City of any breach of covenant, or any default which may then exist on the part of Contractor, and the making of any such payment by City shall in no way impair or prejudice any right or remedy available to City with regard to such breach or default. No term, covenant or condition of this Agreement shall be deemed to have been waived by City or Contractor unless in writing.

27.2 Each right, power and remedy provided for herein or now or hereafter existing at law, in equity, by statute, or otherwise shall be cumulative and shall be in addition to every other right, power, or remedy provided for herein or now or hereafter existing at law, in equity, by statute, or otherwise. The exercise, the commencement of the exercise, or the forbearance of the exercise by any Party of any one or more of such rights, powers or remedies shall not preclude the simultaneous or later exercise by such Party of any of all of such other rights, powers or remedies.

27.3 Contractor shall not be liable for any failure to perform if Contractor presents acceptable evidence, in City's sole judgment, that such failure was due to causes beyond the control and without the fault or negligence of Contractor.

28. COURT COSTS AND ATTORNEY FEES

In the event legal action shall be necessary to enforce any term, covenant or condition herein contained, the Party prevailing in such action, whether reduced to

judgment or not, shall be entitled to its reasonable court costs, including accountants' fees and expert witness fees, if any, and attorneys' fees expended in such action. The venue for any litigation shall be Los Angeles County, California.

29. SEVERABILITY

If any term or provision of this Agreement or the application thereof to any person or circumstance shall, to any extent, be invalid or unenforceable, then such term or provision shall be amended to, and solely to, the extent necessary to cure such invalidity or unenforceability, and in its amended form shall be enforceable. In such event, the remainder of this Agreement, or the application of such term or provision to persons or circumstances other than those as to which it is held invalid or unenforceable, shall not be affected thereby, and each term and provision of this Agreement shall be valid and be enforced to the fullest extent permitted by law.

30. GOVERNING LAW

This Agreement shall be governed and construed in accordance with the laws of the State of California.

31. COUNTERPARTS

This Agreement may be signed in any one or more counterparts all of which taken together shall be but one and the same Agreement. Any signed copy of this Agreement or of any other document or agreement referred to herein, or copy or counterpart thereof, delivered by facsimile or email transmission, shall for all purposes be treated as if it were delivered containing an original manual signature of the Party whose signature appears in the facsimile or email and shall be binding upon such Party in the same manner as though an originally signed copy had been delivered.

32. ENTIRE AGREEMENT

All documents referenced as exhibits in this Agreement are hereby incorporated in this Agreement. In the event of any material discrepancy between the express provisions of this Agreement and the provisions of any document incorporated herein by reference, the provisions of this Agreement shall prevail. This instrument contains the entire Agreement between City and Contractor with respect to the transactions contemplated herein. No other prior oral or written agreements are binding upon the Parties. Amendments hereto or deviations here from shall be effective and binding only if made in writing and executed by City and Contractor.

TO EFFECTUATE THIS AGREEMENT, the Parties have caused their duly authorized representatives to execute this Agreement on the dates set forth below.

“CITY”
CITY OF PICO RIVERA

“CONTRACTOR”
V.C.S. Sound & Lighting

Steve Carmona, City Manager

Orlando Vargas, CEO

Dated: _____

Dated: _____

ATTEST:

APPROVED AS TO FORM:

Cynthia Ayala, Jr. Deputy City Clerk

Arnold M. Alvarez-Glasman, City Attorney

**EXHIBIT A
SCOPE OF SERVICES**

1. Contractor shall provide the City with professional stage with guard rails, ground support trussing, LED video walls, lighting, lighting controller and engineer, during the City's annual events within the term of the contract. Annual events may include, but not limited to:
 - a. Fireworks Spectacular event on July 2, 2023, held at El Rancho High School, 6501 Parsons Blvd., Pico Rivera, CA. 90660. Contractor shall provide the City with: 1 stage 1 28'x28'x5' stage w/2 stairs, 1 truss 1 30'x30'x20' ground support truss, 16 lighting 16 dage ak-380 beam, 8 lighting 8 elation zw37-ii, 4 lighting 4 mega-lite o-blinder, 1 lighting 1 lighting controller, 1 labor 1 lighting engineer, 1 stage 1 all stage with guard rails, 6 lighting 6 elation sixpar 200 pars, 2 video 2 11'x8' 4.9mm video screen, 1 video 1 front view camera.
 - b. Movies in the Park on July 11 & 25, 2023, held at Smith Park, 6016 Rosemead Blvd., Pico Rivera, CA 90660. Contractor shall provide the City with: (1) Artfox 3.9mm 20'x10' video screen, (1) self-ground support trussing, (1) video package for led screen, (6) das road15-a speakers, (2) das lx218-ca subs, (1) movie set up package.
 - c. Summer Street Fest event(s) on August 11, 18 & 25, 2023, held at Smith Park and Mines Ave. 6016 Rosemead Blvd., Pico Rivera, CA 90660. Contractor shall provide the City with: 1 stage 1 28'x28'x5' stage w/2 stairs, 1 truss 1 30'x30'x20' ground support truss, 16 lighting 16 dage ak-380 beam, 8 lighting 8 elation zw37-ii, 4 lighting 4 mega-lite o-blinder, 1 lighting 1 lighting controller, 1 labor 1 lighting engineer, 1 stage 1 all stage with guard rails, 6 lighting 6 elation sixpar 200 pars, 2 video 2 11'x8' 4.9mm video screen, 1 video 1 front view camera.
 - d. Fiestas Patrias on September 15, 2023, held at Smith Park and Mines Ave. 6016 Rosemead Blvd., Pico Rivera, CA 90660. Contractor shall provide the City with: 1 stage 1 28'x28'x5' stage w/2 stairs, 1 truss 1 30'x30'x20' ground support truss, 16 lighting 16 dage ak-380 beam, 8 lighting 8 elation zw37-ii, 4 lighting 4 mega-lite o-blinder, 1 lighting 1 lighting controller, 1 labor 1 lighting engineer, 1 stage 1 all stage with guard rails, 6 lighting 6 elation sixpar 200 pars, 2 video 2 11'x8' 4.9mm video screen, 1 video 1 front view camera.
 - e. Halloween Spooktacular event on October 28, 2023, held at Smith Park, 6016 Rosemead Blvd., Pico Rivera, CA 90660. Contractor shall provide the City with: (1) 40'x16' arc truss with water barrels, (8) led washes as mood lighting, (2) leko lights with spider web gobos, (1) 16' x 10' 3.9mm video

screen, (1) front camera projection, (2) Genie SLC-24 Superlift, (1) 11.5' 12"X12" TRUSS SECTION, (2) camera and computer techs.

- f. Holiday Festival and Tree Lighting Ceremony on December 3, 2023, held at City Hall, 6615 Passons Blvd., Pico Rivera, CA 90660. Contractor shall provide the City with: 1 stage 1 28'x28'x5' stage w/2 stairs, 1 truss 1 30'x30'x20' ground support truss, 16 lighting 16 dage ak-380 beam, 8 lighting 8 elation zw37-ii, 4 lighting 4 mega-lite o-blinder, 1 lighting 1 lighting controller, 1 labor 1 lighting engineer, 1 stage 1 all stage with guard rails, 6 lighting 6 elation sixpar 200 pars, 2 effect 2 cold sparks machine, (4) das aero20a, (2) das ux218, (4) shure wireless axient mics, (4) dage fy-2520 beam with colum truss, (4) colums truss w/12 wifly pars, (2) leko lights with season's greetings logo, (1) lighting engineer, (5) mic and mic stands.

- g. Fireworks Spectacular event on June 29, 2024, held at El Rancho High School, 6501 Passons Blvd., Pico Rivera, CA. 90660. Contractor shall provide the City with: 1 stage 1 28'x28'x5' stage w/2 stairs, 1 truss 1 30'x30'x20' ground support truss, 16 lighting 16 dage ak-380 beam, 8 lighting 8 elation zw37-ii, 4 lighting 4 mega-lite o-blinder, 1 lighting 1 lighting controller, 1 labor 1 lighting engineer, 1 stage 1 all stage with guard rails, 6 lighting 6 elation sixpar 200 pars, 2 video 2 11'x8' 4.9mm video screen, 1 video 1 front view camera.

**EXHIBIT B
APPROVED FEE SCHEDULE**

1. City agrees to pay the following fees for the following City events:
 - a. Fireworks Spectacular event on July 1, 2023: **Seven Thousand, Nine Hundred Fifty Dollars (\$7,950.00).**
 - b. Movies in the Park on July 11 & 25, 2023: **Three Thousand Seven Hundred Dollars (\$3,700.00) each.**
 - c. Summer Street Fest event(s) on August 11, 18 & 25, 2023: **Seven Thousand, Nine Hundred Fifty Dollars (\$7,950.00) each.**
 - d. Fiestas Patrias on September 15, 2023: **Seven Thousand, Nine Hundred Fifty Dollars (\$7,950.00).**
 - e. Halloween Spooktacular event on October 29, 2023: **Four Thousand, Two Hundred Fifty Dollars (\$4,250.00).**
 - f. Holiday Festival and Tree Lighting Ceremony on December 4, 2023: **Six Thousand, Eight Hundred Fifty Dollars (\$6,850.00).**
 - g. Fireworks Spectacular event on June 29, 2024: **Seven Thousand, Nine Hundred Fifty Dollars (\$7,950.00).**
2. Contractor agrees to accept as total payment for its services to City at the completion of each service.
3. In no event shall the total compensation and costs payable to Contractor under the Initial Term of this Agreement exceed the sum of Three Hundred Thousand Dollars (\$300,000.00) unless specifically approved in advance, in writing, by City.



To: Mayor and City Council
From: City Manager
Meeting Date: June 13, 2023
Subject: HOT SPOT INTERSECTION IMPROVEMENTS AT ROSEMEAD BOULEVARD AND BEVERLY BOULEVARD (CIP NO. 21276), LINDELL AVENUE BLOCK WALL (PROJECT) – AWARD OF CONSTRUCTION CONTRACT

Recommendation:

1. Award a construction contract for a not-to-exceed amount of \$107,000 to HZS Engineering dba HZS Construction for the Project and authorize the City Manager to execute the contract (Enclosure 1) in a form approved by the City Attorney; and
2. Authorize the City Manager to approve change orders, as needed, in an amount not-to-exceed \$10,700, (approximately 10% of the total contract amount) for construction contingency.

Fiscal Impact:

The total funding for the intersection improvements at Rosemead Blvd and Beverly Blvd is \$13,479,000. Funding consisted of \$13,479,000 in Measure R Grant Funds (Fund 207) as part of the Los Angeles County Metropolitan Transportation Authority's (Metro) SR-91/I-605/I-405 Corridor Hot Spots Program administered by the Gateway Cities Council of Governments (GCCOG). Sufficient funding is available to cover the agreement and no additional funding is required at this time.

Discussion:

The City of Pico Rivera is a member of the SR-91/I-605/I-405 Corridor Cities Committee through its membership in the GCCOG. The overall goal of the Gateway COG's Hot Spots Program is to increase capacity at major intersections along Rosemead Boulevard to reduce congestion along the SR-91/I-605/I-405 corridors. In May, the Gateway COG Hot Spot Program identified four intersections within the City of Pico Rivera and awarded \$18,254,500 in reimbursement grant funds to the City to implement the program's projects within its jurisdiction.

CITY COUNCIL AGENDA REPORT – MEETING OF JUNE 13, 2023
HOT SPOT INTERSECTION IMPROVEMENTS AT ROSEMEAD BOULEVARD AND
BEVERLY BOULEVARD (CIP NO. 21276), LINDELL AVENUE BLOCK WALL –
AWARD CONSTRUCTION CONTRACT
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The intersection at Rosemead Boulevard at Beverly Boulevard is included in CIP No. 21276 and it is the last intersection to be completed as part of the Hot Spots Program intersection improvements work.

In order to comply with the environmental documents for the intersection improvement project, construction of an 8-foot-high masonry wall to mitigate traffic noise along the southerly property line of 4359 Lindell Avenue is required. This mitigation measure was not included in the original scope of work for the intersection project.

On January 26, 2023, the Notice Inviting Bids to construct the masonry wall along Lindell Avenue was published on Planet Bids through the City’s website portal. Three (3) bids were received through Planet Bids on February 15, 2023. Due to the number of non-responsive bids received, on March 28, 2023, City Council rejected all bids, per Pico Rivera Municipal Code Section 3.20.150 and authorized staff to re-advertise the project.

On April 14, 2023, the Notice Inviting Bids was published on Planet Bids through the City’s website portal. Two (2) bids were received through Planet Bids on May 17, 2023.

The following table summarizes the bids received:

No.	Contractor	Total Bid
1	HZS Engineering, Inc.	\$107,000
2	WE R Builders, Inc.	\$137,350

Staff completed the analysis of the bids and determined HZS Engineering, Inc. to be the apparent low and responsible bidder. Staff have verified HZS Engineering’s references and found their past performance in jobs of similar size and scope to be satisfactory. HZS Engineering’s bid, bonds, and insurance documents are in order and their contractor’s license is current.

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CITY COUNCIL AGENDA REPORT – MEETING OF JUNE 13, 2023
HOT SPOT INTERSECTION IMPROVEMENTS AT ROSEMEAD BOULEVARD AND
BEVERLY BOULEVARD (CIP NO. 21276), LINDELL AVENUE BLOCK WALL –
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The total funding sources and project budget, including design, is summarized as follows:

Project Funding	Budget
Measure R – Fund 207 (FY 2014-2015)	\$4,040,000
Measure R – Fund 207 (FY 2017-2018)	\$4,434,000
Measure R – Fund 207 (FY 2018-2019)	\$5,005,000
TOTAL PROJECT BUDGET:	\$13,479,000

Project Expenditures	Cost
Project Administration	\$430,000
Design and Right of Way Support	\$1,125,777
Right of Way	\$5,361,368
Building Demolition	\$185,340
Construction (Intersection Improvements)	\$5,595,917
Construction Management & Inspection	\$326,546
Construction – Block Wall	\$107,000
10% Contingency for Block Wall	\$10,700
TOTAL PROJECT COST:	\$13,142,648

TOTAL PROJECT FUNDING:	\$13,479,000
TOTAL ESTIMATED PROJECT EXPENDITURES	\$13,142,648
AMOUNT REMAINING:	\$336,352

CITY COUNCIL AGENDA REPORT – MEETING OF JUNE 13, 2023
HOT SPOT INTERSECTION IMPROVEMENTS AT ROSEMEAD BOULEVARD AND
BEVERLY BOULEVARD (CIP NO. 21276), LINDELL AVENUE BLOCK WALL –
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The anticipated schedule for the Project is as follows:

- Award Construction June 2023
- Start Construction July 2023
- Complete Construction August 2023

Conclusion:

Staff recommends the award of a construction contract to HZS Engineering, Inc. for a not-to-exceed amount of \$107,000. Additionally, authorize the City Manager to approve change orders, as needed, in an amount not-to-exceed \$10,700, (approximately 10% of the total contract amount) for construction contingency to complete the project.



Steve Carmona

SC:NN:KG:ll

Enclosure: 1) Construction Contract

CITY OF PICO RIVERA CONTRACT FOR

I-605 HOT SPOT INTERSECTION IMPROVEMENTS AT ROSEMEAD BOULEVARD
AND BEVERLY BOULEVARD – BLOCK WALL;
CIP NO. 21276

THIS CONTRACT (“Contract”) is made and entered this 13th day of June 2023 (“Effective Date”), by and between the CITY OF PICO RIVERA, a California municipal corporation (“City”) and HZS Engineering Inc., dba HZS Construction, a California corporation (“Contractor”). The Contractor’s California State Contractor’s license number is 1039476.

In consideration of the mutual covenants hereinafter set forth, the parties hereto agree as follows:

1. Contract Documents. The Contract Documents consist of this Contract, the Notice Inviting Bids, Instructions to Bidders, Bid Proposal (including documentation accompanying the Bid Proposal and any post-Bid Proposal documentation submitted before the Notice of Award), the Bonds, permits from regulatory agencies with jurisdiction, General Provisions, Special Provisions, Plans, Standard Plans, Standard Specifications, Reference Specifications, Addenda, Change Orders, and Supplemental Agreements. In the event there is a conflict between the terms of the Contract Documents, the more specific or stringent provision shall govern. City shall decide which option is the more specific or stringent provision. The Contract Documents are attached hereto and incorporated herein by reference.

2. Scope of Services. The Contractor shall perform and provide all materials, tools, equipment, labor, and services necessary to complete the Work in a good and workmanlike manner for the project identified as I-605 HOT SPOT INTERSECTION IMPROVEMENTS AT ROSEMEAD BOULEVARD AND BEVERLY BOULEVARD – BLOCK WALL; PROJECT NO. 21276 (“Project”), as described in the Contract Documents.

3. Compensation.

3.1 Contract Price and Basis for Payment. In consideration for the Contractor’s full, complete, and timely performance of the Work required by the Contract Documents, the City shall pay the Contractor for the actual quantity of Work required under the Bid Items awarded by the City performed in accordance with the lump sum prices and unit prices for Bid Items, set forth in the Bidder’s Bid Schedule submitted with the Bid Proposal. The sum of the unit prices and lump sum prices for the Bid Items, awarded by the City is One Hundred Seven Thousand Dollars (\$107,000.00) (“Contract Price”). It is understood and agreed that the quantities set forth in the Bidder’s Proposal for which unit prices are fixed are estimates only and that the City will pay and the Contractor will accept, as full payment for these items of work, the unit prices set forth in the Bidder’s Proposal multiplied by the actual number of units performed, constructed, or completed as directed by the Engineer

3.2 Payment Procedures. Based upon applications for payment submitted by the Contractor to the City, the City shall make payments to the Contractor in accordance with Section 7 of the Standard Specifications, as modified by Section 7 of the General Provisions.

3.3 Substitution of Securities. Pursuant to Public Contracts Code Sec. 22300 Contractor shall be allowed to substitute securities for any moneys withheld by the City to ensure performance under a contract, unless, federal regulations or policies, or both, do not allow the substitution of securities. At the request and expense of the Contractor, securities equivalent to the amount withheld shall be deposited with the City, or with a state or federally chartered bank in this state as the escrow agent, who shall then pay those moneys to the Contractor. Upon satisfactory completion of the contract, the securities shall be returned to the Contractor.

4. Contract Time.

4.1 Initial Notice to Proceed. The City shall issue the "Notice to Proceed to Fulfill Preconstruction Requirements and Order Materials." The date specified in the Notice to Proceed to Fulfill Preconstruction Requirements and Order Materials constitutes the date of commencement of the Contract Time of **25 Working Days**. The Contract Time includes the time necessary to fulfill preconstruction requirements, place the order for materials, and to complete construction of the Project (except as adjusted by subsequent Change Orders).

The Notice to Proceed to Fulfill Preconstruction Requirements and Order Materials shall further specify that the Contractor must complete the preconstruction requirements and order materials within **20 Working Days** after the date of commencement of the Contract Time; this duration is part of the Contract Time.

Preconstruction requirements include, but are not limited to, the following:

- Submitting and obtaining approval of Traffic Control Plans
- Submitting and obtaining approval of the Stormwater Pollution Prevention Plan (SWPPP)/Water Pollution Control Plan (WPCP)
- Submitting and obtaining approval of critical required submittals
- Obtaining an approved no fee Encroachment Permit
- Obtaining a Temporary Use Permit for a construction yard
- Notifying all agencies, utilities, residents, etc., as outlined in the Contract Documents

4.2 Notice to Proceed with Construction. After all preconstruction requirements are met and materials have been ordered in accordance with the Notice to Proceed to

Fulfill Preconstruction Requirements and Order Materials, the City shall issue the "Notice to Proceed with Construction," at which time the Contractor shall diligently prosecute the Work, including corrective items of Work, day to day thereafter, within the remaining Contract Time.

5. Liquidated Damages for Delay and Control of Work.

5.1 Liquidated Damages. The Contractor and the City have agreed to liquidate damages pursuant to Section 6-9 of the General Provisions.

6. Early Completion.

Not applicable.

7. Work After Stop Work Notice. Any work completed by the Contractor after the issuance of a Stop Work Notice by the City shall be rejected and/or removed and replaced as specified in the applicable Section of the Special Provisions.

8. Antitrust Claims. In entering into this Contract, the Contractor offers and agrees to assign to the City all rights, title, and interest in and to all causes of action it may have under Section 4 of the Clayton Act (15 U.S.C. Sec. § 15) or under the Cartwright Act (Business and Professions Code Section 16700 *et seq.*) arising from purchases of goods, services, or materials pursuant to the Contract. This assignment shall be made and become effective at the time the City tenders final payment to the Contractor without further acknowledgment by the parties.

9. Prevailing Wages. The City and the Contractor acknowledge that the Project is a public work to which prevailing wages apply. The City has entered into the "Community Workforce Agreement" ("CWA") with the Los Angeles and Orange Counties Building and Construction Trades Council attached as Appendix III to the Bid Documents, which requires the payment of prevailing wages on general public works contracts of greater than \$250,000 and specialty contracts of greater than \$50,000 and certain labor compliance provisions. Specialty contracts are entered into between the City and specialty contractors as defined in Business and Professions Code Section 7058, including Sections 832.02 through 832.62 of Title 16 of the California Code of Regulations. The Contractor awarded the Contract for the Work and all Subcontractors must agree to be bound by the CWA during performance of the Work. Each Contractor must submit a completed and executed Letter of Assent with its Bid Proposal; failure of a Bid Proposal to be accompanied by the Contractor's completed and executed Letter of Assent will render the Bid Proposal non-responsive and rejected. If awarded a Contract, the successful Contractor shall comply with provisions of the CWA, including without limitation: (i) craft labor hiring practices; (ii) alternative dispute resolution procedures for Site grievances and jurisdictional disputes; and (iii) prevailing wage rate responsibilities. The CWA shall not apply if the City receives funding or assistance from any Federal, State, local or other public entity for the Construction Contract if a requirement, condition or other term of receiving that funding or assistance, at the time of the awarding of the contract, is that City not require, bidders, contractors, subcontractors or other persons or

entities to enter into an agreement with one or more labor organization or enter into an agreement that contains any of the terms of the CWA. Public Works projects not covered by the CWA shall be subject to the prevailing wage requirements of the California Uniform Public Construction Cost Accounting Act which has been adopted by the City.

10. Workers' Compensation. Labor Code Sections 1860 and 3700 provide that every contractor will be required to secure the payment of compensation to its employees. In accordance with the provisions of Labor Code Section 1861, by signing this Contract, the Contractor certifies as follows:

"I am aware of the provisions of Section 3700 of the Labor Code which require every employer to be insured against liability for workers' compensation or to undertake self-insurance in accordance with the provisions of that Code, and I will comply with such provisions before commencing the performance of the Work of this Contract."

11. Miscellaneous Statutory Requirements.

11.1. Contractor License. Contractor shall possess a California contractor's license type for the performance of the Project.

11.2. Ineligible Contractor Prohibited. Any contractor or subcontractor who is ineligible to perform work on a public works project pursuant to Section 1777.1 or 1777.7 of the Labor Code is prohibited from performing work under this Contract.

11.3. Compliance with SB 854 Registration. This Project is subject to compliance monitoring and enforcement by the Department of Industrial Relations. No prime contractor or subcontractor may be listed on a bid proposal for a public works project (submitted on or after March 1, 2015) unless registered with the Department of Industrial Relations pursuant to Labor Code section 1725.5. No prime contractor or subcontractor may be awarded a contract for public work on a public works project (awarded on or after April 1, 2015) unless registered with the Department of Industrial Relations pursuant to Labor Code section 1725.5. The Contractor will be required to post job site notices as described in 8 California Code of Regulation section 16451(d).

11.4. Trenches, Excavations and Unknown Conditions. Pursuant to California Public Contract Code Section 7104, in the event the work included in this Contract requires excavations more than four (4) feet in depth, the following shall apply.

(a) Contractor shall promptly, and before the following conditions are disturbed, notify City, in writing, of any: (1) material that Contractor believes may be material that is hazardous waste, as defined in Section 25117 of the Health and Safety Code, that is required to be removed to a Class I, Class II, or Class III disposal site in accordance with provisions of existing law; (2) Subsurface or latent physical conditions at the site different from those indicated; or (3) Unknown physical conditions at the site of any unusual nature, different materially from those ordinarily encountered and generally recognized as

inherent in work of the character provided for in the Contract.

(b) City shall promptly investigate the conditions, and if it finds that the conditions do materially so differ, or do involve hazardous waste, and cause a decrease or increase in Contractor's cost of, or the time required for, performance of any part of the work shall issue a change order per Section 2-7.1 of the General Provisions.

(c) In the event that a dispute arises between City and Contractor whether the conditions materially differ, or involve hazardous waste, or cause a decrease or increase in Contractor's cost of, or time required for, performance of any part of the work, Contractor shall not be excused from any scheduled completion date provided for by the contract, but shall proceed with all work to be performed under the Contract. Contractor shall retain any and all rights provided either by contract or by law which pertain to the resolution of disputes and protests between the contracting parties.

11.5 Trench and Pipeline Safety. If this Contract is for more than \$25,000 and involves excavation of any trench five feet or more in depth, the Contractor shall submit a detailed plan of shoring, bracing, sloping or other provisions to be made for worker protection in accordance with Labor Code Section 6705. Such plan shall be approved by a qualified representative of the City.

11.6 Utility Relocation. City is responsible for removal, relocation, or protection of existing main or trunkline utilities to the extent such utilities were not identified in the invitation for bids or specifications. City shall reimburse Contractor for any costs incurred in locating, repairing damage not caused by Contractor and removing or relocating such unidentified utility facilities, including equipment idled during such work. Contractor shall not be assessed liquidated damages for delay arising from the removal or relocation of such unidentified utility facilities.

11.7 Third Party Claims Notification. The City shall timely notify the Contractor in writing of any third party claims relating to the Contract.

11.8 Unfair Business Practices Claims. The Contractor or subcontractor offers and agrees to assign to the City all rights, title, and interest in and to all causes of action it may have under Section 4 of the Clayton Act (15 U.S.C. Section 15) or under the Cartwright Act (Chapter 2, (commencing with Section 16700) of Part 2 of Division 7 of the Business and Professions Code), arising from purchases of goods, services or materials pursuant to the public works contract or the subcontract. This assignment shall be made and become effective at the time the City renders final payment to the Contractor without further acknowledgment by the parties. (Section 7103.5, California Public Contract Code.).

11.9 Day's Work. Contractor acknowledges that under California Labor Code sections 1810 and following, 8 hours of labor constitutes a legal day's work. Contractor will forfeit as a penalty to City the sum of \$25.00 for each worker employed in the execution of this Contract by Contractor or any subcontractor for each calendar day during which such worker is required or permitted to work more than 8 hours in any one

calendar day and 40 hours in any one calendar week in violation of the provisions of Labor Code section 1810. (Labor Code § 1813).

11.10 Hazardous Materials and Unknown Conditions. Contractor shall notify City in writing of the discovery of any of the following conditions, without disturbing the condition, as soon as Contractor, or any of Contractor's subcontractors, agents or employees have knowledge and reporting is possible:

(1) The presence of any material that the Contractor believes is hazardous waste, as defined in Section 25117 of the Health and Safety Code;

(2) Subsurface or latent physical conditions at the site differing from those indicated in the specifications; or,

(3) Unknown physical conditions at the site of any unusual nature, different materially from those ordinarily encountered and generally recognized as inherent in work of this character provided for in this Contract.

Pending a determination by City of appropriate action to be taken, Contractor shall provide security measures (e.g., fences) adequate to prevent the hazardous waste or physical conditions from causing bodily injury to any person.

City shall promptly investigate the reported conditions. If City, through its Director of Community Development and Public Works, or her designee, and in the exercise of its sole discretion, determines that the conditions do materially differ, or do involve hazardous waste, and will cause a decrease or increase in the Contractor's cost of, or time required for, performance of any part of the work, then City shall issue a change order.

In the event of a dispute between City and Contractor as to whether the conditions materially differ, or involve hazardous waste, or cause a decrease or increase in the Contractor's cost of, or time required for, performance of any part of the work, Contractor shall not be excused from any scheduled completion date, and shall proceed with all work to be performed under the Contract. Contractor shall retain any and all rights which pertain to the resolution of disputes and protests between the parties.

11.11 Payroll Records. Contractor shall maintain the certified payroll records required by Labor Code Sec. 1776 and shall report such records directly to the California Labor Commissioner as required by Labor Code Sec. 1771.4. Contractor and any subcontractor shall (1) keep accurate payroll records and verify such records in writing under penalty of perjury, as specified in Section 1776, (2) certify and make such payroll records available for inspection as provided by Section 1776, and (3) inform the City of the location of the records. The Contractor shall inform the City of the location of the records enumerated under Labor Code Sec. 1776, including the street address, city, and county, and shall, within five working days, provide a notice of a change of location and address. The Contractor has ten days in which to comply subsequent to receipt of a written notice requesting these records, or as a penalty to the City, the Contractor shall

forfeit \$100.00 for each Day, or portion thereof, for each worker, until strict compliance is effectuated. Upon the request of the Division of Labor Standards Enforcement, these penalties shall be withheld from progress payments then due.

11.12 Employment of Apprentices. Nothing in this Contract prevents Contractor or any subcontractor from employing properly registered apprentices in the execution of the Contract. Contractor is responsible for compliance with Labor Code section 1777.5 for all apprenticeable occupations. This statute requires that contractors and subcontractors must submit contract award information to the applicable joint apprenticeship committee, must employ apprentices in apprenticeable occupations in a ratio of not less than one hour of apprentice's work for every five hours of labor performed by a journeyman (unless an exception is granted under §1777.5), must contribute to the fund or funds in each craft or trade or a like amount to the California Apprenticeship Council, and that contractors and subcontractors must not discriminate among otherwise qualified employees as apprentices solely on the ground of sex, race, religion, creed, national origin, ancestry or color. Only apprentices defined in Labor Code section 3077, who are in training under apprenticeship standards and who have written apprentice contracts, may be employed on public works in apprenticeable occupations.

11.13 Urban Runoff. Contractor shall implement and maintain activity specific Best Management Practices (BMPs) to prevent pollutant loading from stormwater and non-stormwater discharges to receiving waters as required in Municipal NPDES Permit No. CAS004004. Contracting staff whose primary job duties are related to implementation of BMPs shall be adequately trained to effectively implement, operate, and maintain such BMPs and must be versed in factors affecting BMP effectiveness. Contractor shall certify they have received all applicable training to implement the requirements in Municipal NPDES Permit No. CAS004004 and shall provide documentation to that effect.

12. Termination.

12.1. Termination for Convenience. The City may terminate this Contract, in whole or in part, with 30 days written notice to the Contractor when it is in the City's best interest. The Contractor shall be paid its costs, including contract close-out costs, and profit on work performed up to the time of termination. The Contractor shall promptly submit its termination claim to City to be paid the Contractor. If the Contractor has any property in its possession belonging to the City, the Contractor will account for the same, and dispose of it in the manner the City directs. The Contractor may terminate this Contract, in whole, with 90 days written notice to the City.

12.2 Termination for Default. If at any time the Contractor is determined to be in material breach of the Contract, a Notice of Potential Breach of Contract shall be prepared by the City and will be served upon the Contractor and its sureties. If the Contractor continues to neglect or refuses to comply with the Contract or with the Notice of Potential Breach of Contract to the satisfaction of the City within the time specified in such Notice, the City shall have the authority to terminate the Contract for this Project.

12.3 Waiver of Remedies for any Breach. In the event that City elects to waive its remedies for any breach by Contractor of any covenant, term or condition of this Contract, such waiver by City shall not limit City's remedies for any succeeding breach of that or of any other term, covenant, or condition of the Contract.

13. Community Workforce Agreement. Contractor acknowledges and agrees that Contractor and its Subcontractors of any tier each agree to comply with the terms and conditions of the Community Workforce Agreement ("CWA") executed between the City and the Los Angeles and Orange Counties Building and Construction Trades Council, attached hereto as part of the Contract Documents. Contractor must submit a completed and executed Letter of Assent.

14. Titles. The titles used in this Contract are for convenience only and shall in no way define, limit or describe the scope or intent of this Contract or any part of it.

15. Authority. Any person executing this Contract on behalf of the Contractor warrants and represents that he or she has the authority to execute this Contract on behalf of the Contractor and has the authority to bind the Contractor to the performance of its obligations hereunder.

16. Entire Contract. This Contract, including the Contract Documents and any other documents incorporated herein by specific reference, represents the entire and integrated Contract between the City and the Contractor. This Contract supersedes all prior oral or written negotiations, representations or agreements. This Contract may not be modified or amended, nor any provision or breach waived, except in a writing signed by both parties that expressly refers to this Contract.

17. Attorney's Fees and Costs. If either party to this Contract is required to initiate or defend or made a party to any action or proceeding in any way connected with this Contract, the prevailing party in such action or proceeding, in addition to any other relief which may be granted, whether legal or equitable, shall be entitled to reasonable attorney's fees. Attorney's fees shall include attorney's fees on any appeal, and in addition a party entitled to attorney's fees shall be entitled to all other reasonable costs for investigating such action, taking depositions and discovery and all other necessary costs the court allows which are incurred in such litigation. All such fees shall be deemed to have accrued on commencement of such action and shall be enforceable whether or not such action is prosecuted to judgment.

18. Independent Contractor - The Contractor is and shall at all times remain as to the City, a wholly independent contractor. Neither the City, nor any of its officers, employees or agents shall have control over the conduct of the Contractor or any of the Contractors' officers, employees or agents, except as herein set forth. The Contractor shall not at any time or in any manner represent that it or any of its officers, employees or agents are in any manner officers, employees or agents of the City, nor shall City officers, employees or agents be deemed the officers, employees, or agents of Contractor as a result of this Contract. The Parties further acknowledge the following: (i) that Contractor shall provide the services outlined in the Scope of Services directly to City; (ii) Contractor maintains a

business location at the address listed under Section 19 that is separate and distinct from the City; (iii) Contractor contracts with other businesses to provide the same or similar services and maintains a clientele without restriction from the City; (iv) Contractor advertises and holds itself out to the public as available to provide the same or similar services; (v) unless otherwise specified in this Contract, Contractor provides its own tools, vehicles, and equipment necessary for performing the Scope of Services; (vi) Contractor has proposed and negotiated its own rates; and (vii) consistent with the nature and demands of the project and the City's business hours and City staff availability, Contractor may set its own hours and location of work.

19. Notice. Any notice, demand, request, document, consent, approval, or communication either party desires or is required to give to the other party or any other person shall be in writing and shall be deemed to be given when served personally or deposited in the U.S. Mail, prepaid, first-class mail, return receipt requested, addressed as follows:

To City: City of Pico Rivera
6615 Parsons Boulevard
Pico Rivera, California 90660
Attention: City Engineer

To Contractor: HZS Engineering, Inc., dba HZS Construction
1720 E. Garry Avenue, Suite 229
Santa Ana, California 92705
Attention: Hamid Shekarmiz

20. Prohibition Against Assignment. The experience, knowledge, capability and reputation of Contractor, its principals and employees were a substantial inducement for the City to enter into this Contract. Neither this Contract nor any interest herein may be transferred, assigned, conveyed, hypothecated or encumbered voluntarily or by operation of law, whether for the benefit of creditors or otherwise, without the prior written approval of City. Transfers restricted hereunder shall include the transfer to any person or group of persons acting in concert of more than twenty five percent (25%) of the present ownership and/or control of Contractor, taking all transfers into account on a cumulative basis. In the event of any such unapproved transfer, including any bankruptcy proceeding, this Contract shall be void. No approved transfer shall release the Contractor or any surety of Contractor of any liability hereunder without the express consent of City.

21. Counterparts. This Contract may be executed in counterpart originals, duplicate originals, or both, each of which is deemed to be an original for all purposes.

IN WITNESS WHEREOF, the parties hereto have executed this Contract the day and year first above written.

CITY OF PICO RIVERA

Erik Lutz, Mayor

Dated: _____

ATTEST:

APPROVED AS TO FORM:

Cynthia Ayala, Jr. Deputy City Clerk

Arnold M. Alvarez-Glasman, City Attorney

("CONTRACTOR")

NAME TITLE

NAME TITLE

PROOF OF AUTHORITY TO BIND CONTRACTING PARTY REQUIRED



To: Mayor and City Council

From: City Manager

Meeting Date: June 13, 2023

Subject: AMEND A MEMORANDUM OF UNDERSTANDING BETWEEN THE CITY OF PICO RIVERA AND SERVICE EMPLOYEES' INTERNATIONAL UNION LOCAL 721 - DIRECTORS UNIT MEMBERS FOR A THREE-YEAR TERM, JULY 1, 2021 THROUGH JUNE 30, 2024

Recommendation:

1. Approve Amendment No. 1 to the Memorandum of Understanding (MOU) between the City of Pico Rivera and the Service Employees International Union Local 721 – Directors Unit (SEIU Directors).

Fiscal Impact:

This negotiated item has an associated cost which will be impacted by this amendment.

Vacation (Article 13)

In order to be in line with the rest of the bargaining unit's accrual schedules, the Directors' Unit members will be allowed to accrue up to 208 hours of vacation, up from 168 hours, in a year if the member has 20 or more years of public service. It is estimated that the net fiscal impact of this change totals \$112,556 from the initial calculation of \$116,123 after 15 years of service. There is a total cost savings of \$3,567 for the three-year period of this agreement.

Discussion:

In June 2021, management began meeting with Service Employees International Union Local 721 – Directors Unit to discuss a successor MOU to the expired MOU Agreement. An error was discovered in the final MOU after it was approved by Council, which needed to be addressed and corrected to ensure that the SEIU Directors MOU will be in line with the other approved bargaining unit MOUs. The correction reflects on Page 11 of 23 of the attached MOU (Enclosure 1). In addition, the change from 15 years to 20 years of service impacts three (3) of the current directors. These individuals have been notified of

CITY COUNCIL AGENDA REPORT – MEETING OF JUNE 13, 2023
AMEND A MEMORANDUM OF UNDERSTANDING BETWEEN THE CITY OF PICO
RIVERA AND SERVICE EMPLOYEES’ INTERNATIONAL UNION LOCAL 721 -
DIRECTORS UNIT MEMBERS FOR A THREE-YEAR TERM, JULY 1, 2021 THROUGH
JUNE 30, 2024
Page 2 of 2

the change. The modifications will be reflected in the MOU as crossed-out line items will supersede the current MOU.

Conclusion:

Staff recommend that the City Council approve Amendment No. 1 to the Memorandum of Understanding (MOU) between the City of Pico Rivera and the Service Employees International Union Local 721 – Directors Unit (SEIU Directors) titled Article 13, Vacation, which states the Directors’ Unit members will be allowed to accrue up to 208 hours of vacation, up from 168 hours, with 15 or more years of public service to 20 or more years of public service. This modification will bring the SEIU Director’s unit MOU in accordance with the accrual schedules of the remainder of the bargaining unit.



Steve Carmona

SC:KS:sp

Enclosure: 1) Amendment No. 1 – Memorandum of Understanding



**AMENDMENT NO. 1 TO THE MEMORANDUM OF
UNDERSTANDING**

Between

CITY OF PICO RIVERA

And

SERVICE EMPLOYEES' INTERNATIONAL UNION,

LOCAL 721 - DIRECTORS BARGAINING UNIT

July 1, 2021 through June 30, 2024

SEIU Local 721

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ARTICLE 1 PREAMBLE

This Memorandum of Understanding (MOU) is made and entered into between the representatives of the City of Pico Rivera, hereinafter referred to as “City” and Service Employees International Union (SEIU), Local 721, hereinafter referred to as “Union”.

The City hereby formally recognizes the Director’s Bargaining Unit (“Unit”) as the exclusive representative of those employees in the classifications listed in Appendix “A”.

The City agrees to meet and confer on all matters within the scope of representation as authorized by law, except as specified in this MOU. Pursuant to the California Government Code Section 3500, et. Seq.

During the term of this memorandum of understanding, should any recognized Pico Rivera City (City) bargaining unit reach a signed agreement that results in a higher benefit than provided to members of the Pico Rivera Director’s bargaining unit, the City agrees to adjust the specified benefit to an equivalent amount.

Article 2 CONTRACT TERM

This MOU shall be effective on July 1, 2021, except as otherwise provided herein, and together with all the terms, conditions and effects thereof shall expire at midnight on June 30, 2024.

The City and Union agree that the provisions contained herein shall be subject to all applicable laws and cover the period of July 1, 2021 through June 30, 2024.

All negotiated raises and benefits enhancements/improvements shall be retroactive to *July 1, 2021*.

Notwithstanding the above, the provisions of this MOU shall remain in effect until a successor MOU is implemented. Both parties shall have mutual satisfaction and are continuing to meet and confer in good faith or at the conclusion of impasse proceedings in the event that the parties fail to reach agreement.

This MOU plus any amendments to this MOU sets forth the full and entire understanding of the parties regarding the matters set forth herein, and any other prior or existing understandings or agreements by the parties, whether formal or informal, regarding these matters are hereby superseded or terminated in their entirety.

Collective bargaining Directors Unit negotiations will commence six (6) months prior to MOU expiration date, unless mutually agreed to otherwise by the parties.

Article 3

MANAGEMENT RIGHTS

The City and Union agree, that the City retain and have the exclusive decision-making authority to manage municipal services and the workforce performing those services in accordance with existing law and provisions of the established Memorandum of Understanding. The Union further agrees that the City has, except as expressly and lawfully restricted by specific provisions of the MOU, the exclusive decision-making authority to:

1. Determine and modify the organization of City government and its constituents work units by defining the nature, facilities, methods, standards, equipment and apparatus, means, organizational structure, technology, levels and mode of delivery of service to be offered to the public;
2. To manage the City and determine and implement rules, policies, directives, procedures, and the right to manage the affairs of the City by defining the existence or nonexistence of facts, which form the basis of the Management decision consistent with law and the specific provisions of the MOU;
3. To determine the necessity, organization, and implementation of any service or activity conducted by the City or other governmental jurisdictions, and expand or diminish services;
4. To determine and plan methods of financing; determine and manage the City budget which includes changes in the number and types of personnel, of locations, relocations and types of operations, processes and materials to be used in carrying out all City budgetary functions including the right to contract for or subcontract any work or operation of the City;
5. No bargaining unit employee shall be laid off, demoted or suffer loss of pay or benefits as a result of the contracting out of work. The parties agree to meet and confer as required by law on matters relating to wage, hours or working conditions. Said provisions will apply except for contract required by bona fide emergencies.
6. Direct employees, including schedule, assign work, and overtime. Control the establishment of employee performance standards and require compliance therewith, to include the control of employee discharge, suspend, demote, reduce in pay, reprimand, and withhold salary increases and benefits, or otherwise discipline employees subject to the requirements of applicable law due to the lack of work, lack of funds, or for other legitimate reasons.
7. Take all necessary actions to protect the public and carry out its missions in emergencies.

8. The City agrees to meet and confer on the establishment of understanding and/or procedures to be enacted in the absence of a duly appointed City Manager. The policy behind the council/manager form of government is based on the principle of separation of powers, which ensures that the council and city manager can perform their duties without unnecessary interference from one another as particularly identified in Chapter 2.04 of the Pico Rivera Municipal Code.

Should the exercise of these management rights impact employees' wage, hours or working conditions, City agrees to meet and confer with Union pursuant to state law.

Article 4 SEVERANCE

Except where superseded by the terms of a personal employment agreement between an individual employee and the City, representing employees of this Unit in the classifications listed in Appendix "A", whose employment is terminated for the convenience of the City or who resign in lieu of termination for the convenience of the City, and who execute a settlement agreement and general release between the employee and City, will be paid severance equal to the sum of the highest rate of pay and any leave accruals.

All bargaining unit employees who have completed at least one year of cumulative City employment (in any classification) and meets the above requirements are entitled to severance pay as follows:

1 year but less than 3 years of employment	3 months' pay
3 years but less than 7 years of employment	6 months' pay
7 years but less than 10 years of employment	9 months' pay
10 years and over of employment	negotiated

Article 5 UNION LEAVE

The City agrees that Union Stewards will be granted forty-eight (48) hours of paid leave annually to attend union sponsored meetings or training during working hours, exclusive of grievances, appeals or bargaining sessions.

Article 6 SALARIES

General Salary Increase

The salary schedule attached hereto as Appendix “B” and by reference made a part hereof shall be adjusted as described below:

Year One

A salary increase of four percent (4%) retroactive to the period of July 1, 2021 to June 30, 2022. The salary increase shall be four percent (4.0%) for Year One of this agreement. The salary increase will be effective the first full payroll period commencing on or after July 1, 2021.

Year Two

A salary increase of three percent (3%) retroactive to July 1, 2022 and continuing through June 30, 2023. The salary increase shall be three percent (3.0%) for Year Two of this agreement. The salary increase will be effective the first full payroll period commencing on or after July 1, 2022.

Year Three

A salary increase of three percent (3%) for the period of July 1, 2023 through June 30, 2024.

Class and Compensation Study

If a class and compensation study is undertaken, the parties agree to meet and confer over the results of the study. Any recommendations and findings of a study must be approved by the City Council to take effect.

In no way will an employee be adversely impacted by the implementation of a class and compensation study. Should any recognized bargaining unit receive a higher salary increase in the fiscal year of this contract, the higher salary will also become effective in this memorandum of understanding on the same date.

The City agrees subject to City Manager approval, that any employee holding the classification of “Director” may be eligible for the salary range identified as Zone C on Appendix “B” and any employee holding the classification of “Director/City Clerk or Deputy Director” may be eligible for the salary range identified as represented in Appendix “B”.

Article 7 WORK SCHEDULES

4/10 Work Schedule

The City has approved of a 4/10 work schedule, the Unit employees shall operate on the same schedule.

Normal days of work will be Monday through Thursday, with one full day off, or as otherwise determined by the City Manager or Department Director at their discretion.

Holidays and personal leave days will be counted as ten (10) hours; regardless of whether or not a unit employee is working a schedule other than the 4/10.

Article 8 LONGEVITY

The City shall pay longevity to Deputy Directors that have completed 5, 10, 12 and 15 years of cumulative service from date of hire. The amount awarded is based on the table below, and will be provided in one payment the first full pay period of July.

5 Years of Service	2% of base pay
10 Years of Service	3% of base pay
12 Years of Service	4% of base pay

Article 9 RETIREMENT CALIFORNIA PUBLIC EMPLOYEES' RETIREMENT SYSTEM (CALPERS)

The City offers a defined retirement benefit plan through contract with the California Public Employees' Retirement System (CalPERS). Unit members are eligible for one of three (3) benefit tiers pursuant to the City's contract with CalPERS. Information provided here is a summary of the benefits. The CalPERS contract is available to unit members or Union representatives upon request.

The applicable benefit tier available to an individual employee depends on his/her date of hire and/or status as a "new member," as defined by the Public Employees' Pension Reform Act of 2013 (PEPRA, AB 340) as assigned by CalPERS. Each benefit tier defines the applicable retirement formula, final compensation period, and employee contribution/cost sharing as follows:

Tier I: Full-Time Employees hired on or before June 30, 2012

1. Shall be eligible for the CalPERS retirement benefits formula based on 2.5% at age 55.
2. The final retirement compensation level shall be calculated using the single highest year of CalPERS reportable earnings, per the California Government Code.
3. Beginning with the first full pay period beginning on or after July 1, 2017, Tier I members shall pay four percent (4.0%) of the eight percent (8.0%) member contribution. The City will continue to pay the remaining four percent (4.0%) of the employee share.
4. Beginning with the first full pay period beginning on or after July 1, 2021, Tier I members shall pay eight percent (8.0%) of the eight percent (8.0%) member contribution. Effective the same date, all employee CalPERS contributions towards the 8% normal cost will be offset through an increase in the employees base wage. For example, if an employee contributes an additional 4% to the CalPERS normal cost, that employee will receive a 4% base raise at the same time. This base wage increase has been incorporated in the salary schedules in Appendix B – Salary Schedules.

Tier II: Full-Time Employees hired after June 30, 2012

1. Shall receive the CalPERS retirement benefit formula based on 2.0% at age 60.
2. The final retirement compensation level shall be calculated using the average of the three (3) highest consecutive year earnings, per the California Government Code.
3. Employees in Tier II are responsible for paying the full amount of the employee share, equal to fifty percent (50%) of the total “normal cost” as determined by CalPERS annual valuation reports up to an 8% contribution rate. The City offers retiree medical through CalPERS medical. The City pays the minimum contribution required by the Public Employees Medical and Hospital Care Act (PEMHCA) toward the retiree’s CalPERS medical insurance premium.

Tier III: “New Members” under PEPRA - Full time employees hired on or after January 1, 2013

- a. New Members are covered by the 2% at age sixty-two (62) benefit formula.
- b. New Members retirement benefit will be based on the highest thirty-six (36) consecutive months of compensation earnable.
- c. Per PEPRA, the City does not make contributions towards the employee share for new members. New members are responsible for paying the full amount of the employee share, equal to fifty percent (50%) of the total “normal cost” as determined by CalPERS annual valuation reports. The City will not make any contributions towards the employee share of PERS, as outlined in AB 340.

The City has adopted the CalPERS resolution in accordance with IRS Code section 414(h)(2) to ensure that the employee contribution is made on a pre-tax basis by way of payroll deduction. All employee-paid member contributions shall be pre-tax via payroll deduction.

ARTICLE 10 SUPPLEMENTAL BENEFITS

Deferred Compensation Plan

The City has available a deferred compensation plan (i.e., Internal Revenue Code Section 457 program), which employees may choose to participate in at their own expense.

In addition, the City agrees to establish a contribution matching program effective as soon as practical after the final ratification of this agreement. In order to qualify for the City matching contribution, employees must be enrolled in the Deferred Compensation Plan and must be making bi-weekly contributions.

The City will match Union members’ contributions up to a maximum of one percent (1.0%) of base compensation.

Participation in the Deferred Compensation Plan is voluntary. The City will endeavor to provide education to all employees on the benefits of participating in the Deferred Compensation Program.

Health and Wellness Benefits

The City agrees to make available to each member of the Directors Unit, by means of reimbursement, up to \$750 per fiscal year for use by the employee for any of the following purposes:

1. Membership, subscriptions, and/or one-time fees associated with a health club, fitness center, physical training, fitness classes, and exercise gym;
2. Other formal mental and physical wellness programs, recovery treatments, alternative medication, and dietary supplements (smoking cessation, weight control, nutrition, chiropractic, mobility therapy, and/or similar programs);
3. Reimbursement for employee medical expenses and health screenings (deductibles or co-payments) not covered by the employee's health, dental or vision insurance.

Reimbursement will be made based on City Manager's approval, with proof such as expense receipts from the health screening, gym membership, vitamins, and other mental or physical health programs.

Article 11 RETIREE HEALTH INSURANCE

Retiree Health Insurance - The City offers retiree medical health coverage through CalPERS medical.

For Employees Hired Before July 1, 2012:

The City pays one hundred percent (100%) of the retiree's health insurance premium based on the retiree's level of coverage.

For Employees Hired on or after July 1, 2012:

The City pays the minimum contribution required by the Public Employees Medical and Hospital Care Act (PEMHCA) toward the retiree's CalPERS medical insurance premium. This amount is adjusted annually by CalPERS.

In addition, the City agrees to establish a "retiree health savings account" program wherein the City matches employee contributions towards this program. The maximum matching amount provided by the City would be one percent (1.0%) of base salary. Program details will be discussed between unit employees and the City in order to establish a program that meets all IRS and PERS guidelines and regulations.

Article 12 HEALTH AND RELATED BENEFITS

A. Medical Benefits:

1. Employees Hired Before July 1, 2012

The City shall pay one hundred percent (100%) of the health insurance premiums for HMO providers and a maximum of eighty five percent (85%) of the premium rate for PERS CARE (PPO).

2. Employees Hired On or After July 1, 2012

The City shall pay one hundred percent (100%) of the health insurance premiums for the employee and eligible dependents not to exceed the Kaiser HMO premium rate. Employees may choose a different health care provider offered by the City, however, any cost greater than the Kaiser HMO premium rate shall be paid by the employee, through payroll deductions.

B. Dental Benefits:

The City shall pay one hundred percent (100%) of the dental insurance premium for the employee and eligible dependents not to exceed the HMO premium rate. Employees may choose a different dental plan offered by the City, however, any cost greater than the HMO premium rate shall be paid by the employee, through payroll deductions. The City shall offer at least one dental plan that covers adult orthodontia and has a benefit cap greater than \$1,500 per year.

C. Vision Benefits:

The City shall pay one hundred percent (100%) of the vision insurance premium for the employee and eligible dependents.

D. Cash In-Lieu of Benefits Program:

1. The Cash In-Lieu of Benefits Program (i.e., “Cash In-Lieu”) allows employees to opt out of the City’s provided health plan under certain conditions. An employee will be eligible for the Cash In-Lieu Program only when the employee provides proof of other medical coverage and an executed *Health Insurance Waiver* form. An employee may participate in the Cash In-Lieu Program only at the time of Open Enrollment, when a qualifying life event (QLE) occurs, or at the time of hire. In the event the employee loses health coverage through the alternative source, the employee should contact Human Resources regarding the employee’s eligibility to enroll in the City’s Health Plan.

Cash In-Lieu of Benefits Program amounts for new enrollees after ratification of this agreement shall be equal to the PEMHCA minimum or \$200, whichever is higher. Current participants at time of ratification will be grandfathered into the cash in lieu benefits program at a rate equal to eighty percent (80%) of the health program amount they would qualify for. The amount will be distributed through the normal payroll process in twenty-four (24) equal payments.

When an employee leaves employment, the City must offer the opportunity to continue the medical, dental and vision benefits they have upon terminating. If the employee is participating in the Cash In-Lieu of Benefits Program, Consolidated Omnibus Budget Reconciliation Act (COBRA) medical benefits continuation will not be available.

2. Upon retirement, if an employee was not previously enrolled in a City sponsored PERS medical plan, the employee may be eligible to enroll in the CalPERS retirement medical plan subject to CalPERS regulations.

Article 13

TYPES OF LEAVE

Administrative Leave

City agrees that each employee in the Unit, shall receive 80 hours of administrative leave the first full pay period of July of each year.

A total of 120 hours of administrative leave may be accumulated. Administrative Leave cannot be “cashed out”.

Sick Leave

Sick leave with pay is granted to all permanent, probationary and provisional employees.

The following are details of the sick leave provision:

Accrual

Sick leave allowance is one hundred and five (105) hours per year

Each employee will accrue four point zero three eight five (4.0385) hours of sick leave each pay period.

The maximum number of accrued hours per year is one hundred and five (105) hours.

The maximum number of hours available for cash payment per year is eighty-one (81) hours.

Use - An employee's sick leave and/or compensatory time accruals can be used for an illness or medical appointment of an employee or family member as well as for any unexpected absence. This should be done at the employee's discretion, keeping in mind that the use of sick leave rather than other available leave may impact future leave availability when needed.

Physician's Certificate - An employee may be required to provide the supervisor or Department Head with a physician's certification of illness or a release to return to work. An employee injured off the job shall be required to provide a physician's release to return to work.

Accumulation - Up to eight hundred (800) hours of sick leave may be accumulated during the course of employment with the City. If an employee's sick leave is exhausted, the employee may use vacation time for illness but only after a full work-day advance request and with the approval of the employee's supervisor, Department Director and Director of Human Resources. Vacation leave, under any circumstance, may not be used for single day illnesses.

Cash Payment - In June of each year (i.e., the first full pay period of June), each employee may choose to take any or all of the fiscal year's accumulated sick leave as cash, provided the "cash out" amount does not exceed eighty-one (81) hours. The balance of the sick leave may be left on the books. Per California Labor Code, sick leave is paid at the employees rate of pay at the time of pay out (i.e., the employee's pay rate during the first full pay period in June).

Credit Upon Termination - Employees who terminate employment may be paid the salary equivalent of all accrued sick leave prior to the effective date of termination. Per California Labor Code, sick leave is paid at the employees' rate of pay at the time of termination/separation. Accumulated sick leave may also be converted to service credit with CalPERS at time of retirement, subject to CalPERS law. A choice of either sick leave as service credit or cash-out of sick leave will be given.

VACATION

Length: The amount of vacation that a member accrues is based on years of service.

One through Four Years 88 Hours (3.385 hours per pay period)

Five through Nine Years 128 Hours (4.923 hours per pay period)

Ten Years through ~~Fourteen~~ Nineteen for the three-year period of this agreement 168
Hours (6.462 hours per pay period)

~~Fifteen~~ Twenty Years or More 208 Hours (8 hours per pay period)

The City Manager has discretion to assign an appropriate vacation accrual – per the table above – for existing members in this unit or new hires based on their prior public sector service.

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Accrual: Vacation leave will begin accruing immediately upon the employee's official start-date.

Credit upon Termination: Employees who terminate employment shall be paid the salary equivalent of all accrued vacation leave earned prior to the effective date of termination. Per California Labor Code, vacation leave is paid at the employees' rate of pay at the time of termination/separation.

Schedules: Each department will keep and monitor the vacation schedule of its employees. Each employee shall request vacation time in writing in advance of the time desired. Such request will be signed by the employee and must be approved by the employee's supervisor and/or Department Director to be valid. The Department Director will determine the vacation schedule with due regard for the wishes of the employee and the needs of the department subject to the MOU. In the event a vacation request is denied, the reason for the denial shall be provided in writing.

Accumulation: Vacation time may be accumulated to a maximum of three-hundred and twenty (320) hours. Employees with hours in excess of three hundred and twenty (320) will have those excess hours paid out the first payday in December. Per California Labor Code, vacation leave is paid at the employees' rate of pay at the time of pay out (i.e., the employee's pay rate during the first payday of December).

Vacation Cash Out: Each year in December (first payday of December), an employee may opt to cash out any or all vacation hours that exceed one-hundred twenty (120) hours. If a cash out is elected, a minimum balance of one-hundred twenty (120) hours must remain on the books. Per California Labor Code, vacation leave is paid at the employees' rate of pay at the time of pay out (i.e., the employee's pay rate during the first payday of December).

Emergency Cash-Out: At the request of the eligible employee, emergency vacation leave payouts may be approved throughout the year without the minimum balance requirement. Employees must submit the request in writing to the City Manager describing the emergency. An emergency is defined as follows:

An emergency is defined as follows:

1. A severe financial hardship;
2. Event was unforeseeable (including but not limited to: illness, accident or casualty);
3. Event was incurred by employee, spouse or dependent; and
4. Employee has no other means to cover costs.

The City Manager's decision is final.

Industrial Illness or Injury Leave:

An employee who is absent from work due to a work-related injury or illness shall be on industrial accident leave. The City shall conform to Workers' Compensation laws of the State of California in effect at the time of injury. Employees may receive information on Workers' Compensation Procedures from the Human Resources Division.

When a waiting period is required in order to begin Workers' Compensation benefits, an injured worker may use available leave time along with the City paid Workers' Compensation rate per day. Following the waiting period, an injured worker on total disability will receive the State Worker's Compensation rate. The employee may make up the difference between the State mandated rate and her/his base pay by utilizing available leave time.

If an injured worker has exhausted all available leave, continues to receive Workers' Compensation benefits and is medically unable to return to work, the City shall compensate the injured worker the difference between the State mandated benefit and sixty-six and two-thirds percent (66.667%) of the employee's base pay for a period not to exceed ninety (90) days from the date leave is exhausted or unless State law says differently.

Jury Duty:

Service as a juror by employees will be limited to serving once in any two-year period. Payment for jury duty service will be limited to ten (10) days. If an employee is assigned to a trial within the first ten (10) days of jury service, the employee's time to complete the trial will be paid by the City.

The employee must obtain proof of jury service from the Court and submit it to the Finance Department upon completion of his/her jury duty. The employee must also submit any payment received from the Court (except mileage reimbursement) to the Finance Department in order to receive full salary for the time served.

Bereavement Leave:

A three (3) day bereavement leave shall be granted to full-time employees for a death in the immediate family. The immediate family shall be defined as parents, step-parents, stepbrother/sister, step-children, mother/father-in-law, brother/sister-in-law, spouse, brother/sister, children, grandparents, grandchild, step-grandchild, court-appointed or other verifiable guardian. Upon request and with supervisory approval, a day of vacation may be added to bereavement leave to accommodate personal or travel need.

Bereavement leave shall not be charged to the employee's sick or vacation leave balance.

Catastrophic Leave:

Catastrophic leave is a leave sharing program intended to allow employees to voluntarily donate accrued leave to other eligible employees for the employee or the care of a spouse, parent or dependent child of an employee suffering from a catastrophic illness or injury. A catastrophic illness of an employee is any non-occupational medically verifiable illness or injury of such serious nature as to require long-term absence from work. Catastrophic illness of a family member shall be defined as those medically verifiable illnesses or injuries which are of such serious nature as to require long-term and/or full-time care by the employee. Family members are defined as the employee's spouse/domestic partner, parent, parent-in-law, child, or other person for whom the employee is legal guardian. Catastrophic illness leave shall be additional paid leave available from vacation, sick or compensatory leave donated by other City employees to a specific qualified employee.

Eligibility –

1. An employee (recipient) may be eligible to receive and use donated leave if he or she, or their family member, has a catastrophic illness as defined above.
2. The employee must produce competent medical verification of the illness or non-work related injury satisfactory to the City.
3. The employee must have a minimum of one year of service with the City.
4. The employee must have exhausted all paid leave, including but not limited to sick leave, vacation, and compensatory time.
5. In order to receive and use donated leave, an employee must not be receiving any other salary continuation benefits such as disability benefits.
6. No more than four-hundred eighty (480) hours per twelve (12) month period from date of catastrophic leave approval may be received by the employee.
7. The employee must complete the Catastrophic Illness Donation Request Form and submit the form to the employee's department head and City Manager for signature. The Personnel Officer will certify that the employee is eligible to participate in the catastrophic leave donation program.

Donor Employee Eligibility –

1. The employee must have an accrued vacation leave balance of at least forty (40) hours after the donation of vacation time and a sick leave balance of at least sixty (60) hours after the donation of sick leave time. Employees may donate all of their compensatory time.
2. The employee must complete the Catastrophic Illness Donation Form.

Conditions for Making Leave Donations –

1. Donations must be in whole hours and the amount of hours an employee wishes to donate shall be at his/her own discretion on the condition the employee meets the leave balance minimums.
2. Donor names will be kept confidential.
3. All time donated will be credited on an hour-for-hour basis, regardless of hourly pay differentials between donating employee and recipient.
4. All donations shall be voluntary and at the discretion of the donor employee and once processed are irrevocable once leave hours are transferred to the recipient.

How to Apply for or Donate Leave –

1. An employee who qualifies for catastrophic illness leave shall complete the Catastrophic Illness Donation Request Form and submit it to the department head who shall, in conjunction with the City Manager and Personnel Officer, review it for approval or denial.
2. Upon approval, donor employees shall complete the Catastrophic Illness Donation Form indicating a willingness to donate vacation leave, sick leave or compensatory time and the amount of said time to be donated. The completed form should then be forwarded to payroll.
3. Subsequent to the receipt of the leave donation forms and the determination of the total hours donated, Payroll shall credit the recipient employee's sick leave balance on a biweekly payroll basis. An employee who is receiving catastrophic illness leave donated by other employees shall be allowed to accrue vacation and sick leave while in that status; however, all accrued leave shall first be used prior to the use of donated leave time.
4. Donations not used by recipient will be returned to donors proportionately.

Solicitation of Donations –

Human Resources will notify City employees that the recipient employee is eligible to receive voluntary donations of accrued vacation, sick and compensatory time. Human Resources will not release any medical information regarding the recipient employee or his or her family member.

Contact Information –

Questions about Catastrophic Leave should be directed to Human Resources.

HOLIDAYS

Authorized City paid holidays shall be as follows:

- New Year's Day
- Martin Luther King Day
- President's Day
- Cesar Chavez Day
- Memorial Day
- Juneteenth
- Independence Day
- Labor Day
- Veteran's Day
- Thanksgiving Day
- Day after Thanksgiving
- Christmas Day
-

The City shall fund the amount of hours per the current MOU productive schedule of compensation for each holiday.

Article 14 TECHNOLOGY STIPEND

Employees in the Director's Unit will be compensated one hundred and fifty dollars (\$150) per month as reimbursement for such use. Such reimbursement shall be taxable as compensation.

Payment of the monthly device/cell phone statement is the responsibility of the device/cell phone owner. The device/cell phone contract will be in the name of the employee who will be solely responsible for all payments to the service provider. The City does not accept any liability claims, chargers or disputes between the service provider and the staff member.

Recipients of a technology stipend must notify the City of the device/cell phone number and must continue to maintain the device/cell phone rental or air-time/pay-as-you-go contract while in receipt of the stipend.

Article 15 TRANSPORTATION ALLOWANCE

Unit employees' duties under this Agreement require that they have use of an automobile in the normal course of conducting City's business. The City therefore agrees to provide the Assistant City Manager five hundred dollars (\$500) per month as transportation allowance. Each of the Directors, City Clerk and Deputy Directors, shall receive a car allowance in the sum of four hundred dollars (\$400) per month. All employees shall be responsible for maintaining and paying for liability insurance as required by law and for all their automobile's operating, maintenance, and repair costs.

This will not exclude members of this Unit to receive any benefit included in the City's travel policy.

Article 16 PERSONAL LIABILITY

City may provide representation by legal counsel of City's choice to any employee required to testify before a Grand Jury, Administrative Hearing or Trial that arise out of the performance of employee's duties.

Article 17 NON-DISCRIMINATION

The City and Union mutually recognize and agree fully to protect the rights of all employees hereby to join and participate in the activities of the Association. The City and Union mutually reaffirm their respective policies of non-discrimination in the treatment of any employee because of race, religion, sex (including gender, gender identity, gender expression, and pregnancy), national origin, ancestry, disability, medical condition, genetic characteristics or information, marital status, age, sexual orientation (including homosexuality, bisexuality, or heterosexuality), union activity or any other legally protected classification.

Article 18 USE OF CITY FACILITIES

The Union shall be permitted to use the City facilities, on prior approval, for the purpose of holding meetings to the extent that such facilities can be made available, and to the extent that the use of a facility will not interfere with department operations. Participating employees will attend said meetings on their own time.

Article 19 PERSONNEL FOLDERS

A Directors Unit employee shall be entitled to review the contents of his/her official departmental personnel folder at reasonable intervals upon request. Such review shall not interfere with the normal business of the department.

The employee may authorize a City representative or Designee to inspect the personnel folder, upon written consent of the employee. The written consent must be presented in person by the employee to the City's Human Resources Department. The City representative or Designee may not remove or have a copy of any document in the folder. The employee or Association representative's review of the personnel folder shall not interfere with the normal business of the department.

No evaluation or disciplinary document may be placed in an employee's personnel file without his/her review and a copy of the document presented to him/her. The employee shall acknowledge that he/she has reviewed and received a copy of the document by signing the document with the understanding that such signature does not necessarily indicate agreement with its contents.

Article 20 EMPLOYEE RELATIONS

Meetings at reasonable intervals will be scheduled at the request of the Union or the City for the purpose of informally discussing employer-employee relations issues.

Article 21 FAIR LABOR STANDARDS ACT (FLSA)

Pursuant to the Fair Labor Standards Act (FLSA), all employees shall have a fixed workweek that consists of a regular recurring period of 168 consecutive hours (seven 24-hour periods), which can begin and end on any day of the week and at any time of the day.

Employees in this unit shall be treated as salaried employees in accordance with the provisions of the FLSA.

Article 22
TRAINING, AND PROFESSIONAL DEVELOPMENT

The City shall allow unit employees to attend training and professional development course or classes pertaining to the respected positions for professional training and development. The City shall pay or reimburse all expenses for training and professional development this shall include travel, registration, lodging, and transportation.

Unit employees shall justify and receive written approval for such trainings and professional development before the course or training sessions commence. The training and professional development request and invoice of completion shall be signed by the Directors Unit employee and the City Manager.

Article 23
PROFESSIONAL DUES/REGISTRATION

Employees in classifications represented by the Association who require registration or professional membership as a condition of employment will have such expenses paid by the City. At the City Manager's discretion, payment may either be made directly by the City to the appropriate organization or agency or may be reimbursed to the employee. In either case payment will only be on the basis of adequate documentation as required by the employee's appointing authority.

Article 24
TUITION REIMBURSEMENT

Tuition reimbursement for professional development shall be allowed for classroom or on-line type courses. The Unit employee may be reimbursed up to \$5,250 per fiscal year, not to exceed the Internal Revenue Service (IRS) maximum is in a given year covered by the term of the MOU, after the course has been completed, and the Directors Unit employee receives a transcribed grade of a "B" or better AND commit to continued service (employment) to the City of Pico Rivera for the equivalent of the school units, not to exceed two (2) years. Tuition advancement shall not be permitted.

If the Unit employee does not meet the committed continued service of employment, the Directors Unit employee surrenders the cost of the course on the final payment of employment.

All financial documentation shall be submitted at the end of the course and an official grade from the course shall be submitted as documentation. Requests for reimbursement and approval must be in accordance with the City's policy on tuition reimbursement.

Article 25
EMPLOYEE VOLUNTEER SERVICE HOURS

Employee Volunteer Service Hours:

The City shall grant each Directors Unit employee 10 hours of productive pay while providing volunteer hours in a community event. Employee Volunteer Service hours are to motivate employees to serve community needs through the City of Pico Rivera leadership. It is at the discretion of the Directors Unit employee as to what and where to provide the volunteer service hours.

Article 26
SEVERABILITY

If an article, section, position or portion thereof contained in the Memorandum of Understanding or application thereof to any person or circumstance is held to be unconstitutional, invalid by operation of law, or by any tribunal or office of competent jurisdiction, or if compliance with or enforcement of any article or section should be restrained by tribunal or office, the remainder of the Memorandum of Understanding and application of such provisions or portion thereof, to other persons or circumstances, shall be deemed severable, shall not be affected, and shall remain in full force and effect. Furthermore, the City and the Association shall enter into immediate negotiations for the purpose of arriving at a mutually satisfactory replacement of such article, section, position or portion.

Article 27
EFFECT

It is understood and agreed that this agreement shall not become effective for any purpose or be binding on either party until approved by the City Council and the bargaining unit membership, and nothing herein shall be construed as obligating the City Council to approve in whole or in part. If the City Council approves in full, then this agreement shall become effective immediately upon ratification. The Memorandum of Understanding (MOU) constitutes and includes all negotiations, compromises, and representations made by either party; and both parties acknowledge that each has met and conferred in good faith in negotiations to this point.

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July 1, 2021 – June 30, 2024
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IN WITNESS THERE OF, the parties hereto have caused this Memorandum of Understanding to be executed this ____ day of _____, 2023.

FOR THE CITY

DATE

Steve Carmona
City Manager

FOR THE UNION

DATE

Jane Guo
Director of Administrative Services

Julia Gonzalez,
Deputy Director of Community & Economic Development

DATE

APPENDIX A

Assistant City Manager
City Clerk
Director
Deputy Director

APPENDIX B – SALARY RANGES FOR UNIT EMPLOYEES

Position	Group	Zone A 2021-22 4%	Zone B 2021-22 4%	Zone C 2021-22 4%	Zone D 2021-22 4%
Assistant City Manager	VII				\$15,156- \$18,829
Director	VII	\$11,989- \$13,787	\$13,788-\$15,442	\$15,443-\$16,665	
Deputy Director	VII				\$10,750- \$12,824
City Clerk	VII				\$9,494- \$11,643

Position	Group	Zone A 2022-23 3%	Zone B 2022-23 3%	Zone C 2022-23 3%	Zone D 2022-23 3%
Assistant City Manager	VII				\$15,611 - \$19,394
Director	VII	\$12,349- \$14,201	\$14,202- \$15,905	\$15,906-\$17,165	
Deputy Director	VII				\$11,073- \$13,209
City Clerk	VII				\$9,779- \$11,992

Position	Group	Zone A 2023-24 3%	Zone B 2023-24 3%	Zone C 2023-24 3%	Zone D 2023-24 3%
Assistant City Manager	VII				\$16,079- \$19,976
Director	VII	\$12,719- \$14,627	\$14,628- \$16,382	\$16,383-\$17,680	
Deputy Director	VII				\$11,405- \$13,605
City Clerk	VII				\$10,072- \$12,352



To: Mayor and City Council
From: City Manager
Meeting Date: June 13, 2023
Subject: ADA CITY HALL / CITY HALL WEST PROJECT – APPROVE CONSTRUCTION CHANGE ORDER NO. 3

Recommendation:

1. Amend fiscal year (FY) 2022-23 Adopted Budget by appropriating \$220,000 from the Public Image Enhancement (PIE Fund) to CIP No. 50073;
2. Approve Change Order No. 3 (Enclosure 1) for changes to the contract plans and specifications for the ADA City Hall/City Hall West Project, CIP No. 50073 (Project), in the amount of \$164,772 for a new total not-to-exceed construction contract amount of \$858,869; and
3. Authorize the City Manager or his designee to issue Change Order No. 3 for the Project.

Fiscal Impact:

The FY 2022-23 Adopted Budget included \$821,683 in Community Development Block Grant (CDBG, Fund 280) Account No. 280.70.7300-54500-CIP.50073 for the ADA City Hall/City Hall West Improvements Project, CIP No. 50073. On April 25, 2023, the City Council approved an additional appropriation of \$120,000 in unprogrammed CDBG funds. Staff is requesting an additional \$220,000 from the PIE Fund (220.70.7300-54500-CIP No. 50073) to increase the total project funding to \$1,163,683.

Discussion:

On September 13, 2022, the City Council awarded a construction contract to Empire Design & Build, LLC in the amount of \$596,900 for the construction of the Project, which includes Americans with Disabilities Act (ADA) improvements to the public restrooms and lobbies of both City Hall and City Hall West, as well as exterior paths-of-travel along parking lots and sidewalks. The project is currently under construction.

CITY COUNCIL AGENDA REPORT – MEETING OF JUNE 13, 2023
 ADA CITY HALL / CITY HALL WEST PROJECT – APPROVE CONSTRUCTION
 CHANGE ORDER NO. 3
 Page 2 of 3

The changes to the plans and specification to be approved by Change Order No. 3 include the following 10 items:

Item	Description	Reason
1	Cost for locating underground utilities (\$3,255)	Exact location of waste pipes under concrete slab were not identifiable, requiring non-destructive location detection services.
2	Frame and finish for waste receptacle (\$2,902)	Pre-existing waste receptacles were not identified in the bid. The unforeseen change includes framing and finish of recessed units.
3	Close gap in millwork (\$1,567)	The existing concrete floor in City Hall West was not level causing gaps between the new millwork, requiring filling and rework.
4	Door widening and electrical (\$17,364)	Load bearing framing once exposed was found to be inadequate, requiring modifications.
5	Replace galvanized piping (\$14,470)	Existing galvanized piping was found to be prone to fracture and leaking, requiring replacement with new copper piping.
6	Install VCT flooring in City Hall West (\$5,559)	Original flooring material needed to fill gaps between exiting flooring and new millwork is no longer available, requiring additional new flooring.
7	Millwork City Hall (\$23,885)	Additional counter gates and support walls necessary for millwork, as modified to accommodate additional file cabinets.
8	Electrical upgrade (\$1,992)	Revision to lobby light switches due to rerouting existing electrical circuits.
9	Pay adjustment per bid error (\$43,828)	Additional concrete quantities due to plan scaling error.
10	Increase in contract due to night work (\$49,950)	Adjustment in work hours to night shift, to accommodate ongoing public services and operations during the day.

The contract has been amended to include a time extension of 21 working days for the 10 items listed above. According to the change order, the final day of work has been rescheduled to August 27, 2023.

Conclusion:

Staff recommends an additional PIE funding allocation of \$220,000 to complete the project. Furthermore, staff requests approval of Change Order No. 3 and authorization for the Director of Public Works to issue Change Order No. 3 in the amount of \$164,772.



Steve Carmona

SC:NN:GE:ll

Enclosure: 1) Change Order No. 3

**CITY OF PICO RIVERA
PUBLIC WORKS DEPARTMENT
Engineering Division**

CONTRACT CHANGE ORDER NO. 3

DATE: May 16, 2023

PROJECT NAME: ADA City Hall / City Hall West, CIP 50073

TO: Empire Builders

Contract Changer Order No. 3 shall constitute full compensation for all the changes associated with Change Order No. 3. Said changes are a result of negotiations between the City and Empire Builders, for purposes of addressing unforeseen conditions for the subject project. The Contractor is to furnish equipment, materials, labor and perform all work as necessary or required to complete the Change Order items at the prices agreed upon between the City and Contractor.

You are hereby instructed to comply with the following changes from the Contract Plans and Specifications:

SUMMARY OF CHANGES		
Description (Detailed Explanation Attached)	Change in Contract Price¹	Change in Working Days
1. Adjustment in Bid Quantities: • Cost for underground location	\$3,255.00	0
2. Adjustment in Bid Quantities: • Frame and finish for waste recipetical	\$2,902.51	0
3. Adjustment in Bid Quantities: • Close gap in millwork	\$1,567.20	0
4. Adjustment in Bid Quantities: • Door widening and electrical	\$17,363.65	0
5. Adjustment in Bid Quantities: • Replace galvanized piping	\$14,470.25	0
6. Adjustment in Bid Quantities: • Install VCT flooring in City Hall West	\$5,559.15	0
7. Adjustment in Bid Quantities: • Millwork City Hall	\$23,884.56	0
8. Adjustment in Bid Quantities: • Electrical upgrade	\$1,991.62	0
9. Adjustment in concrete Bid Quantities: • Pay adjustment per bid error	\$43,828.00	0
10. Adjustment in Bid Quantities: • Increase in contract due to night work	\$49,950.00	20
Total	\$164, 771.94	20

The following change is hereby made a part of the Contract Documents and shall be performed under the same terms and conditions as required by the original Contract Documents. Except as modified herein, the original Contract Documents and all prior amendments shall remain in full force and effect and all of the terms of the Contract Documents are hereby incorporated in this Change Order.



SUMMARY OF ALL CHANGE ORDERS

ORIGINAL CONTRACT AMOUNT	\$ 596,900.00
CCO1.....	\$ 55,094.25
CCO2.....	\$ 42,102.37
CCO3.....	\$ 164,771.94
TOTAL.....	\$ 858,868.56

SUMMARY OF WORKING DAYS

FIRST WORKING DAY.....	October 31, 2022	
Working days specified in Contract.....	60 working days	
ORIGINAL COMPLETION DATE.....	January 31, 2024	
Administrative Delay	83	working days
Non-working days due to weather delays by previous Change Orders.....	0	working days
Non-working days due to weather delays by this Change Order.....	10	working days
Contract Time Extensions by previous Change Orders.....	31	working days
Contract Time Extensions by this Change Order.....	20	working days
Total Contract Time Extensions by this and previous Change Orders.	144	working days
REVISED COMPLETION DATE.....	August 27, 2023	



CHANGE ORDER DETAIL

Change Order No.: No. 3

Project Name: ADA City Hall / City Hall West, CIP 50073

The changes or interpretations described and noted herein are hereby authorized. The signed original of this order is on file in the Department of Public Works. Shown as separate paragraphs: (A) Reason for Change; (B) Description of Change; and (C) Change in Contract Costs.

Item No. 1: Cost for underground location of restroom pipes with camera

- A. Reason for Change: Per RFI #39R2. The plans depicted the location of the existing utilities based on the As-Built drawings. The As-Built drawings were schematic and not exact in their depiction of the waste pipes. In order to connect the fixtures to the waste pipes a camera was inserted into the line to note the exact location. Location of pipes to be noted on as-built drawings for future maintenance and projects.
- B. Description of Change:

ITEM	DESCRIPTION	UNIT	UNIT PRICE	BID OR CURRENT APPROVED QUANTITY	FINAL QUANTITY	CHANGE	CHANGE IN COST ¹
Bid Item No. 8 Plumbing	Underground location	LS	\$1.00	\$13,800.00	\$17,055.00	\$3,255.00	\$3,255.00

- C. Change in Contract Cost:
Add \$3,255.00

Item No. 2: Frame and finish for waste recipetical

- A. Reason for Change: Per RFI #46. The design plans as bid did not include a location for the the trash bin. In order to place the trash bin in a location that would match the interior finish upgrade a new location had to be framed and finished.
- B. Description of Change:

ITEM	DESCRIPTION	UNIT	UNIT PRICE	BID OR CURRENT APPROVED QUANTITY	FINAL QUANTITY	CHANGE	CHANGE IN COST ¹
Bid Item No. 6 Specialties Restroom	Waste recipetical	LS	\$4,200	\$4,843.00	\$7,745.51	\$2,902.51	\$2,902.51

- C. Change in Contract Cost:
Add \$2,902.51



Item No. 3: Close gap in millwork

- A. Reason for Change: Per RFI #41. In City Hall West the millwork was installed with the existing floor being out of level. This mismatch resulted in a gap between the floor and the millwork. The gap was filled with a cementitious material to close the gap.
- B. Description of Change:

ITEM	DESCRIPTION	UNIT	UNIT PRICE	BID OR CURRENT APPROVED QUANTITY	FINAL QUANTITY	CHANGE	CHANGE IN COST ¹
Bid Item No. 15	Partitions.	LS	\$24,500.00	\$24,500.00	\$26,067.20	\$1,567.20	\$1,567.20

- C. Change in Contract Cost:
Add \$1,567.20

Item No. 4: Door widening and electrical

- A. Reason for Change: Per RFI #55R2, In order to make all door height equal and match the new work existing walls need temporary shoring. The door frames needed to be reconstructed with new king studs to the roof. Electrical switches needed to be relocated and remove and replace existing framing
- B. Description of Change:

ITEM	DESCRIPTION	UNIT	UNIT PRICE	BID OR CURRENT APPROVED QUANTITY	FINAL QUANTITY	CHANGE	CHANGE IN COST ¹
Bid Item No. 7	Doors	LS	\$13,800.00	\$17,159.65	\$34,523.30	\$17,363.65	\$17,363.65

- A. Change in Contract Cost:
Add \$17,363.65

Item No. 5: Replace galvanized piping

- A. Reason for Change: Per RFI #53R1 & RFI #60. In the restrooms of City Hall during the renovation process, the existing walls were removed. Once the wall were removed it revealed the existing pipe are made of galvanized piping. Galvanized piping is an outdated material that is prone to fracture and leaking. Replacing the galvanized piping with copper piping is more sustainable in the long term operation of the building. (Two RFIs: \$11,950.25 + \$2,520.00 = \$14,470.25)
- B. Description of Change:



ITEM	DESCRIPTION	UNIT	UNIT PRICE	BID OR CURRENT APPROVED QUANTITY	FINAL QUANTITY	CHANGE	CHANGE IN COST ¹
Bid Item No. 8	Plumbing	LS	\$13,800	\$17,055.00	\$31,525.25	\$14,470.25	\$14,470.25

C. Change in Contract Cost:
 Add \$14,404.25

Item No. 6: Install VCT flooring in City Hall West

A. Reason for Change: Per RFI #57. In City Hall West the flooring was replaced to accommodate the new millwork. The new flooring that was installed did not match the original flooring which was no longer available. This line item changes all the VCT flooring to new material that matches the interior upgrade.

B. Description of Change:

ITEM	DESCRIPTION	UNIT	UNIT PRICE	BID OR CURRENT APPROVED QUANTITY	FINAL QUANTITY	CHANGE	CHANGE IN COST ¹
Bid Item No. 16	Interior finishes	LS	\$54,000	\$64,280.78	\$69,839.93	\$5,559.15	\$5,559.15

C. Change in Contract Cost:
 Add \$5,559.15

Item No. 7: Millwork additional work

A. Reason for Change: Per RFI #51R3, This change condition provides for two new swing doors at lobby 102 East and West elevation. Also provides for 2x7 stain grade hardwood cap. This additional work will provide a safe and accessible route for the Public to enter City Hall.

B. Description of Change:

ITEM	DESCRIPTION	UNIT	UNIT PRICE	BID OR CURRENT APPROVED QUANTITY	FINAL QUANTITY	CHANGE	CHANGE IN COST ¹
Bid Item No. 5	Interior finishes	LS	\$151,000	\$195,260.36	\$219,144.92	\$23,884.56	\$23,884.56

C. Change in Contract Cost:
 Add \$23,884.56



Item No. 8: Electrical upgrade

- A. Reason for Change: Per RFI #59R3. When the tile and drywall were removed in the restrooms it became apparent the exhaust fans and ducts also needed to be replaced. This change covers the electrical ,ductwork and switches.
- B. Description of Change:

ITEM	DESCRIPTION	UNIT	UNIT PRICE	BID OR CURRENT APPROVED QUANTITY	FINAL QUANTITY	CHANGE	CHANGE IN COST ¹
Bid Item No. 11	Standard electrical	LS	\$15,000	\$15,000	\$16,991.62	\$1,991.62	1,991.62

- C. Change in Contract Cost:
 Add \$1,991.62

Item No. 9: Adjustment in bid quantities

- A. Reason for Change:

Per RFI #50 response, during the bidding phase of the project the scale of the plans was not consistent. The original scale was 1" =20'. A note on the plan noted" CAUTION: IF THIS SHEET IS NOT 30"x42" IT IS A REDUCED PRINT. When the plan was printed in the 30"x42" scale the distance did not equal 1" =20'. The Contractor based his bid for the exterior work on these plans. The result of this conflict in the plans the Contractor's bid for exterior quantities were low by 60%.

- B. Description of Change:

ITEM	DESCRIPTION	UNIT	UNIT PRICE	BID OR CURRENT APPROVED QUANTITY	FINAL QUANTITY	CHANGE	CHANGE IN COST ¹
Bid Item No. 25	Exterior path of travel from accessible parking stalls to entrance of City Hall West	LS	\$1.00	\$7,500.00	\$22,838.00	\$15,338.00	\$15,338.00
Bid Item No. 26	Exterior path of travel from accessible parking stalls to Front entry to City Hall	LS	\$1.00	\$9,000.00	\$27,410.00	\$18,410.00	\$18,410.00



Bid Item No. 27	Additional quantities due to scaling error	LS	\$1.00	\$5,000.00	\$15,080.00	\$10,080.00	\$10,080.00
Exterior path of travel to public right away to Passons Blvd.							

C. Change in Contract Cost:
 Add \$43,828.00

Item No. 10: Change shift to night work

Due to safety concerns of the Contractor working in close vicinity to City Hall employees during working hours it was determined that working the night shift would be the safest construction method for all concerned. Working in this time frame would reduce the disruption to the public during the day and minimize the disruption of the daily operations of City Hall. Secondly it would help minimize the risk of accidents and injury as there would be fewer staff members around during the night. The Contractor is due additional compensation for loss of production, shift deferential and additional staff.

A. Reason for Change:

Per RFI #49 response, night work for City Hall interior lobby and restroom construction is desired by the City and is acceptable. Night work will allow the city staff to proceed with their work uninterrupted. This option also creates a safe option to keep the public and staff safe.

B. Description of Change:

ITEM	DESCRIPTION	UNIT	UNIT PRICE	BID OR CURRENT APPROVED QUANTITY	FINAL QUANTITY	CHANGE	CHANGE IN COST ¹
Bid Item No. 1 Moblization	Change from day to night shift work	LS	\$36,000	\$63,360.00	\$113,310.00	\$49,950	\$49,950

C. Change in Contract Cost:
 Add \$49,950.



CITY OF PICO RIVERA

Ordered: _____ Date: _____
Construction Manager

Concurred by: _____ Date: _____
City Project Manager

Concurred by: _____ Date: _____
Public Works Director

Acceptance by the Contractor:

This Change Order is in full compromise and settlement of all adjustments to Contract Time and Contract Price, and compensation, including markups, for direct and indirect costs, for any and all delay, extended or additional field and home office overhead, any and all other overhead costs, profit, supervision, disruption, acceleration, inefficiencies, lost labor or equipment productivity, differing site conditions, construction interferences and other extraordinary or consequential damages (hereinafter called "Impacts"), including any ripple or cumulative effect of these Impacts on the overall Work under the Contract arising directly or indirectly from the performance of Work described in this Change Order. By execution of this Change Order, the Contractor agrees that this Change Order constitutes a complete accord and satisfaction with respect to all claims for schedule extension, Impacts, or any costs of any nature, character or kind arising out of or incidental to this Change Order.

EMPIRE BUILDERS

Name: _____ Date: _____

Title: _____



To: Mayor and City Council
From: City Manager
Meeting Date: June 13, 2023
Subject: LOCAL ROADWAY SAFETY PLAN LRSPL-5351 (039)
(NONCIP NO. 4700) — RECEIVE AND FILE

Recommendation:

1. Receive and file the Local Roadway Safety Plan (LRSP).

Fiscal Impact:

There is no fiscal impact to the General Fund.

Discussion:

In June 2021, the Public Works Department applied for and was awarded a State grant under the Local Roadway Safety Plan Program (LRSP). The intent of the program is to assist local agencies in performing collision analysis, identifying safety issues on their roadway networks and to engage the community to develop a list of systemic countermeasures that will be used to prepare future Highway Safety Improvement Program (HSIP) Federal and/or State grant applications, which is a requirement as part of the grant application.

On April 26, 2022, City Council awarded a Professional Services Agreement to TJKM Transportation Consultants (TJKM) for the development of the LRSP.

The LRSP, developed by TJKM in collaboration with the City, provides a systemic safety approach that focuses on evaluating the City's entire roadway network using a defined set of criteria. The plan studies accident history on an aggregate basis to identify high-risk roadway characteristics, rather than looking at high-collision concentration locations through site analysis. Systemic analysis acknowledges that crashes alone are not always sufficient to prioritize countermeasures across a system. This is particularly true for many local streets with low volumes where crash densities tend to be low and there are few high crash locations, and in urban areas where vehicles interact with vulnerable road users (i.e., pedestrians, bicyclists, and motorcycles).

CITY COUNCIL AGENDA REPORT – MEETING OF JUNE 13, 2023
LOCAL ROADWAY SAFETY PLAN LRSPL-5351 (039) (NONCIP NO. 4700) —
RECEIVE AND FILE
Page 2 of 4

In addition, a key component to the LRSP was community engagement and participation of City roadway stakeholders, which included El Rancho Unified School District, Los Angeles County Sheriff and Fire Departments as well as the general public. To gather community input, stakeholder group meetings were held during development of the LRSP in addition to publishing a safety survey through the City's social media accounts and City website for the general public to comment on locations and provide descriptions of traffic safety concerns within the City.

TJKM analyzed 3,194 collisions that occurred from 2017 to 2021 within the City and summarized the collisions by location, severity, primary collision factor, lighting conditions and facility type. Collision data was obtained through the Transportation Injury Mapping System (TIMS) and Statewide Integrated Traffic Records System (SWITRS). Prominent collision patterns include improper turning as well as collisions due to unsafe speed.

The LRSP was completed by TJKM in May 2023. During the twelve (12) month review process, collision patterns and field investigations were conducted. As part of this study, safety improvements based on Caltrans Local Safety Roadway Manual (LSRM) were recommended.

The identified locations were given recommended countermeasures, location- specific safety improvements segments and intersections, and preliminary benefit-cost ratios which help contextualize the cost effectiveness of implementing each countermeasure.

A total of six (6) safety projects were developed and prioritized based on benefit-to-cost ratio calculations as outlined in the Caltrans LRSM. Recommended improvements included, but were not limited to, signal hardware improvements, signal timing updates, striping modifications, signage upgrades, installation of speed warning signs and enhancement to unsignalized intersection crossings within the City.

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CITY COUNCIL AGENDA REPORT – MEETING OF JUNE 13, 2023
 LOCAL ROADWAY SAFETY PLAN LRSPL-5351 (039) (NONCIP NO. 4700) —
 RECEIVE AND FILE
 Page 3 of 4

The top three (3) projects identified are described below:

Project Ranking	Project Description	Project Location	Project Cost
1	Install radar feedback speed warning signs, delineators, reflectors and or object markers along roadway segments	<ul style="list-style-type: none"> • Beverly Boulevard • Durfee Avenue • Paramount Boulevard • Passons Boulevard • Rosemead Boulevard • Rooks Road • Slauson Avenue • Telegraph Road • Washington Boulevard • Whittier Boulevard 	\$533,120
2	Install striping through intersection and raised median island at approaches	<ul style="list-style-type: none"> • Slauson Avenue at Paramount Boulevard • Rosemead Boulevard at Whittier Boulevard • Beverly Boulevard at Paramount Boulevard • Rosemead Boulevard at Washington Boulevard • Rosemead Boulevard at Telegraph Road 	\$183,400
3	Signal timing improvements (coordination, phases, red, yellow or operation) and installation of emergency pre-emption device	All intersections Citywide	\$1,459,350
		Total	\$2,175,870

In September 2022, staff utilized the recommendations in the LRSP to apply for the Call for Projects (HSIP Cycle 11) grant application. In March 2023, the City was awarded three (3) grant applications totaling \$4,704,390 for traffic safety improvements. Grant funded improvements include citywide signal hardware upgrades, roadway sign replacement and enhancements to school crossings and signage. The grant awarded projects are included in the current 5-year CIP budget and are fully funded. The projects

are funded with Federal HSIP (Fund 698) and either Measure R (Fund 207), Measure M (Fund 208) or Transportation Development Act (Fund 210) funds.

The projects identified in the table above are unfunded and not included in the current 5-year CIP. Implementation and funding for these projects will be ongoing and staff will continue to look for funding opportunities.

Conclusion:

The LRSP was prepared in accordance with Caltrans Local Safety Roadway Manual. The LRSP as a guidance document will be periodically updated by staff to assess its efficacy and potential solutions. Staff will continue to utilize the recommended safety measures in the LRSP to apply for future federal and state grant opportunities for implementation of traffic safety improvements.



Steve Carmona

SC:NN:KG:ll

Enclosure: 1) Final LRSP



Local Roadway Safety Plan

Final Report

June 2023



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PICO RIVERA



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GLOSSARY

4 E's – Abbreviation for Education, Enforcement, Engineering, and Emergency Medical Services (EMS): A traffic engineering approach for improving safety on the roadways.

ACS – Abbreviation for American Community Survey: A U.S. Census survey that helps local officials, community leaders, and businesses understand the changes taking place in their communities.

ADT – Abbreviation for average daily traffic: Refers to vehicle traffic volumes.

BCR – Abbreviation for benefit-cost ratio: Indicator used to quantify project benefits in relation to project costs.

LRSP – Abbreviation for local road safety plan. A document that provides a framework for identifying, analyzing, and prioritizing roadway safety improvements on local roads.

CRF – Abbreviation for crash reduction factor: The percentage of expected effect of a countermeasure or safety project to decrease collisions.

Collision Severity – Defined as the intensity of collisions typically in the following categories: fatal (F), severe injury (SI), other visible injury and complaint of pain (Other), and property damage only (PDO).

EMS – Abbreviation emergency medical services.

EPDO – Abbreviation for equivalent property damage only.

FHWA – Abbreviation for Federal Highway Administration: The federal agency responsible managing the nation's highway system, including bridges and tunnels.

HSIP – Abbreviation for Highway Safety Improvement Program: A roadway safety funding program managed by Caltrans, California State Department of Transportation.

KSI – Abbreviation for killed and severe injury collisions.

LRSM – Abbreviation for Local Roadway Safety Manual: A Manual for California's Local Road Owners.

Primary Violation Factor/Primary Collision Factor – Defined as contributing causes of collisions.

SWITRS - Abbreviation for Statewide Integrated Traffic Records System: A database managed by California Highway Patrol that collects and processes data gathered from collision scenes.

TIMS - Abbreviation for Transportation Injury Mapping System: A collision database managed by UC Berkeley SafeTREC system.

EXECUTIVE SUMMARY

The City of Pico Rivera's Local Road Safety Plan (LRSP) is a comprehensive plan that creates a framework to systematically identify and analyze traffic safety related issues and recommend projects and countermeasures. It aims to reduce killed and severe injury (KSI) collisions through a prioritized list of improvements that can enhance safety on local roadways.

The LRSP takes a proactive approach to addressing safety needs. It is viewed as a guidance document that can be a source of information and ideas. It will also be a living document, one that is routinely reviewed and updated by City staff and their safety partners to reflect evolving collision trends and community needs and priorities. With the LRSP as a guide, the City will be able to apply for grant funds, such as the federal Highway Safety Improvement Program (HSIP). This document summarizes an analysis of collisions that occurred in Pico Rivera, identifies high-injury locations, and recommends countermeasures at each of these high-risk locations.

GOALS OF THE LRSP

The goals are summarized as follows:

- Systematically identify and analyze active transportation problems and recommend improvements.
- Improve the safety of all road users by using proven effective countermeasures.
- Coordinate with key stakeholders to implement roadway safety improvements and response within Pico Rivera.
- Continually leverage existing resources to secure additional funding for safety improvements. Seek consistent funding until the vision is fulfilled.
- Ensure safety improvements are made in a manner that is fair and equitable for all Pico Rivera residents, especially disenfranchised communities.
- Serve as an informational document toward the development of a program to eliminate traffic deaths and severe injuries utilizing both sound engineering principals and a Vision Zero approach.

PROCESS

The systemic approach in preparing the LRSP involves the following steps:

- Develop plan goals and objectives
- Analyze collision data
- Meet with stakeholders/safety partners
- Determine focus areas and identify crash reduction strategies
- Prioritize countermeasures/projects
- Prepare the LRSP

COLLISION DATA

Collision data was obtained for a five-year period from 2017 to 2021 from the California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS) and the University of California at Berkeley SafeTREC's Transportation Injury Mapping Service (TIMS). For the purpose of this report the data was analyzed for a five-year period from 2017 to 2021 from TIMS' Traffic Collision Database.

COLLISION TREND

Key findings on patterns and trends:

- A total of 3,194 collisions occurred between 2017 and 2021.
- There were 19 fatalities, 62 collisions resulted in severe injuries, 242 resulted in a visible injury, 366 resulted in a complaint of pain injury, and 2,505 resulted in property damage only (PDO) collisions.
- The year 2018 had highest number of collisions with 740 collisions, and 2020 had the lowest number of collisions with 492 collisions.
- The highest number of injury collisions occurred within 250 feet of an intersection (84%).
- Rear-end and sideswipe collisions, each accounted for 29% of total collisions. 30% of broadside collisions resulted into KSI collisions.
- Improper turning accounted for 31% of all collisions, followed by unsafe speed (21%).
- Most of the KSI collisions occurred between 8:00 p.m. and 10:00 p.m.
- 64% of all collisions were motor vehicle involved with other motor vehicles followed by motor vehicle involved with a parked motor vehicle (17%), and fixed objects (9%).
- There were approximately a total of 64 bicycle and pedestrian collisions during the study period.

HIGH RISK LOCATIONS

The collision analysis was performed on all City streets. The corridors were ranked to show the top 10 high-collision intersections and top 10 high-collision roadway segments.

Key findings of identifying high-risk intersections are as follows:

- There were a total of 85 injury collisions that occurred at intersections
- 20 collisions led to KSI collisions
- The intersection of Slauson Avenue and Paramount Boulevard had the highest number of injury collisions overall (14 injury collisions)

Key findings of identifying high-risk roadway segment are as follows:

- There were a total of 369 injury collisions that occurred on roadway segments
- 48 collisions led to KSI collisions
- Rosemead Boulevard within city limits had the highest number of injury collisions with 90, followed by Whittier Boulevard with 63 injury collisions

EMPHASIS AREAS

Emphasis areas are focus areas for the LRSP that are identified through the comprehensive collision analysis of the identified high injury locations within the City of Pico Rivera. The six emphasis area identified for the City of Pico Rivera are:

1. Improve intersection safety
2. Address rear-end collisions
3. Address broadside collisions
4. Reduce unsafe speed violations
5. Address nighttime collisions
6. Reduce improper turning violations

VIABLE SAFETY PROJECTS

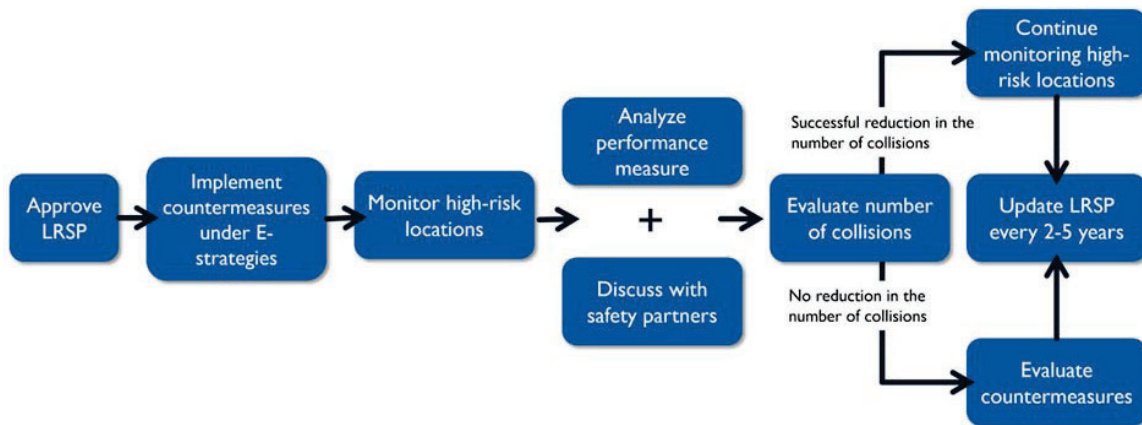
A set of six safety projects were created for the high-risk intersections and roadway segments. The federal grant funding was awarded to two of these safety projects (Project 4 and Project 6) through the HSIP program in March 2023.

- Project 1: Signalized Intersections: Install striping through intersection, Install raised median on approaches.
- Project 2: Unsignalized Intersections: Install Traffic Signals, Install Pedestrian Signal (including Pedestrian Hybrid Beacon (HAWK)), install Rectangular Rapid Flashing Beacon (RRFB).
- Project 3: Citywide Signal Timing: Improve signal timing (coordination, phases, red, yellow, or operation), Install emergency vehicle pre-emption systems.
- Project 4 (HSIP Application): Citywide Signal Upgrade: Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number. Install pedestrian countdown signal heads. Install advance stop bar before crosswalk (Bicycle Box).

- Project 5: Roadway Segments: Install dynamic/variable speed warning signs, Install delineators, reflectors and/or object markers.
- Project 6 (HSIP Application): Citywide Sign Upgrade: Install/Upgrade signs with new fluorescent sheeting (regulatory or warning).

IMPLEMENTATION AND EVALUATION

The LRSP is a guidance document that is recommended to be updated every two to five years in coordination with the safety partners. The LRSP document provides engineering, education, enforcement, and emergency medical service (EMS) related countermeasures that can be implemented throughout the City to reduce KSI collisions. It is recommended that the City of Pico Rivera implement the selected projects in high-collision locations in coordination with other projects proposed for the City’s infrastructure development in their future Capital Improvement Plans. After implementing countermeasures, the performance measures for each emphasis area should be evaluated periodically to determine effectiveness. The most important measure of success of the LRSP should be reducing KSI collisions throughout the City. If the number of KSI collisions does not decrease over time, then the emphasis areas and countermeasures should be re-evaluated.



Report Organization

CHAPTER 1 – INTRODUCTION

The Introduction describes what an LRSP is and details the study area. It also summarizes the systemic approach involved in preparing the LRSP and goal and objectives of the plan.

CHAPTER 2 – SAFETY PARTNERS AND PUBLIC OUTREACH

Involvement of safety partners is critical in the success of the LRSP. For the City of Pico Rivera, this included the City Staff, Los Angeles (LA) County Sheriff's office, LA County Fire Department, El Rancho Unified School District, City consultants (Willdan and TKM Engineering) and Pico Rivera residents. This chapter summarizes the public outreach involvement of the stakeholders in the LRSP process.

CHAPTER 3 – EXISTING PLANNING EFFORTS

This chapter summarizes City and regional planning documents and projects that are relevant to the LRSP. It ensures that the recommendations of the LRSP are in line with existing goals, objectives, policies, or projects.

CHAPTER 4 – COLLISION DATA AND ANALYSIS

This chapter summarizes the collision data analysis approach and presents preliminary as well as detailed collision analysis and findings in the study area.

CHAPTER 5 – EMPHASIS AREAS

This chapter identifies the top six emphasis areas for the City and the safety strategies for each.

CHAPTER 6 – COUNTERMEASURE IDENTIFICATION

This chapter identifies the engineering countermeasures were selected for each of the high-risk locations and for the emphasis areas. These were based off of approved countermeasures from the Caltrans Local Roadway Safety Manual (LRSM) used in HSIP grant calls for projects. The intention is to give the City potential countermeasures for each location that can be implemented either in future HSIP calls for projects, or using other funding sources, such as the City's Capital Improvement Program. Non-engineering countermeasures were also selected using the 4 E's strategies, and are included with the emphasis areas.

CHAPTER 7 – SAFETY PROJECTS

This chapter summarizes the list of viable safety projects applicable to the high-risk intersections and roadway segments, along with the cost for implementation and their benefit cost ratio.

CHAPTER 8 – IMPLEMENTATION AND EVALUATION

This chapter summarizes the process of implementation, monitoring, evaluation, and future updates.



1 | INTRODUCTION

1 INTRODUCTION

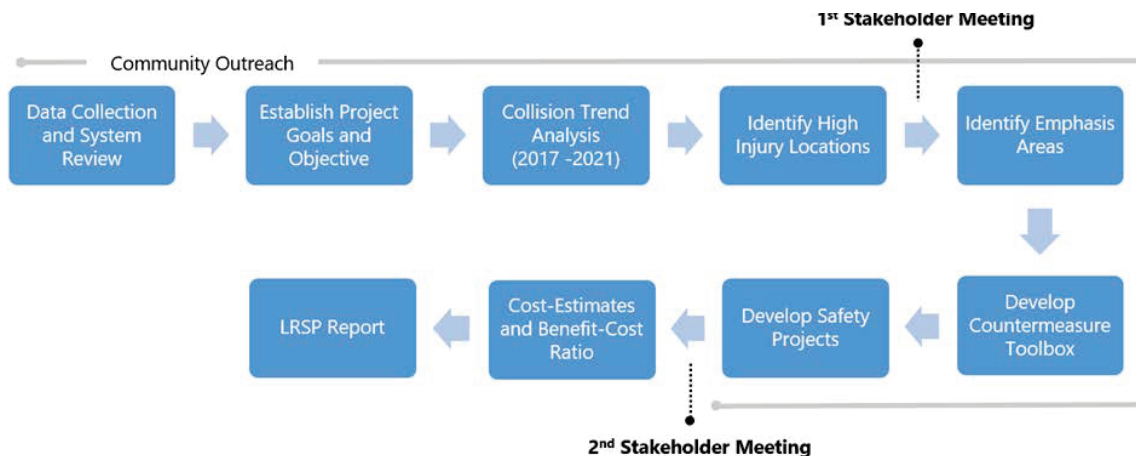
What is an LRSP?

The LRSP is a localized data-driven traffic safety plan that provides opportunities to address unique roadway safety needs and reduce the number of KSI collisions. The LRSP creates a framework to systematically identify and analyze traffic safety-related issues, and recommend safety projects and countermeasures. It facilitates the development of local agency partnerships and collaboration, resulting in the development of a prioritized list of improvements that can qualify for HSIP funding. The LRSP is a proactive approach to addressing safety needs and is viewed as a living document that can be constantly reviewed and revised to reflect evolving trends, and community needs and priorities.

PROCESS

The systemic approach in preparing the LRSP involves the following steps:

- Develop plan goals and objectives
- Analyze collision data
- Meet with stakeholders/safety partners
- Determine focus areas and identify crash reduction strategies
- Prioritize countermeasures/projects
- Prepare the LRSP



Goals and Objectives

GOAL 1: SYSTEMATICALLY IDENTIFY AND ANALYZE ACTIVE TRANSPORTATION PROBLEMS AND RECOMMEND IMPROVEMENTS

Objective 1: Use the Systemic Safety Analysis data-driven process to identify traffic collisions in Pico Rivera, (with an emphasis on KSI collisions); where, when, and how they are occurring, and implement appropriate and proven countermeasures.

Objective 2: Improve roadway planning, design, operations, and connectivity to enhance safety and mobility for all modes, and for users of all ages and abilities.

Objective 3: Implement traffic calming strategies to discourage speeding and other unsafe driving behaviors on residential streets.

Objective 4: Ensure that all recommended improvements are consistent with City of Pico Rivera goals, as well as State and Federal plans and goals (such as, but not limited to: California Strategic Highway Safety Plan, and the FHWA Local and Rural Road Safety Program).

Objective 5: Review existing City policies and recommend improvements to ensure that they meet current best practices in the realm of traffic safety.

GOAL 2: IMPROVE THE SAFETY OF ALL ROAD USERS BY USING PROVEN EFFECTIVE COUNTERMEASURES

Objective 1: Identify safety issues and locations/hot spots where bicycle and pedestrian collisions occur in Pico Rivera, and treat with appropriate and effective engineering countermeasures.

Objective 2: Provide educational programs for bicyclists, pedestrians, and motorists to inform on how to be safe in the public right-of-way; either through after-school programs, law enforcement programs, or other public/private sponsored programs.

Objective 3: Improve sidewalks, walkways, and crossings to be free of hazards and to minimize conflicts with vehicular traffic.

Objective 4: Prioritize improvements that promote Safe Routes to School (SRTS) efforts or are located near schools.

GOAL 3: COORDINATE WITH KEY STAKEHOLDERS TO IMPLEMENT ROADWAY SAFETY IMPROVEMENTS AND RESPONSE WITHIN PICO RIVERA

Objective 1: Coordinate between City Departments, LA County Sheriff and Fire Department, and EMS agencies to ensure a coordinated response to traffic safety, including:

- Implementation of safety improvements
- Public education on safely traveling in the public right-of-way, regardless of mode
- Enforcement of traffic safety laws in the public right-of-way
- Minimizing impacts to emergency response times.

Objective 2: Coordinate with local, regional, and state partners (such as LA Metropolitan Transportation Authority [Metro], LA County, or Caltrans), to identify and address traffic safety issues and ensure a coordinated response.

GOAL 4: CONTINUALLY LEVERAGE EXISTING RESOURCES TO SECURE ADDITIONAL FUNDING FOR SAFETY IMPROVEMENTS

Objective 1: Ensure the LRSP meets HSIP guidelines in order to apply for funding for identified countermeasures.

Objective 2: Provide a list of prioritized locations and improvements that guide City investments and grant funding applications.

Objective 3: Identify and prioritize specific types of countermeasures to address identified safety issues, for systemic implementation citywide.

Objective 4: Continually seek funding sources to implement engineering, education, enforcement, equity, and emergency response solutions to roadway safety issues in Pico Rivera.

GOAL 5: ENSURE THAT SAFETY IMPROVEMENTS ARE MADE IN A MANNER THAT IS FAIR AND EQUITABLE FOR ALL PICO RIVERA RESIDENTS, ESPECIALLY DISENFRANCHISED COMMUNITIES

Objective 1: Utilize public input to identify traffic issues and locations and inform prioritization based on community desires and needs.

Objective 2: Provide a forum for residents to submit traffic safety related concerns; and for City staff and officials to respond to such concerns.

Objective 3: Where feasible, implement community outreach to inform the public about upcoming safety improvements and seek input regarding viability and impacts while building trust and confidence to actively participate in such decisions.

Objective 4: Ensure the consideration of equity when selecting where to make traffic safety improvements and establish metrics by which to make equitable decisions.

Objective 5: Identify groups with a special interest in roadway safety and help build their capacity to support the city in outreach efforts, including SRTS and Safe Routes for Seniors Programs.

GOAL 6: SERVE AS AN INFORMATIONAL DOCUMENT TOWARD THE DEVELOPMENT OF A PROGRAM TO ELIMINATE TRAFFIC DEATHS AND SEVERE INJURIES UTILIZING BOTH SOUND ENGINEERING PRINCIPALS AND A VISION ZERO APPROACH

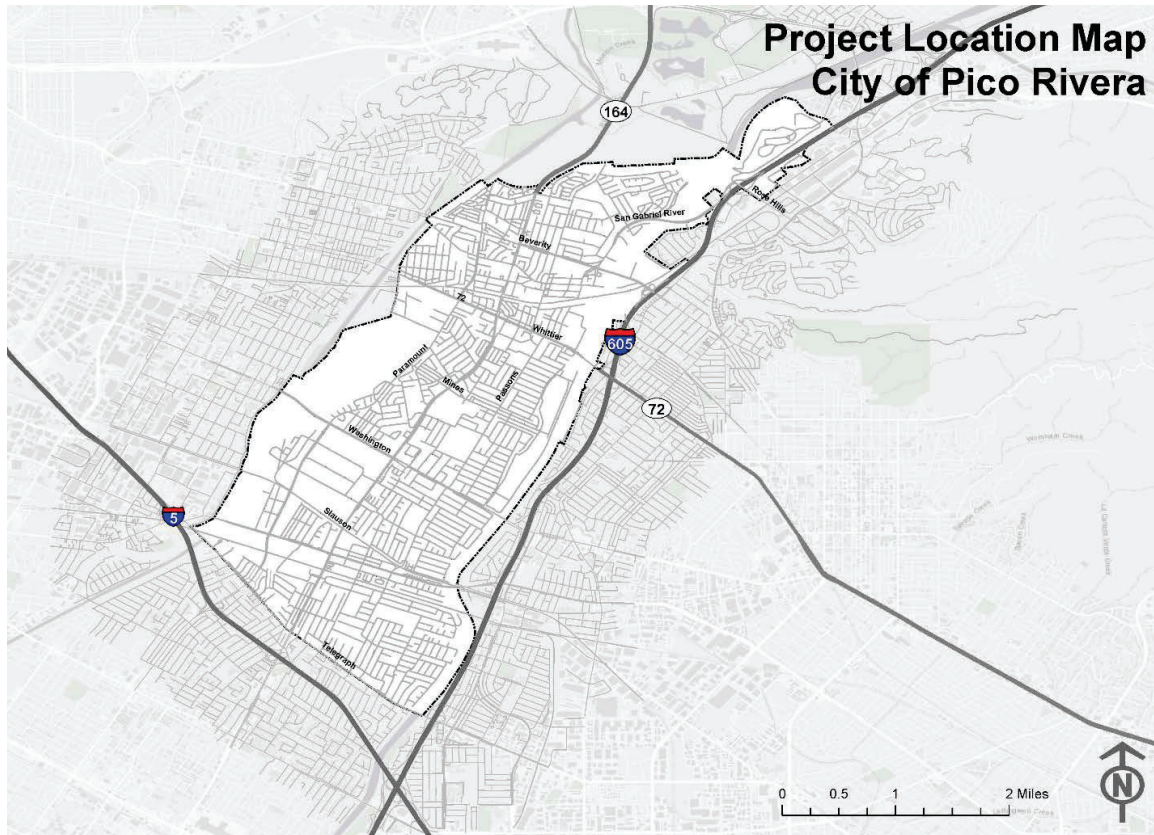
Objective 1: A program that summarizes specific changes to policies, standards, enforcement procedures, education efforts, infrastructure improvement, and other action items will assist the City towards zero fatalities and serious injuries.

Objective 2: This program could be implemented in an equitable manner, accounting for historic inequities in transportation and safety investments within Pico Rivera.

Study Area

The City of Pico Rivera, located in LA County, California, covers a total area of 8.9 square miles, of which 8.3 square miles is land and 0.6 square miles is water, including the Rio Hondo Channel and San Gabriel River. Pico Rivera is located on the eastern edge of the LA basin, and on the southern edge of the area known as the San Gabriel Valley. The City's estimated population is 62,088 (US Census 2020). Rosemead Boulevard, Paramount Boulevard, Whittier Boulevard, Slauson Avenue, Washington Boulevard, Beverly Boulevard, and Telegraph Road are main thoroughfares that connect the City with nearby cities, Interstate 605 (I-605), and Interstate 5 (I-5). The study area is mapped in **Figure 1** on the following page.

Figure 1. Study Area



According to five-year estimates from the American Community Survey (ACS) 2021¹ from the U.S. Census, 80% of Pico Rivera commuters get to work by driving alone, more than both the LA County and State rate of driving commuters. The second most common method of commuting to work in the city is carpooling at 9%. The different modes of transportation used by Pico Rivera residents to commute to work are shown in **Table 1** below.

Table 1. Pico Rivera Commute to Work Census Data

Commute to Work	Pico Rivera	LA County	California
Drive Alone	80%	63%	64%
Carpool	9%	9%	8%
Public Transportation	2%	3%	2%
Walked	1%	2%	2%
Work from Home	6%	21%	21%
Other	2%	2%	2%

Source: Data from the Census Bureau [ACS five-year estimate](https://data.census.gov/tables?q=Pico+Rivera+city,+California&t=Transportation&tid=ACSDT5Y2021.B08141) 2021

¹ <https://data.census.gov/tables?q=Pico+Rivera+city,+California&t=Transportation&tid=ACSDT5Y2021.B08141>



2 | SAFETY PARTNERS

2 SAFETY PARTNERS

Safety partners are vital to the development and implementation of an LRSP. For the City of Pico Rivera, these include City Staff, LA County Sheriff's office, LA County Fire Department, El Rancho Unified School District, City Consultants (Willdan and TKM Engineering), and Pico Rivera residents. These stakeholders attended two virtual stakeholder meetings, held on September 21, 2022 and December 6, 2022, to review project goals and findings and solicit feedback and comments.

Figure 2. Zoom Meeting from Stakeholder Meeting #1



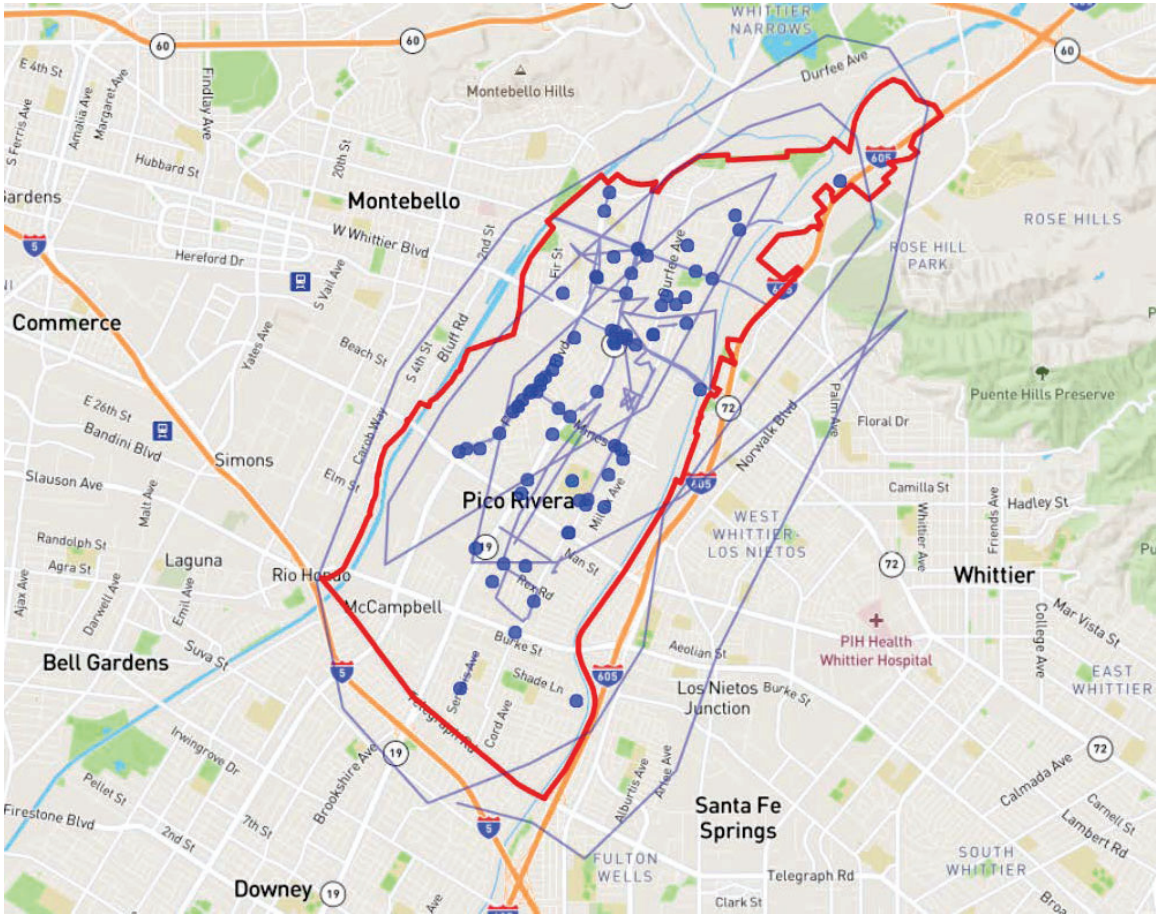
This stakeholder outreach was supplemented by a project website with an interactive platform. The interactive map was used to solicit input from City of Pico Rivera residents and stakeholders outside the confines of traditional meetings.

Figure 3. Pico Rivera LRSP Project Website



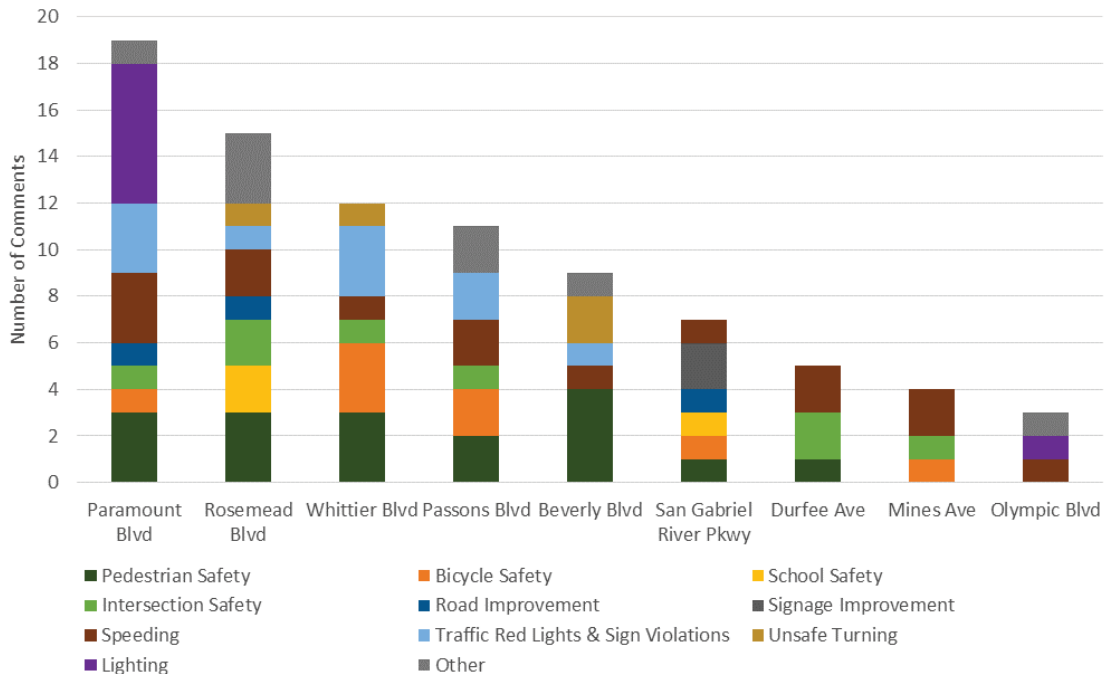
In total, 116 comments were received through the project website and interactive map platform for Pico Rivera. The most comments were received about Paramount Boulevard, Rosemead Boulevard, and Whittier Boulevard, and the most common concerns were speeding, bicycle, and pedestrian safety and traffic light and sign violations. The results of the interactive map are shown below in **Figure 4**, and summarized in **Figure 5**. In **Figure 4**, each dot and line represents a comment provided by a community member.

Figure 4. Interactive Map Comment Responses



Please note that the blue lines over the City refer to specific comments from the Community regarding the need for more safe space for bicycle riders and pedestrians.

Figure 5. Public Comments on Traffic Safety by Location



Note: Corridors with less than three comments are not listed in this summary. Categories with less than four comments are included in 'Other'. Category was chosen based on the primary issue listed in the comment. Each comment was assigned to the major road if at an intersection.

The community comments collected through Interactive map platform is included in **Appendix A**.



3

EXISTING PLANNING EFFORTS

3

EXISTING PLANNING EFFORTS

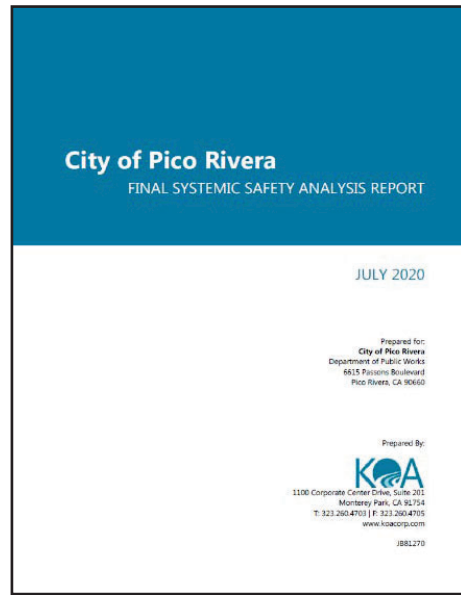
This chapter summarizes the planning documents, projects underway, and studies reviewed for the City of Pico Rivera LRSP. The purpose of this chapter is to ensure the LRSP vision, goals, and E's strategies (Education, Enforcement, Engineering, and EMS) are aligned with prior planning efforts, planned transportation projects, and non-infrastructure programs for the City. The documents reviewed are listed below:

- City of Pico Rivera Final Systemic Safety Analysis Report (2020)
- Pico Rivera General Plan | Circulation Element (2014)
- City of Pico Rivera Strategic Plan (2022-2023)
- Pico Rivera Regional Bikeway Project (2019)
- Pico Rivera Urban Greening Plan (2015)
- Pico Rivera Capital Improvement Plan | Fiscal Year (2021- 2023)
- Gateway Cities Strategic Transportation Plan (2016)
- Pico Rivera Safe Routes to School Program, 2013-2015 (2015)
- Lakewood/Rosemead Boulevard Master Plan and Complete Street Evaluation (2018)
- Washington Boulevard Transit Oriented Development Specific Plan (2019)
- Historic Whittier Boulevard Revitalization Program Specific Plan and Multimodal Plan
- Whittier Boulevard Bike Trail Connection to Pico Rivera State Historic Park (2018)
- Historic Whittier Boulevard Bike and Pedestrian Bridge (2021-2022)
- Gold Line East Side Extension Transit Oriented Development Plan (2017)
- Telegraph Road Over San Gabriel River Bridge (2021)
- Washington Boulevard Bridge Over Rio Hondo Channel (2022)
- Metro Eastside Gold Line Project (2022)
- High Speed Rail Phase II (2021)
- Citywide Parking Analysis (2019)
- LA County Long Range Transportation Plan | LRTP (2020)
- LA County Traffic Improvement Plan (2008)
- LA County Bicycle Master Plan | Final Plan (2012)
- LA County A Plan for Safer Roadways | Vision Zero (2020-2025)

The following sections include brief descriptions of these documents and how they inform the development of the LRSP. A detailed list of relevant policies and projects is listed in **Appendix B** (Summary of Planning Documents).

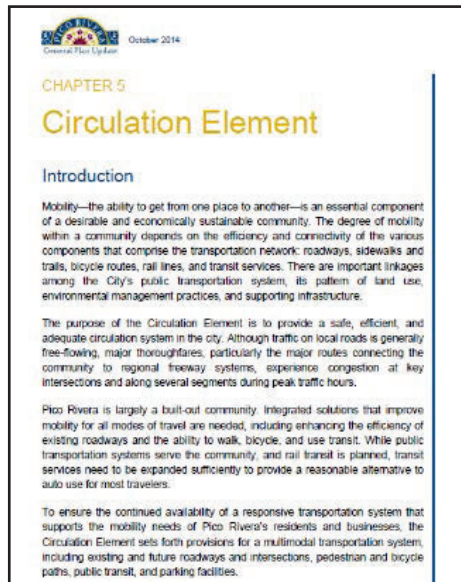
CITY OF PICO RIVERA SYSTEMIC SAFETY ANALYSIS REPORT (SSAR) (2020)

The City of Pico Rivera Systemic Safety Analysis Report (SSAR) analyzes collision data, assesses infrastructure deficiencies through an inventory of roadway system elements, and identifies roadway safety solutions on a citywide basis. The SSAR includes; crash data source and analysis techniques, crash patterns within the City, crash data analysis, field investigation, proposed safety countermeasures, safety improvement projects, collision reduction benefits, cost estimation, prioritization of safety projects, and recommended projects for HSIP Cycle 10. The SSAR focused on analysis of four principal corridors within the City: Whittier Boulevard, Passons Boulevard, Slauson Avenue, and Paramount Boulevard.



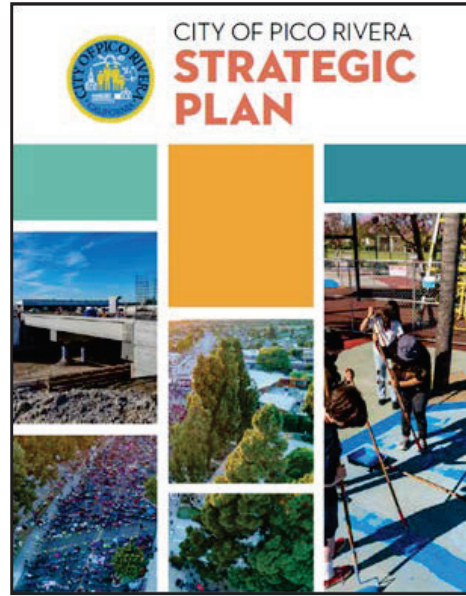
PICO RIVERA GENERAL PLAN | CIRCULATION ELEMENT (2014)

The General Plan Circulation Element identifies safe, reliable and accessible transportation needs, through policies and standards to enhance its design and maintenance of an integrated multi-modal transportation system. The element sets forth provisions for a multimodal transportation system, including existing and future roadways and intersections, pedestrian and bicycle paths, public transit, and parking facilities. An analysis of the existing transportation system is included in the element, as well as a set of policies to guide the development of Pico Rivera’s transportation system. These goals and policies inform City’s LRSP to improve roadway safety for active transportation users while encouraging users to choose walking, bicycling, and transit as a mode of transportation in Pico Rivera to reduce traffic trips and improve environmental quality.



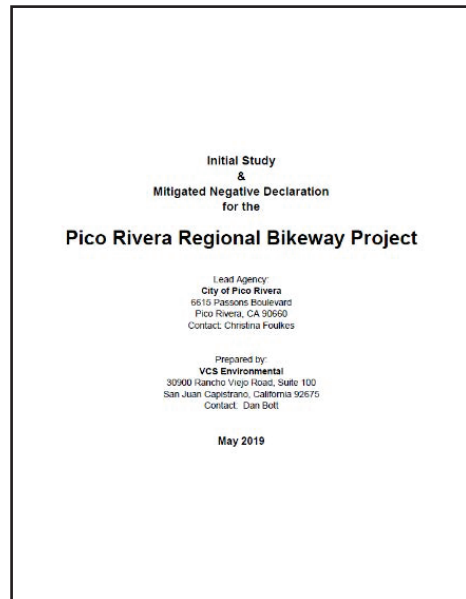
CITY OF PICO RIVERA STRATEGIC PLAN (2022-2023)

The fundamental components of the Strategic Plan is to include a mission, vision, and values statements, and concise goals, strategies, and actions. It also includes shared vision of transportation and warehousing, educational services, healthcare and social assistance. The plan includes providing city services, stewardship resources, and encouraging infrastructure improvements benefiting residents, businesses, and visitors. The plan includes data collected from the public outreach and engagement strategies in order develop the strategic plan. The improvements identified in this plan will inform the safety improvements and connectivity strategies to be recommended in the City's LRSP.



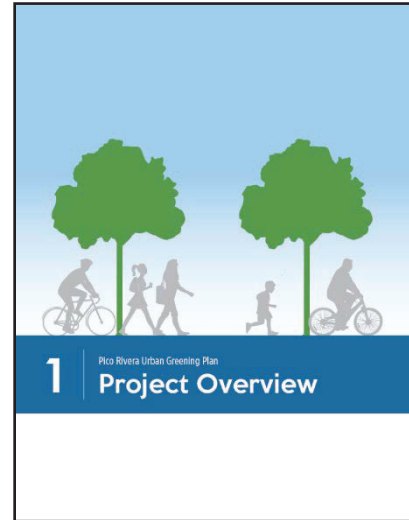
PICO RIVERA REGIONAL BIKEWAY PROJECT (2023-2024)

The Regional Bikeways Project involves the construction of a Class IV Bikeway and associated water quality and road improvements to Mines Avenue between Paramount Boulevard and the San Gabriel River. This document contains the Initial Study and Mitigated Negative Declaration for the project as required by the California Environmental Quality Act (CEQA). The project includes implementation shared road design for both pedestrian and bicycle, road upgrades using landscape planters, physical barriers, and on-street parking. The improvements identified in this plan will inform the safety improvements and strategies to be recommended in the City's LRSP for countermeasures in the area.



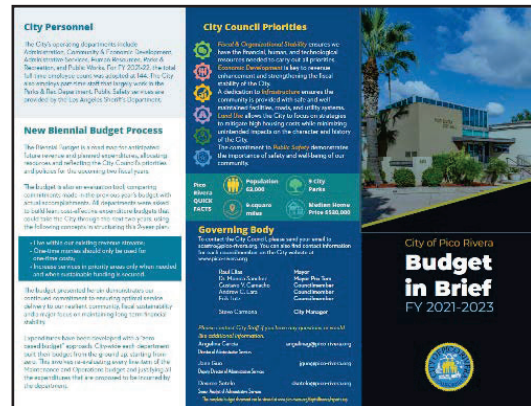
PICO RIVERA URBAN GREENING PLAN (2015)

The City of Pico Rivera's Urban Greening Plan (UGP) presents projects that provide a safe and connected bicycle network and pedestrian improvements, creates a unifying street tree canopy for more walkable and bikeable neighborhoods, and identifies prospective green spaces and hydrology improvements. The Urban Greening Plan establishes a system of green streets by incorporating walking, biking, storm water management, and street trees within Pico Rivera's streets. Additionally, the plan provides recommendations on how to successfully implement and maintain these green streets. The City has experienced the cumulative impacts of environmental, social, and economic vulnerabilities that affect quality of life and the built environment. This plan addresses many of these issues by providing a safe and connected multi-modal transportation system, unifying street tree palette, and opportunities for storm water management. The plan through policies and standards has addressed key objectives which reflect proposed improvements and pedestrian/bike management to operate and manage site pedestrian/bike requirements.



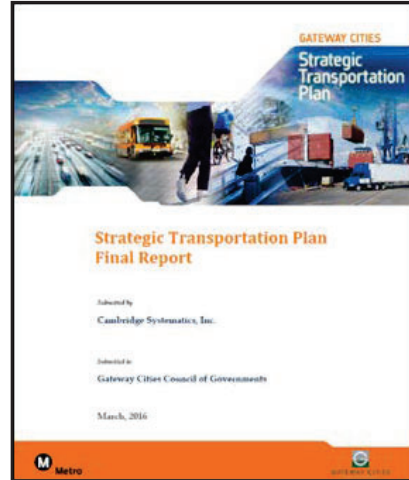
PICO RIVERA CAPITAL IMPROVEMENT PLAN (2021-2023)

The City of Pico Rivera's Capital Improvement Program (CIP) is a planning document for long-term fiscal sustainability and to support City's quality of life by providing improved design, construction and renovation of major capital projects. Over \$10 million in traffic projects are planned for FY 2021-2022. The financial plan is developed by City Staff and is adopted by the City Council as a guide for prioritization of various projects to accomplish community goals. The CIP reflects to meet annual goals and funding availability, prioritized capital projects and community needs. These improvements influence Pico Rivera's built and natural environment and help guide the trajectory of future growth or change. The improvements identified in this plan will inform the safety improvements and strategies to be recommended in the City's LRSP to ensure consistency.



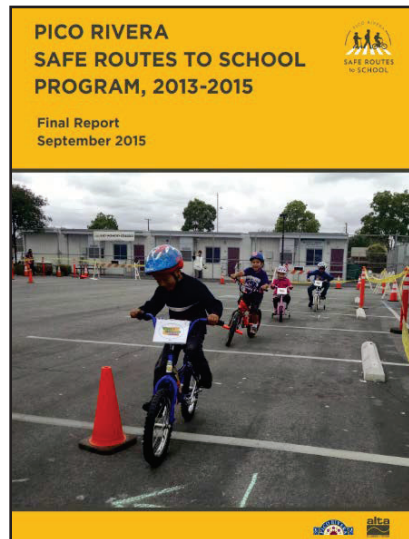
GATEWAY CITIES STRATEGIC TRANSPORTATION PLAN (2016)

The Strategic Transportation Plan (STP) includes studies to improve the complex transportation network within the Gateway Cities of LA County. The STP encompasses all modes of surface transportation in the Gateway Cities, including local and regional arterial highways, freeways, local and regional transit, park and ride lots, and active transportation. This plan uses new, state-of-the-art multimodal modeling and analysis to develop a strategic plan for sub regional travel throughout the Gateway Cities and connecting to the Southern California region. The plan has been developed a collaborative process that included significant input, review and approval of all of the jurisdictions throughout the process of developing the plan. The primary objectives of the Gateway Cities Council of Governments (GCCOG) is coordination of transportation infrastructure among its member agencies, neighboring jurisdictions and other regional agencies including the LA County Metro. The improvements identified in this plan will inform the safety improvements and strategies to be recommended in the City’s LRSP to ensure consistency.



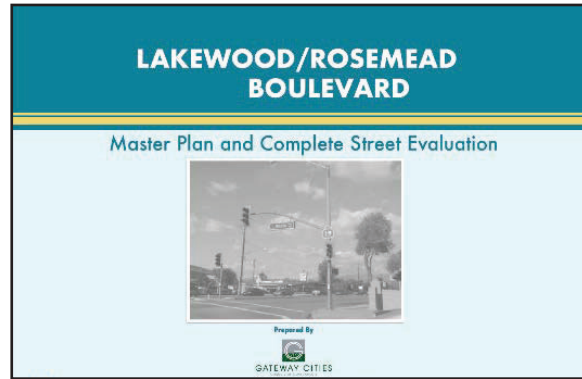
PICO RIVERA SAFE ROUTES TO SCHOOL PROGRAM, 2013-2015 (2015)

The plan includes comprehensive goals to support traveling to school by active modes, and to improve traffic safety for children who walk and bike to school. The plan talks about various strategies and recommendations to encourage active transportation amongst children to walk or bike to school. These strategies include SRTS Coordinator and Task Force and branding development, spreading awareness through websites, educational programs, encouragement programs, evaluation programs, and enforcement programs. Part of the engineering and traffic improvements, the City also focuses on expanding the bike and walkable routes system to school from nearby communities and also focuses on better connectivity throughout the city. The plan focuses of the strengths of active transportation and strategies for safer routes to school to be recommended in the City’s LRSP.



LAKWOOD/ ROSEMEAD BOULEVARD MASTER PLAN AND COMPLETE STREET EVALUATION (2018)

The plan includes comprehensive goals to support comprehensive multimodal transportation, and enhance sustainability of the communities and address regional transportation needs. The plan talks about various strategies and recommendations to improve commute to school and implement complete street plans, enhance pedestrian and bicycle plans, and improve traffic operations. These strategies will provide opportunities to revitalize the corridor through urban design, mixed use-development and improved transit, bike, and pedestrian connectivity. Implementing improvements will attract more development and commercial businesses. The plan focuses on multi-use, increases multi-modal connectivity and better transit facilities, and infrastructure to be recommended in the City’s LRSP.



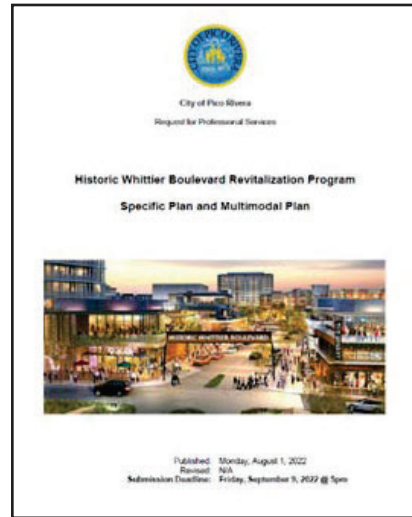
WASHINGTON BOULEVARD TRANSIT ORIENTED DEVELOPMENT SPECIFIC PLAN (2019)

The Washington Boulevard and Rosemead Transit Oriented Development (TOD) Specific Plan address revitalization and reuse of the Washington/Rosemead area of future Gold Lone extension in the City of Pico Rivera. The plan creates a framework that strategically assesses and executes an implementation plan and also provides a compact multi-modal, mixed-use, and sustainable environment for the community. The plan also establishes a vibrant, interconnected community-oriented environment that reinforces and reuses, revitalization of the community. The plan would certainly enhance pedestrian and bicycle connectivity and create better mobility options. TODs include land use planning and community development policies that maximize access to transit as a key organizing principle and acknowledge mobility as an integral part of the urban fabric. The plan also concentrates on sustainable and mixed used solutions as part this specific plan. The plan focuses on multi-use, increases multi-modal connectivity and better transit facilities, and infrastructure to be recommended in the City’s LRSP.



HISTORIC WHITTIER BOULEVAD REVITALIZATION PROGRAM SPECIFIC PLAN AND MULTIMODAL PLAN (2022)

The plan is a data driven, community-oriented standards and guidelines that will serve as blueprint for future development of the corridor, housing, and infrastructure along the corridors that spurs smart growth, mobility and economic activity while retaining the integrity and identify the needs of the community. The revitalization program would enhance multimodal and streetscape design plan, overlay and landscape median improvements of the corridors. The plan includes citywide multi-modal connectivity which will help to close the digital divide in the City and will open access network will allow for multiple service providers to use the network to offer more choice to consumers. The plan also define goals for better connectivity in the unincorporated areas in the City. The plan focuses on incorporating sustainability, resiliency, accessibility, complete streets, and multi-modal transportation to be recommended in the City's LRSP.



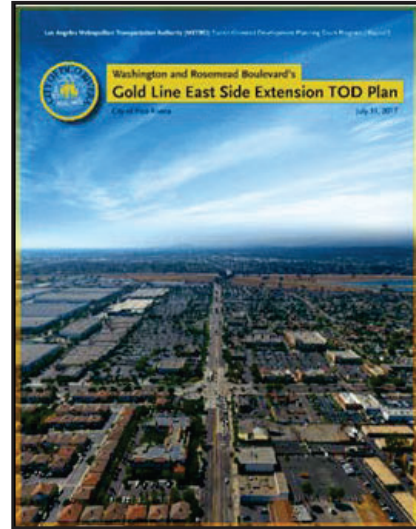
WHITTIER BOULEVAD BIKE TRAIL CONNECTION TO PIO PICO STATE HISTORIC PARK (2018)

The City proposes a project to propose Class I multi-use path, new native landscaping, artwork, wayfinding signage, and water infiltration elements. This project will provide a safe, off-street alternative to the Historic Camino Real (Whittier Boulevard) and connect the San Gabriel River bike path with the Pio Pico State Historic Park. The project proposes extended Class I regional bikeway network and promote safe, active modes of transportation as a meaningful way to reduce greenhouse gas (GHG) emissions. The project is focuses on the urban land use considering the goals and policies of the local, regional and State planning criteria. The project would improve access to the Pio Pico State Park with active transportation and improve connectivity within the city.

The project focuses on incorporating sustainability, accessibility, improved infrastructure, and active transportation to be recommended in the City's LRSP.

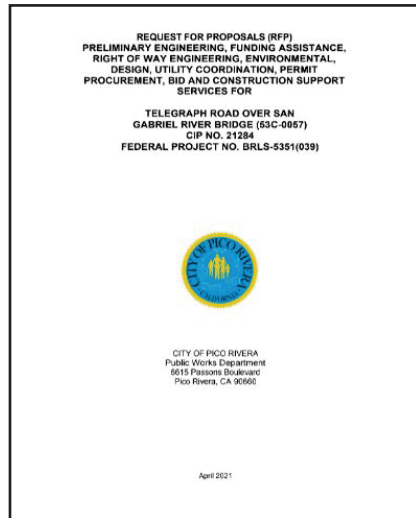
GOLD LINE EAST SIDE EXTENSION TOD PLAN (2017)

The TOD Plan supports municipalities across LA County to advance comprehensive transit-supportive planning efforts. Metro has a vested interest in planning efforts around transit stations that promote, encourage and support transit riders and the interface between public transportation and surrounding communities. Metro’s Transit Supportive Planning Toolkit (Toolkit) will be the basis for how Metro will evaluate grant applications for Metro’s Grant Program and how grant-funded planning efforts are advanced. Interested parties must demonstrate how their proposed project will advance Metro’s goals of encouraging transit supportive planning efforts and increasing transit ridership. Transit supportive places are areas where the presence of effective and predictable transit can be enhanced through appropriate patterns and types of development. This can be achieved through practices such as community-scaled density, diverse land use mix, reduced reliance upon private automobiles, and enhanced infrastructure for pedestrians, bicyclists, and people of all ages and abilities. The project focuses on incorporating sustainability, accessibility, improved infrastructure, and active transportation to be recommended in the City’s LRSP.



TELEGRAPH ROAD OVER SAN GABRIEL RIVER BRIDGE (2021)

The goal of the project is to replace the bridge utilizing the most cost effective methods and with consideration of the visual context of the bridge within the City. The proposed project work shall include, but not be limited to the replacement of the bridge, access roadways, driveways, and any necessary removal of existing facilities, detours, stage construction, bridge approaches, and any necessary utility relocations. The bridge replacement would require three stages of construction. Four lanes of traffic maintains on the existing bridge. Traffic lanes periodically closes to facilitate certain construction activities during the construction phase of the project. During the construction phases a one traffic lane will be provided on the newly constructed northerly portion of the bridge and one lane will be provided in the southern portion of the bridge. The project focuses on incorporating improved accessibility, improved infrastructure to be recommended in the City’s LRSP.



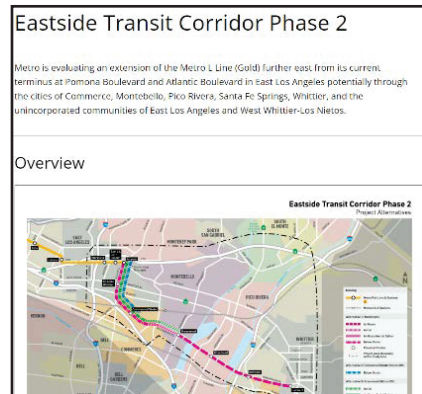
WASHINGTON BOULEVARD BRIDGE OVER RIO HONDO CHANNEL (2022)

The study of the project includes life cycle cost analysis which determines removal and replacement of the bridge. This proposal of the improvements to the bridge would improve ADT volume in the city and will have great impact of the communities and commercial centers. This proposal would refine traffic analysis to determine the number of lanes provided to each direction of traffic. The construction phases involves closure of the center if the bridge with four lanes available to each direction of traffic. The proposal also involves the closure of both the northernmost and southernmost portions of the bridge and also leaving open two lanes to each direction of traffic. It also involves the closure if center of the bridge leaving two lanes of traffic open to each direction. The study focuses on incorporating improved accessibility and infrastructure to be recommended in the City’s LRSP.



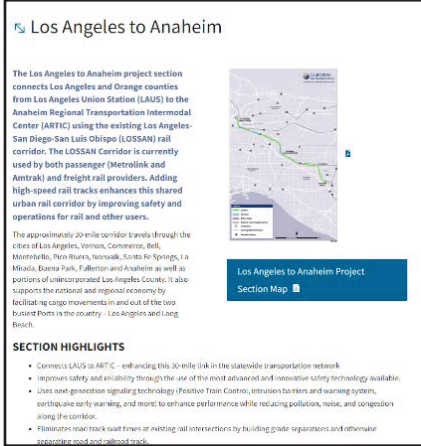
METRO EASTSIDE GOLD LINE PROJECT (2022)

The Metro is evaluating an extension of the Metro L Line (Gold) further east from its current terminus at Pomona Boulevard and Atlantic Boulevard in East Los Angeles potentially through the Cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, Whittier, and the unincorporated communities of East LA and West Whittier-Los Nietos. The purpose of the Eastside Transit Corridor Phase 2 project is to provide a transit connection to the Metro Gold Line Eastside Extension linking communities farther east of LA to the regional transit network, to improve mobility within the project study area by enhancing transit options, and to address projected growth in an environmentally responsible manner. Additional considerations supporting the need for the Eastside Transit Corridor Phase 2 project include: increased travel demand and projected land use changes; a project area that comprises more than 50% of external trip destinations to Central LA and LA Central Business District; large concentrations of population and employment presently creating mobility and accessibility challenges; and the high level of automobile congestion on local arterial and highway networks in the project area. The plan focuses on incorporating sustainability, better accessibility and connectivity to be recommended in the City’s LRSP.



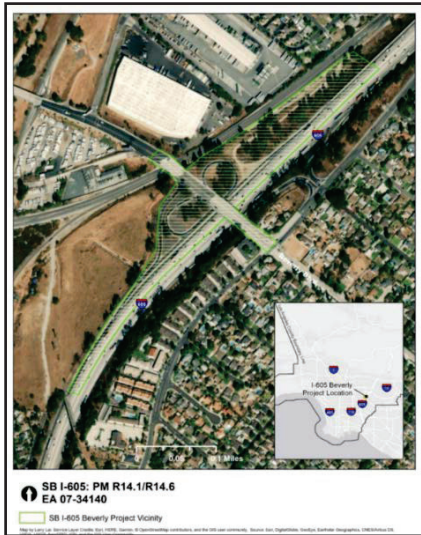
HIGH SPEED RAIL PHASE II (2021)

The approximately 30-mile corridor travels through the Cities of LA, Pico Rivera, Norwalk, Santa Fe Springs, La Mirada, Buena Park, Fullerton, and Anaheim as well as portions of unincorporated LA County. Adding high-speed rail tracks enhances this shared urban rail corridor by improving safety and operations for rail and other users. Corridor is currently used by both passenger (Metrolink and Amtrak) and freight rail providers. This proposed project would enhance this 30-mile link in the statewide transportation network. Improves safety and reliability through the use of the most advanced and innovative safety technology available. Eliminates road track wait times at existing rail intersections by building grade separations and otherwise separating road and railroad track. Reduces passenger delays caused by mixing freight and passenger services and provides the capacity for more convenient and easier to use passenger service and schedules. The plan also define goals for better connectivity in the unincorporated areas in the City. The plan focuses on incorporating accessibility and improved connectivity to be recommended in the City’s LRSP.



SB I-605 BEVERLY BOULEVARD INTERCHANGE IMPROVEMENTS (2020)

The project consists of replacing the southern bound I-605 on-ramp and off-ramp with a diamond configuration that includes a direct on-ramp and off-ramp, ramp metering and a new signal at Beverly Boulevard allowing for access to both directions of the street. The California Department of Transportation (Caltrans) in cooperation with the LA County Metro and the GCCOG proposes to improve the southern I-605 Beverly Boulevard Interchange through ramp reconfiguration, removal of the collector-distributor road, and provisions of a new signaled intersection at Beverly Boulevard to allow for eastbound and westbound movement. The plan also define goals for better connectivity in the unincorporated areas in the City. The plan focuses on incorporating sustainability, resiliency, accessibility, and multi-modal transportation to be recommended in the City’s LRSP.



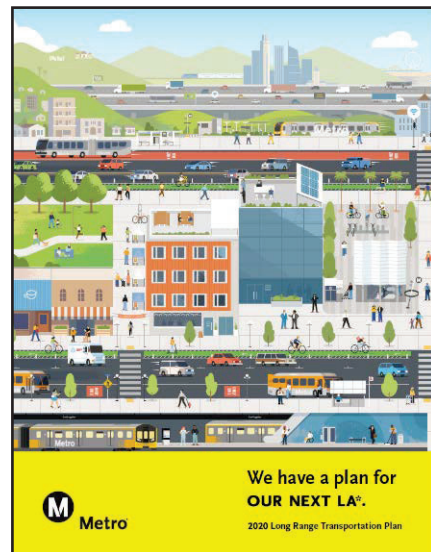
PICO RIVERS CITYWIDE PARKING ANALYSIS (2019)

The parking analysis consists of parking utilization patterns within each of the sub areas during projected peak hours for each area, based on the predominant land use, and conducted observations of parking behaviors and quantification of parking demand within those sub areas. Phase two consists of a review and recommendations of municipal code parking requirements informed by the findings and observations from Phase I. The purpose of the Phase I parking analysis is to understand current parking conditions throughout the City by studying a number of areas that represent parking conditions and various neighborhoods throughout the City. The areas selected are meant to be representative of the parking issues found in the City at large. The plan also define goals for parking analysis and reduce congestion in the City. The plan focuses on incorporating high demand parking spaces and reduce the impact of parking congestion in the City to be recommended in the City’s LRSP.



LA COUNTY LONG RANGE TRANSPORTATION PLAN (2020)

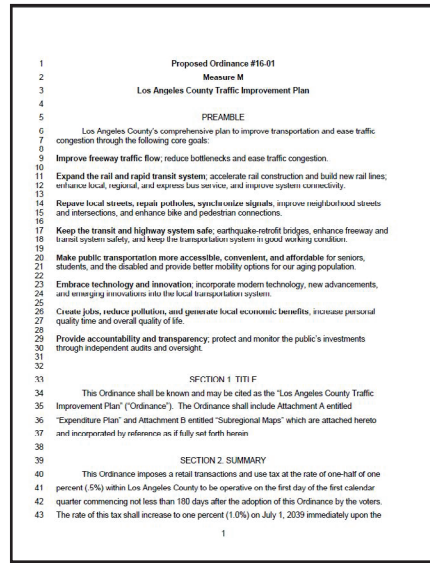
The plan outlines Metro’s visionary outcome is to double the share of transportation modes other than solo driving. The Plan lays out the future roadmap for the County to bring more transportation infrastructure and improved access to transit, resilient, and vibrant future for LA County. It focuses on better transit, less congestion, complete streets, and access to opportunities. The actions and goals guide the equity of the City to ensure affordable transportation choices for the needs and sustainability for improved streets and transportation planning.



The plan also focuses strengths of active transportation connections, community amenities and trail system within the City. The improvements identified in this plan will inform the safety improvements and strategies to be recommended in the City’s LRSP to ensure consistency.

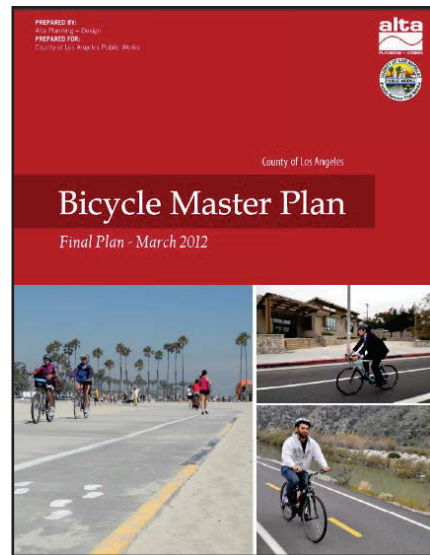
LA COUNTY TRAFFIC IMPROVEMENT PLAN (2008)

The plan includes comprehensive goals to improve transportation and ease traffic congestion through improved freeway traffic flow, expand the rail and rapid transit system, repave local streets, repair potholes, synchronize signals, keep the transit and highway system safe, make public transportation more accessible, convenient and affordable, invest in transportation infrastructure. The plan also focuses on expanding the rail/subway/bus system, and also focuses on better connectivity throughout the county. The plan focuses of the strengths of active transportation and strategies for safety improvements to be recommended in the City's LRSP.



LA COUNTY BICYCLE MASTER PLAN | FINAL PLAN (2012)

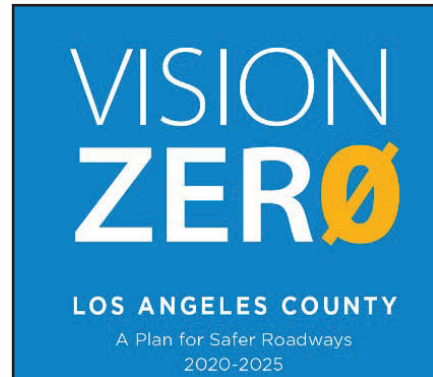
The LA County Bicycle Master Plan provides direction for improving mobility of bicyclists and encouraging more bicycle ridership within the county by expanding the existing bikeway network, connecting gaps, addressing constrained areas, providing for greater local and regional connectivity, and encouraging more residents to bike. The plan also focuses on projects that improve safety and convenience for bicycle commuters within the County. The plan explores various options for street designs and innovative bicycle lane treatments. The recommendation includes bicycle infrastructure improvements, bicycle-related programs, implementation strategies and policy, and design guidelines to incorporate additional improvements to transportation facilities in the County. The goals and policies included in the plan have helped develop and implement bicycle-friendly policies, programs, and infrastructure. The improvements identified in this plan will inform the safety improvements and strategies to be recommended in the City's LRSP.



LA COUNTY A PLAN FOR SAFER ROADWAYS | VISION ZERO (2020-2025)

The LA County Vision Zero Plan is a five-year plan focusing on achieving the goals of eliminating traffic-related fatalities on unincorporated County roadways by 2035. The plan also includes elements which will reduce severe injuries and traffic collisions in the long term. The plan identifies vision for the future objectives and actions to enhance traffic safety in collaboration with government and community partners. The plan also includes health equity, data-driven process, and transparency regulating several goals and objectives.

The plan describes potential findings for ped/bike safety and countermeasures to reduce collisions and traffic congestion. Vision Zero supports and complements and help achieve multiple County policies, plans, and actions to create healthier, sustainable, and more vibrant communities. The improvements identified in this plan will inform the safety improvements and strategies to be recommended in the City's LRSP.





4 | COLLISION DATA AND ANALYSIS

4

COLLISION DATA AND ANALYSIS

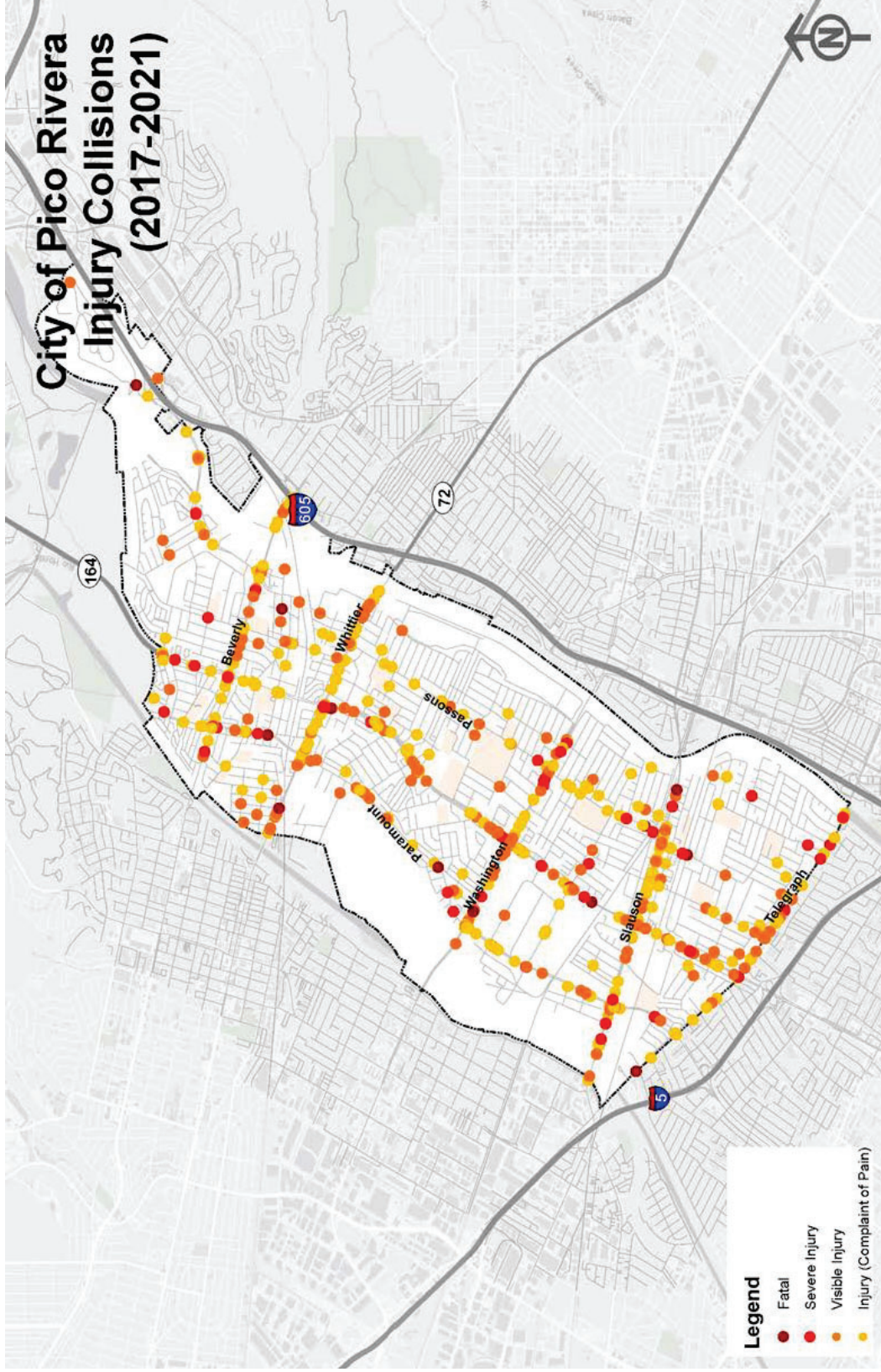
This chapter summarizes the results of the collision analysis that have occurred in the City of Pico Rivera between January 1, 2017 and December 31, 2021, as part of the LRSP. This chapter includes the following sections:

- Data Collection
- Collision Data Analysis
- Fatal and Severe Injury Collision Analysis
- Geographic Collision Analysis
- High Injury Network
- Summary

The LRSP focuses on systemically identifying and analyzing traffic safety issues and recommends appropriate safety improvements. The chapter starts with a comprehensive analysis of collisions of all severity types in the City of Pico Rivera and compares this with KSI collisions. Factors such as collision severity, type of collision, primary collision factor, lighting, weather, and time were analyzed. Following this, a more detailed analysis was conducted for KSI collisions that have occurred on the City's roadways including analyzing intersection and roadway segment collisions separately.

Figure 6 illustrates all the injury collisions that have occurred in the City of Pico Rivera from January 1, 2017 to December 31, 2021.

Figure 6. Injury Collisions in the City of Pico Rivera (2017-2021)



Data Collection

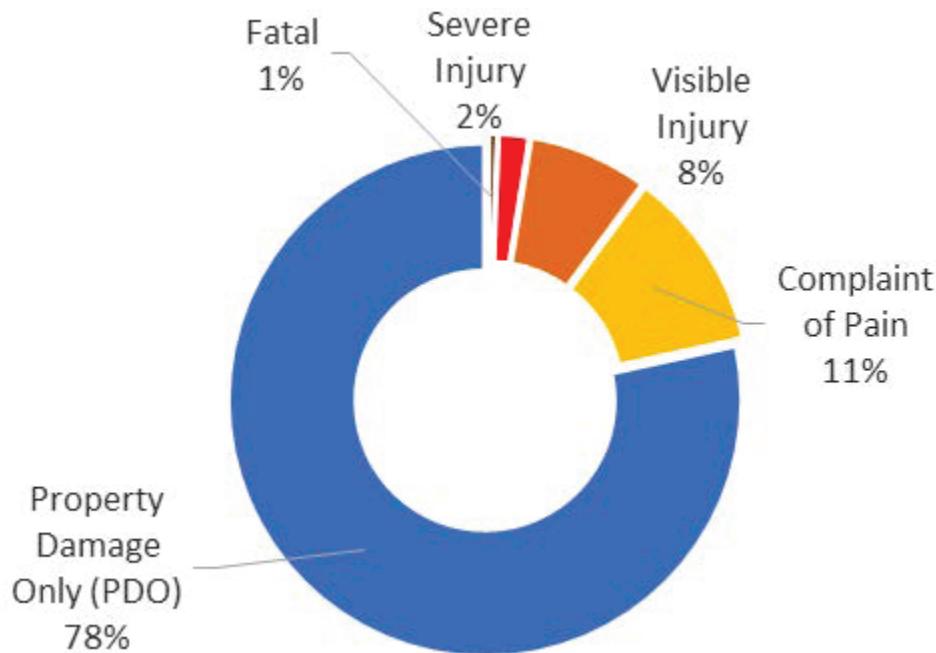
Collision data helps to understand different factors that might be leading to collisions and influencing collision patterns in a given area. For the purpose of this analysis, five-years of jurisdiction-wide collision data (2017 to 2021) was retrieved from Transportation Injury Mapping System (TIMS) and SWITRS. The collision data was analyzed and plotted in ArcMap to identify high-risk intersections and roadways segments.

Collision Analysis

COLLISION ANALYSIS BY SEVERITY

There were a total of 3,194 collisions reported on the City of Pico Rivera roads from 2017 to 2021. Out of these, 2,505 were PDO collisions (78%). 366 collisions led to a complaint of pain injury (11%), and 242 collisions (8%) led to a visible injury. There were 81 KSI (killed and severe injury) collisions, of which 62 collisions (2%) led to a severe injury and 19 collisions (1%) led to a fatality. **Figure 7** illustrates the classification of all collisions based on severity.

Figure 7. Collisions by Severity (2017-2021)



The analysis first includes a comparative evaluation between all collisions and KSI collisions, based on various factors including (but not limited to): collision trend, primary collision factor, collision type, facility type, motor vehicle involved with, weather, lighting, and time of the day. Following this, a comprehensive analysis is conducted for only KSI collisions. KSI collisions cause the most damage to those affected and to infrastructure. The aftermath of these collisions can lead to great expenses for jurisdiction administration. The LRSP process thus focuses on these collision locations to proactively identify and counter safety issues leading to these KSI collisions.

The collision data was separated by facility type, i.e. based on collisions occurring on intersections and roadway segments. For the purposes of the analysis and in accordance with HSIP guidelines, a collision was designated to have occurred at an intersection if it occurred within 250 feet of it. The reported collisions categorized by facility type and collision severity are presented in **Table 2**.

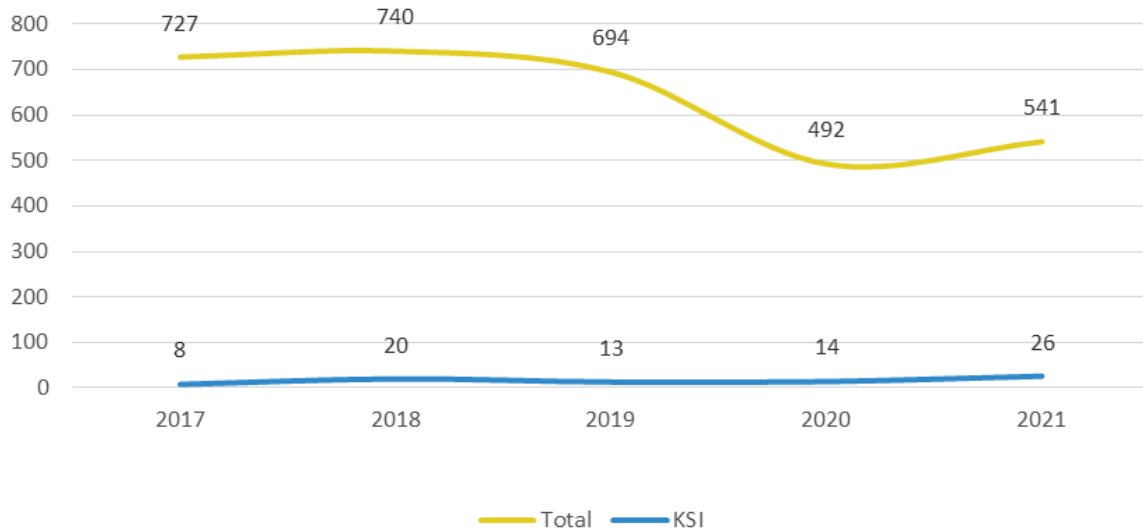
Table 2. Collision by Severity and Facility Type

Collision Severity	Roadway Segment	Intersection	Total
Fatal	4	15	19
Severe Injury	16	46	62
Visible Injury	47	195	242
Complaint of Pain	59	307	366
Property Damage Only	370	2,135	2,505
Total	496	2,698	3,194

YEARLY COLLISION TREND

The number of reported total collisions observed a steady trend between 2017 and 2019, decreased significant during 2020 and increased again in 2021. The year with the highest number of total collisions was 2018 (740 collisions), while the year with the lowest number of total collisions was 2020 (492 collisions). A total of 81 KSI collisions occurred in the City of Pico Rivera during the study period, it was observed that KSI collisions percentage was higher during the pandemic years (2020 and 2021). Overall, this shows that during the pandemic the total number of collisions were lower but the severity of collisions higher than normal, which could be lesser number of vehicles within the system. The least number of KSI collisions occurred in 2017 (eight collisions), while the most occurred in 2021 (26 collisions). **Figure 8** illustrates the five-year collision trend for all collisions, and KSI collisions.

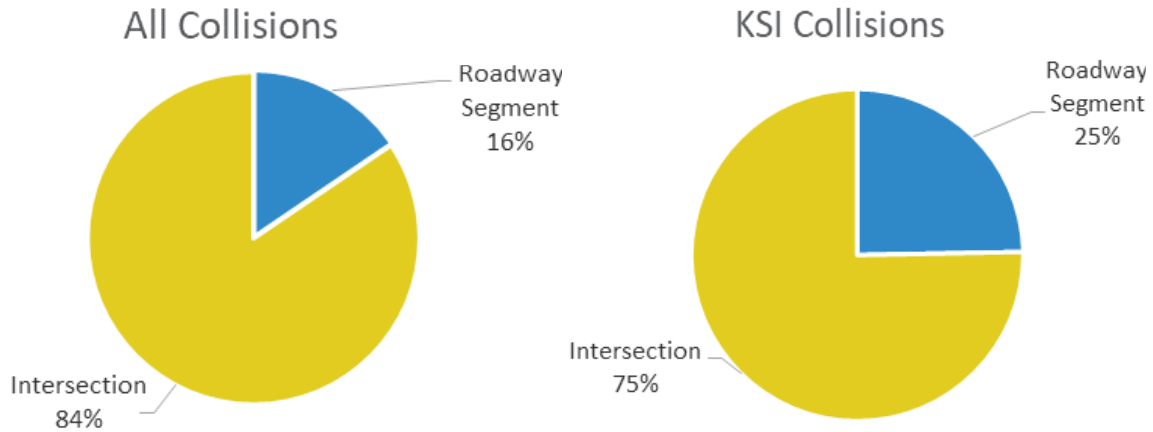
Figure 8. Five-Year Collision Trend



ROADWAY SEGMENT VS INTERSECTION

When evaluating the locations of collisions, most collisions occurred at intersections and not along roadway segments. In the City of Pico Rivera, 84% of all collisions (2,698 collisions) occurred at intersections whereas 16% (496 collisions) occurred on roadway segments. The proportion of roadway segment collisions is slightly higher (25%) when looking only at KSI collisions. This classification by facility type is illustrated in **Figure 9**.

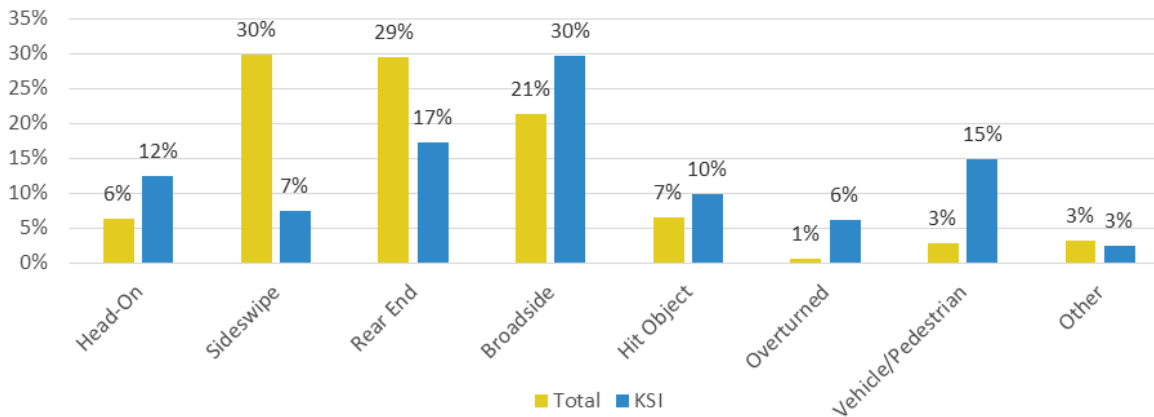
Figure 9. Roadway Segment vs. Intersection: All Collisions vs. KSI Collisions



COLLISION TYPE

For all collisions, the most commonly occurring collision types were sideswipe collisions (30%) and rear end collisions (29%). The collision types for KSI collisions follow a different pattern, where the most commonly occurring collision type was broadside collisions (30%), rear end collisions (17%) and vehicle/pedestrian (15%). **Figure 10** illustrates the collision type for all collisions as well as KSI collisions.

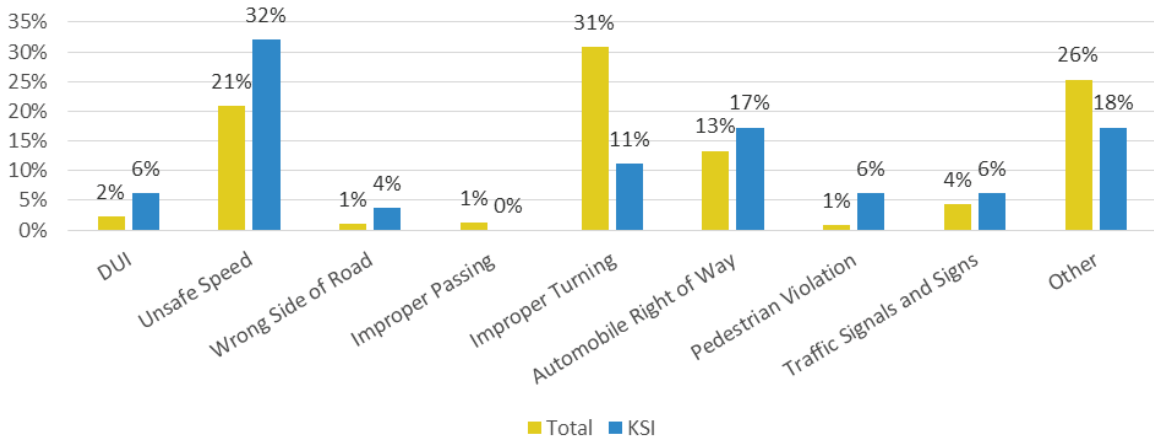
Figure 10. Collision Type - All Collisions vs KSI Collisions



PRIMARY VIOLATION CATEGORY

For all collisions, the top three primary violation categories were observed to be improper turning (31%), unsafe speed (21%), and automobile right of way (13%). The top two primary violation categories for KSI collisions were unsafe speed (32%), and automobile right-of-way (17%). **Figure 11** illustrates the violation category for all collisions and KSI collisions.

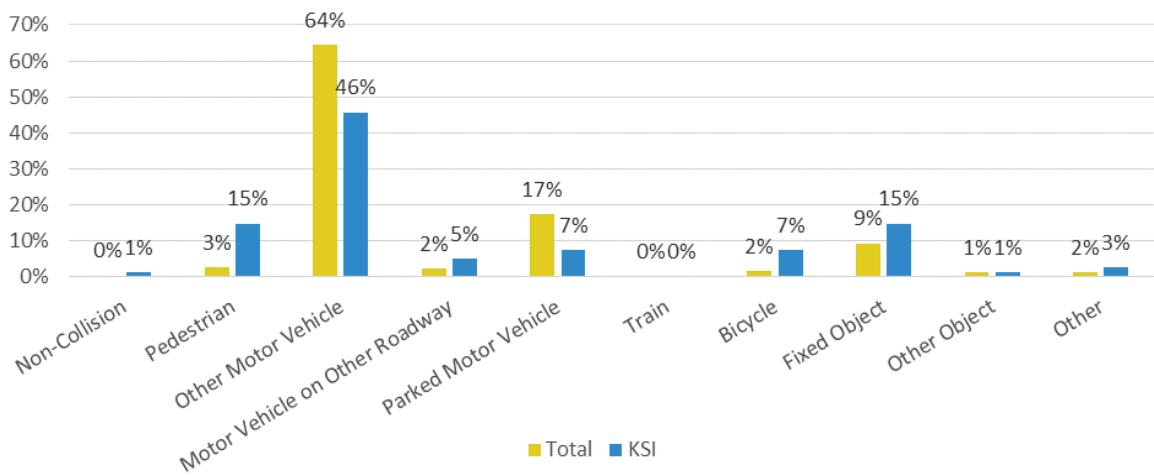
Figure 11. Primary Violation Categories: All Collisions vs KSI



MOTOR VEHICLE INVOLVEMENT

For all collisions, 64% of the collisions occurred by motor vehicles colliding with other vehicles. This was followed by motor vehicles involved with parked motor vehicle (17%) and fixed object (9%). For KSI collisions, 46% involved other motor vehicle, 15% of the collisions involved a fixed object and 15% involved pedestrian. **Figure 12** illustrates the motor vehicle involvement with different vehicle or mode type for all collisions as well as KSI collisions.

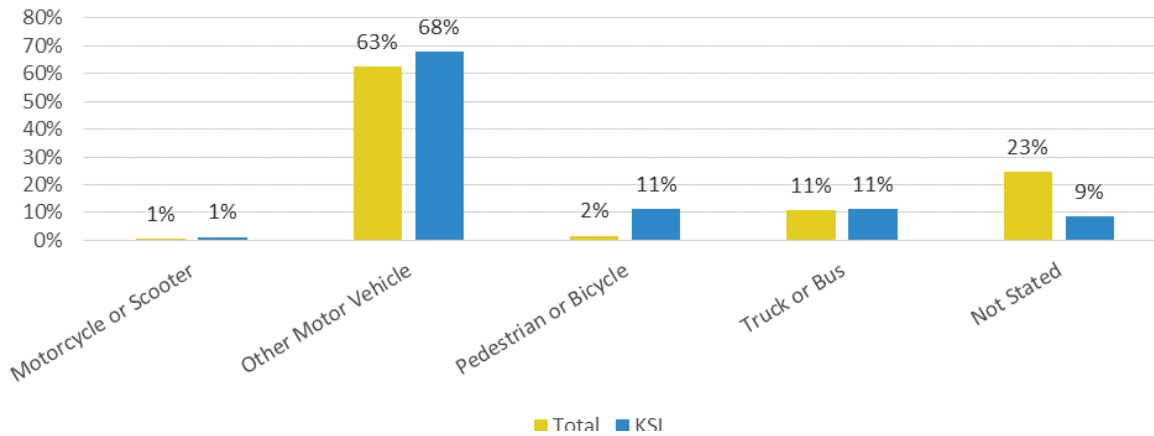
Figure 12. Motor Vehicle Involved With: All Collisions vs KSI Collisions



TRANSPORTATION MODES

The modes category provides a more detailed breakdown of the vehicle type at fault in the collision. For all collisions, the majority were caused by motor vehicles (63%). Collisions caused by motor vehicles (68%) also makes up the majority of KSI collisions, but pedestrian or bicycle caused collisions and truck or bus were both the same percentage (11%). **Figure 13** illustrates the percentage for all collisions as well as KSI collisions by mode.

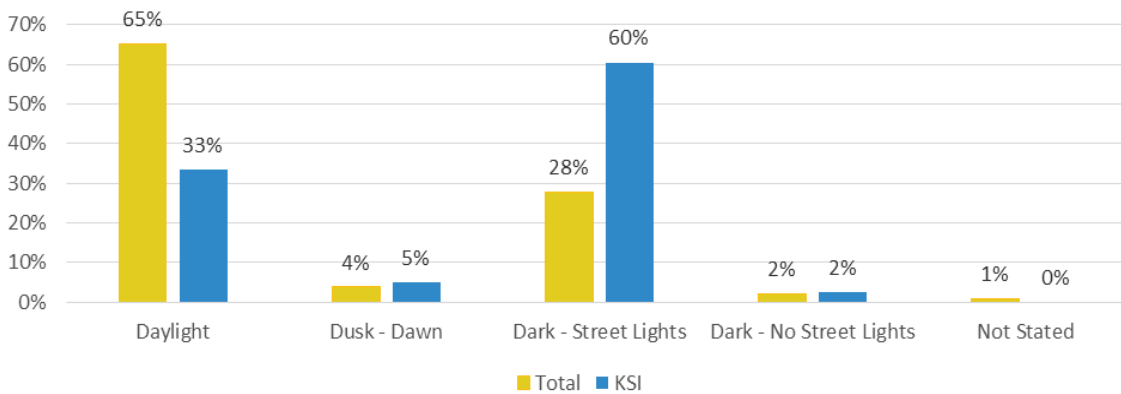
Figure 13. Transportation Modes: All Collisions vs KSI Collisions



LIGHTING

For all collisions, 65% of collisions occurred in daylight, while 28% of collisions occurred in the dark on streets with streetlights. For KSI collisions, a higher percentage of crashes occurred in nighttime conditions, with 33% of collisions having occurred in daylight and 60% of collisions occurred in the dark on streets with street lights. **Figure 14** illustrates the lighting condition for all collisions and KSI collisions.

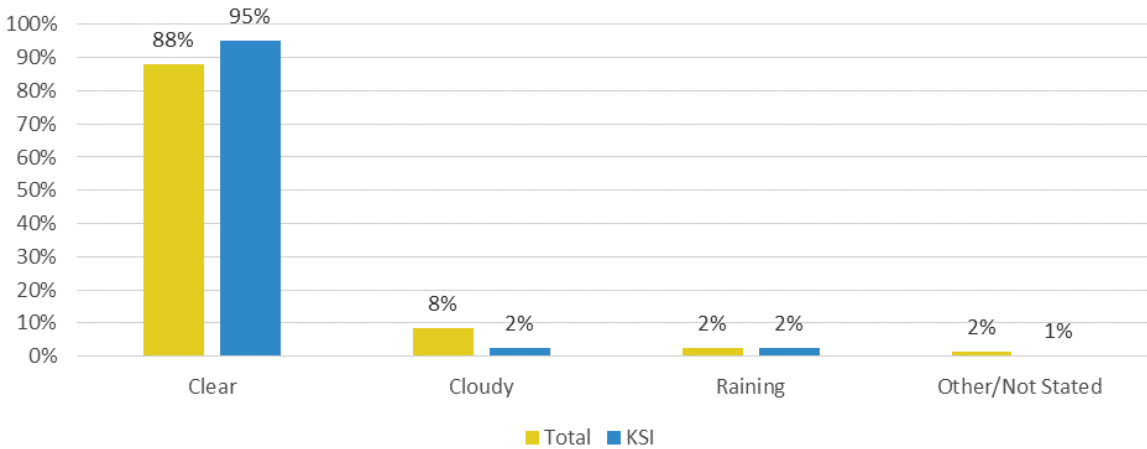
Figure 14. Lighting Conditions: All Collisions vs KSI Collisions



WEATHER

For all collisions, the vast majority occurred during clear weather conditions (88%). For KSI collisions similar trends have been observed, with 95% of the collisions having occurred during clear weather conditions. **Figure 15** illustrates the percent distribution of weather conditions during occurrence of collisions of all severity as well as KSI collisions.

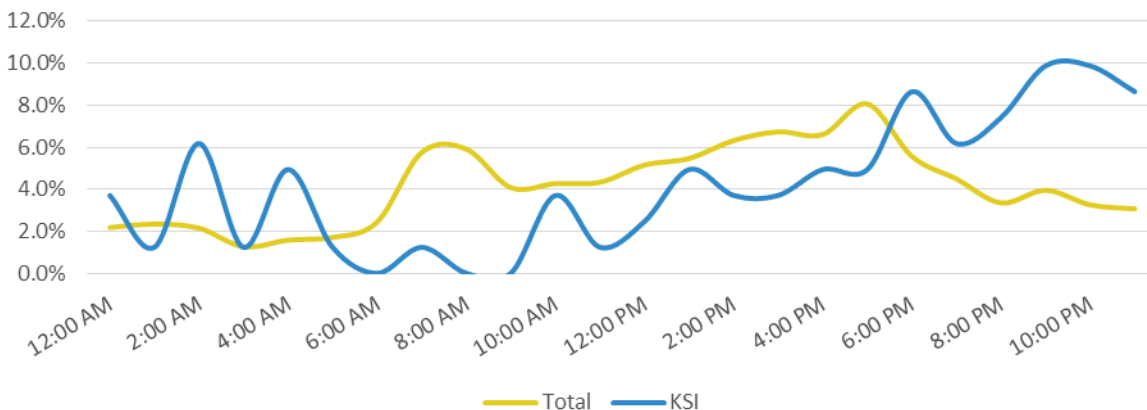
Figure 15. Weather Conditions: All Collisions vs KSI Collisions



TIME OF THE DAY

For all collisions, the time period with the most number of collisions was between 5:00 p.m. to 6:00 p.m. (8%), while the time period with the fewest number of collisions was between 3:00 a.m. to 4:00 a.m. (1%). For all KSI collisions, the maximum number of collisions occurred between 9:00 p.m. to 11:00 p.m., and while the time period with the fewest number of collisions was between 8:00 a.m. to 10:00 a.m. **Figure 16** illustrates the percentage of collisions occurring during each hour of the day for all collisions as well as KSI collisions.

Figure 16. Time of the Day: All Collisions vs KSI



Killed and Severe Injury Collisions

This section describes a detailed collision analysis performed for KSI collisions occurring at roadway segments and intersections in the City of Pico Rivera. Of the total 81 KSI collisions that occurred during the study period, 20 collisions (25%) occurred on roadway segments and 61 collisions (75%) occurred at intersections. This distribution is illustrated in **Figure 17** below.

Figure 17. Intersection vs. Roadway Segment Collisions – KSI Collisions

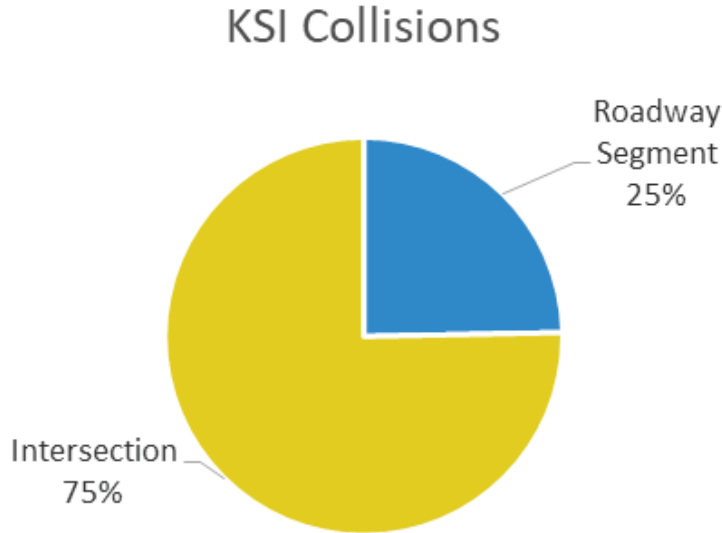
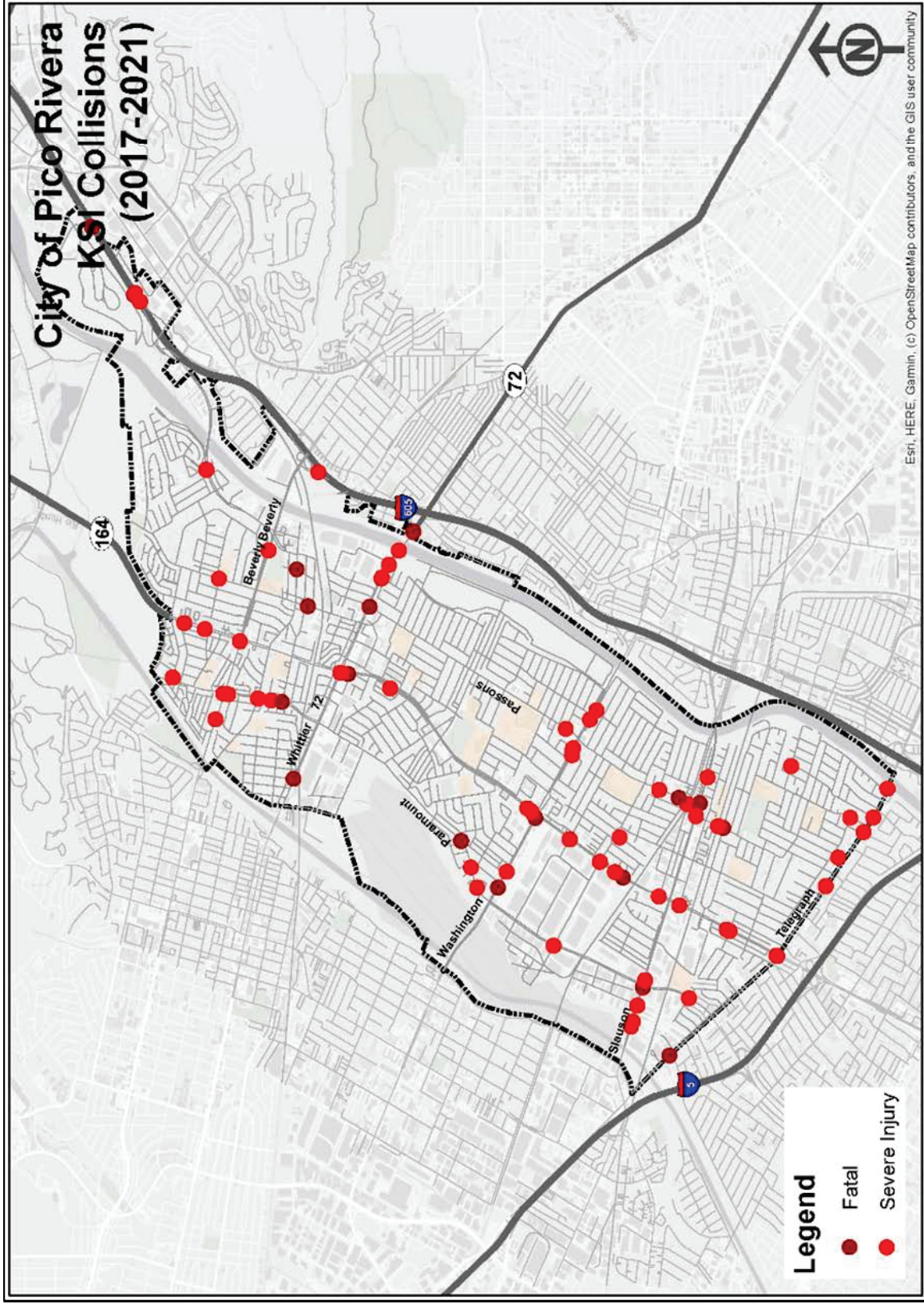


Figure 18 maps the KSI collisions that occurred the City of Pico Rivera during the study period.

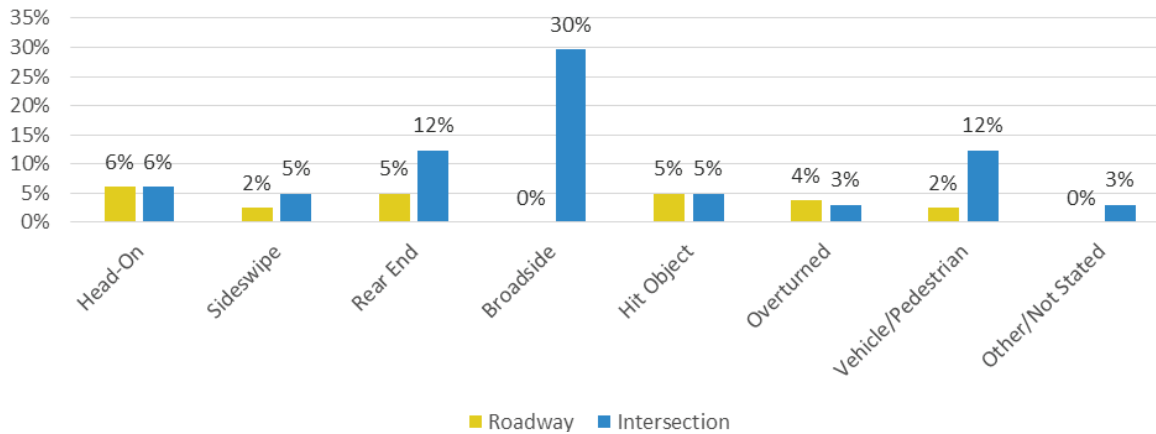
Figure 18. KSI Collisions (2017-2021)



COLLISION TYPE

The most common KSI collision types were broadside (30%) and rear end collisions (17%). These collisions were most likely to occur at intersections, along with vehicle/pedestrian collisions (14%). **Figure 19** shows KSI collisions by locations as well as the collision type.

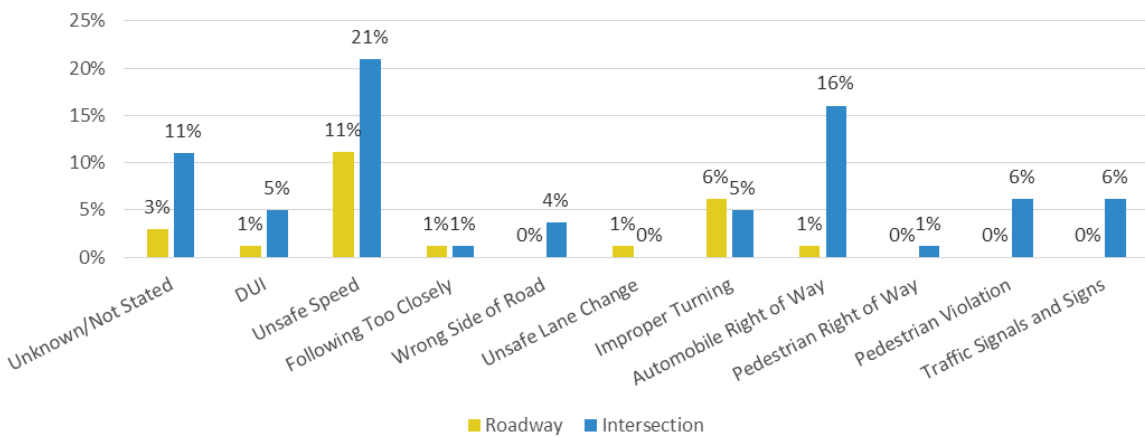
Figure 19. KSI Collision Type



PRIMARY VIOLATION CATEGORY

The most common primary violation types among KSI collisions were unsafe speed (32%), automobile right of way (17%) and improper turning (11%). These KSI collisions majorly occurred at intersections. Unsafe speed was the most common violation category along intersections, as well as at roadway segments. **Figure 20** shows fatal and severe injury collisions as well as the location type and violation category.

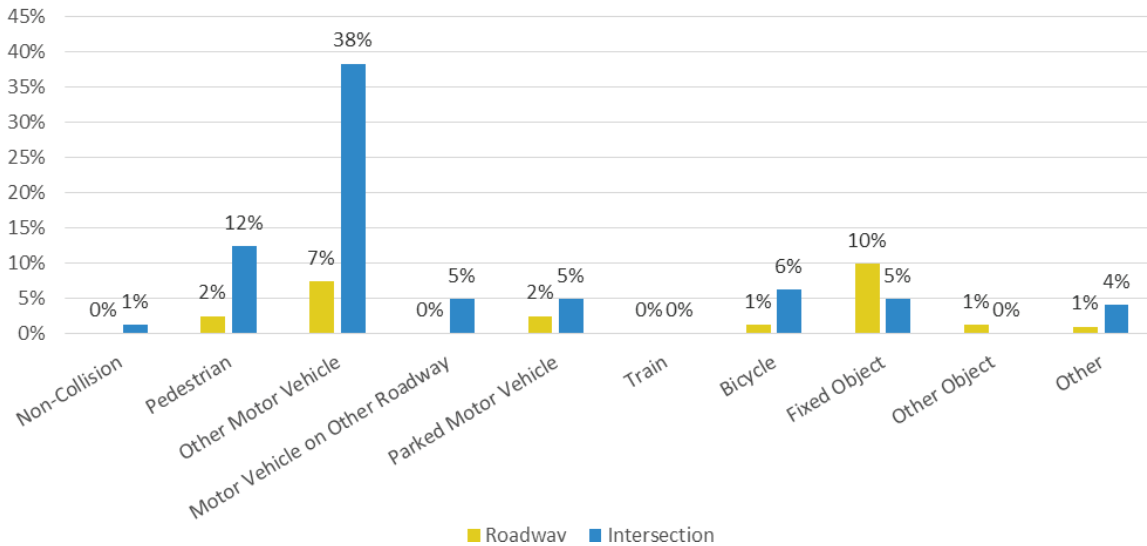
Figure 20. KSI Collisions: Violation Category



MOTOR VEHICLE INVOLVED WITH

KSI collisions involving another vehicle (46% of all KSI collisions) was the most common type majorly occurring at intersections. Another most common collisions were collision with pedestrian (14%) and fixed objects (15%). **Figure 21** shows KSI collisions locations as well as the collision type.

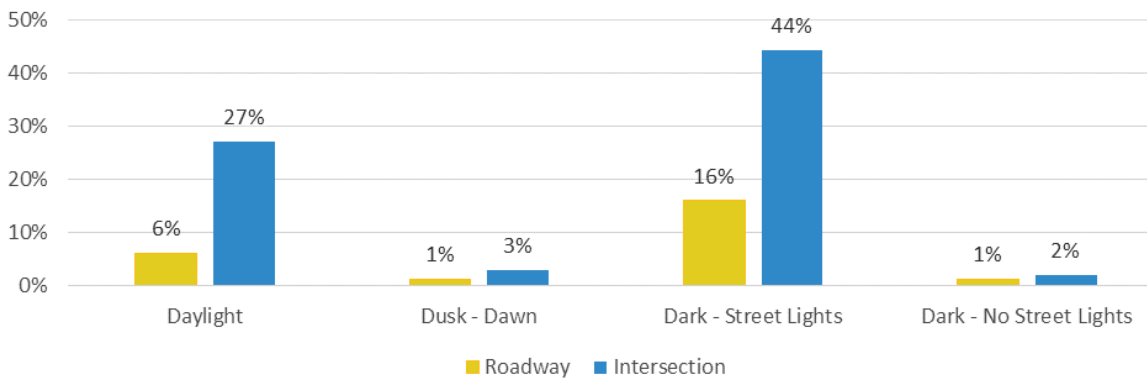
Figure 21. KSI Collisions: Motor Vehicle Involved With



LIGHTING CONDITIONS

Most KSI collisions occurred in the dark with street lights (60%). The second most common lighting for KSI collisions was collisions that occurred at intersections in daylight (27%). **Figure 22** shows KSI collisions locations as well as lighting conditions.

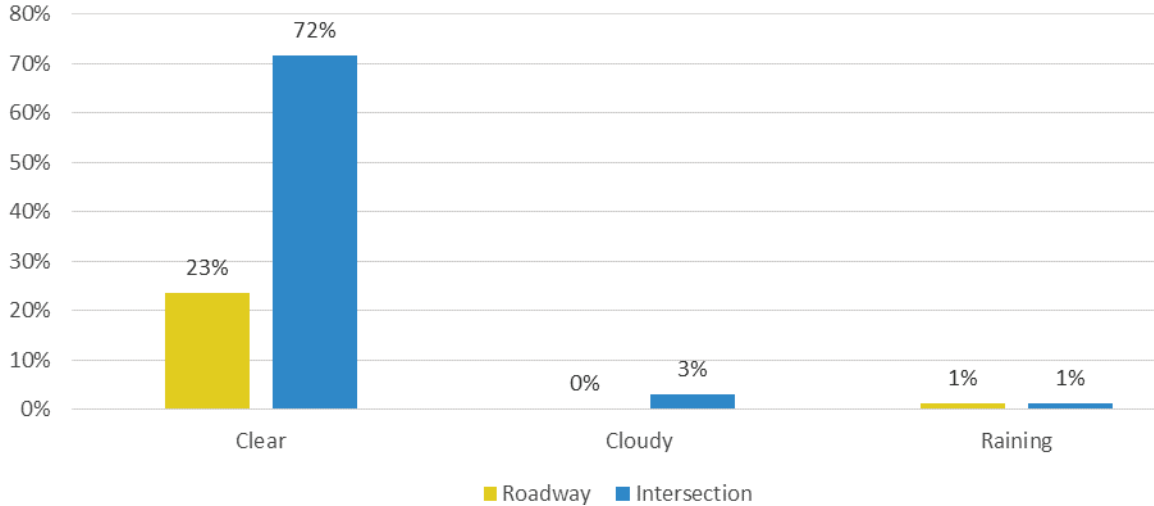
Figure 22. KSI Collisions: Lighting Conditions



WEATHER CONDITIONS

The majority of KSI collisions occurred during clear weather primarily at intersections (72%). **Figure 23** shows KSI collisions locations as well as weather conditions.

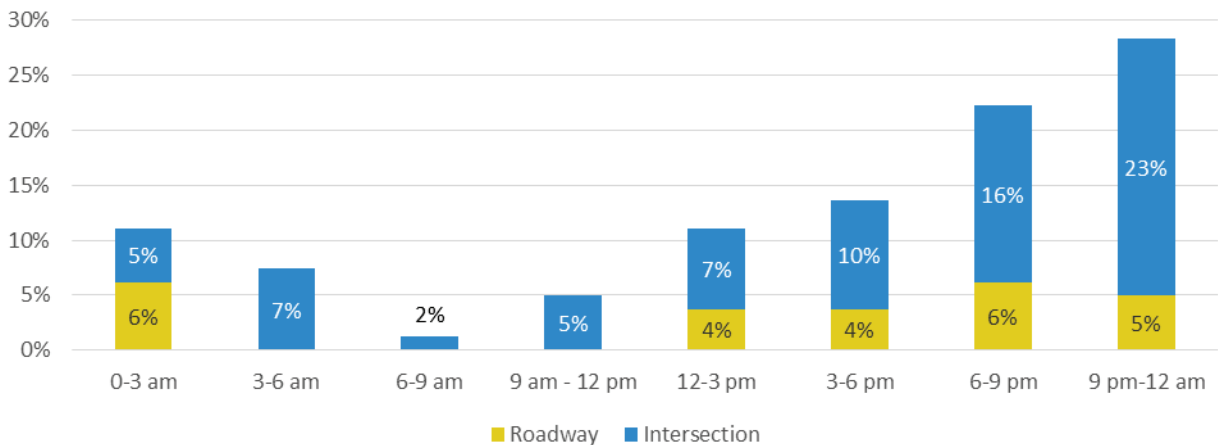
Figure 23. KSI Collisions: Weather Conditions



TIME OF THE DAY

The time duration with the most KSI collisions was during 9:00 p.m. to 12:00 a.m. These primarily occurred at intersections, though the most number of roadway segment KSI collisions also occurred between 12:00 a.m. and 3:00 a.m. and 6:00 p.m. and 9:00 p.m. **Figure 24** shows KSI collisions by location type and time of day.

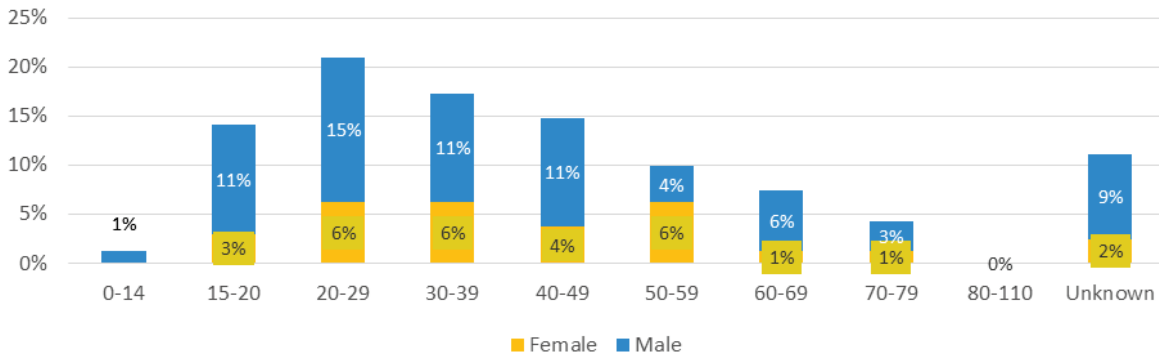
Figure 24. KSI Collisions: Time of Day



GENDER VS AGE

For KSI collisions, the gender of the party at fault was split between female and male. Parties at fault from the age group of 20-29 years accounts for the largest percentage (21%) of all KSI collisions. Parties at fault under 40 years of age accounts for slightly more than half (54%) of all KSI collisions. **Figure 25** illustrates the gender and age of the party at fault for KSI collisions.

Figure 25. KSI Collisions by Gender and Age



Geographic Collision Analysis

This section describes a detailed geographic collision analysis performed for injury collisions occurring on roadway segments and at intersections in the City of Pico Rivera. Although previous charts use total (including fatal, injury and PDO) collisions and KSI collisions, the below analysis uses only KSI collisions to identify five main collision factors that highlight the top collision trends in the City of Pico Rivera. These five collision factors were identified to be broadside collisions, unsafe speed violations, nighttime collisions, rear end collisions, and improper turning violations.

BROADSIDE COLLISIONS

Broadside collisions represented the highest proportion of all injury collisions (29%), and similar trend for KSI collisions (30%). **Figure 26** shows the distribution of broadside collisions throughout the City of Pico Rivera between 2017 and 2021. The intersections of Paramount Boulevard/Whittier Boulevard and Passons Boulevard and Slauson Avenue have a higher concentration of broadside collisions.

UNSAFE SPEED VIOLATIONS

28% of all injury collisions in Pico Rivera were caused by unsafe speed. However, 32% of all KSI collisions were due to unsafe speed violation.

Figure 27 shows the distribution of unsafe speed collisions throughout the City of Pico Rivera between 2017 and 2021. Paramount Boulevard, Whittier Boulevard, Slauson Avenue and Telegraph Road have a higher concentration of unsafe speed collisions.

NIGHTTIME COLLISIONS

Collisions occurring at night represented 36% of all injury collisions, but rose significantly to 67% for KSI only collisions, indicating that lighting may be a factor in KSI collisions. **Figure 28** shows the distribution of nighttime collisions throughout the City of Pico Rivera between 2017 and 2021. Beverly Boulevard, Paramount Boulevard, Rosemead Boulevard and Whittier Boulevard have a higher concentration of nighttime collisions.

REAR END COLLISIONS

Rear end collisions caused 29% of all injury collisions, and 17% when considering only KSI collisions. **Figure 29** shows the distribution of rear end collisions throughout the City of Pico Rivera between 2017 and 2021. Telegraph Road, Slauson Avenue, Washington Boulevard, and Whittier Boulevard have a higher concentration of rear end collisions.

IMPROPER TURNING VIOLATIONS

Improper turning violations accounted for 19% of all injury collisions, and nearly similar trend of 11% was observed when considering only KSI collisions. **Figure 30** shows the distribution of injury collisions due to improper turning throughout the City of Pico Rivera between 2017 and 2021.

The following figures detail concentrations of each of the above five collision factors on roadways throughout Pico Rivera. All injury collisions, whether they occurred at an intersection or roadway segment, are considered in these maps (for example, roads where a particular collision factor is more concentrated may have collisions that occurred at an intersection within the segment, or along the segment itself away from an intersection). Note that below maps were created using all injury collisions and does not include PDO collisions.

Figure 26. Broadside Collisions (2017-2021)

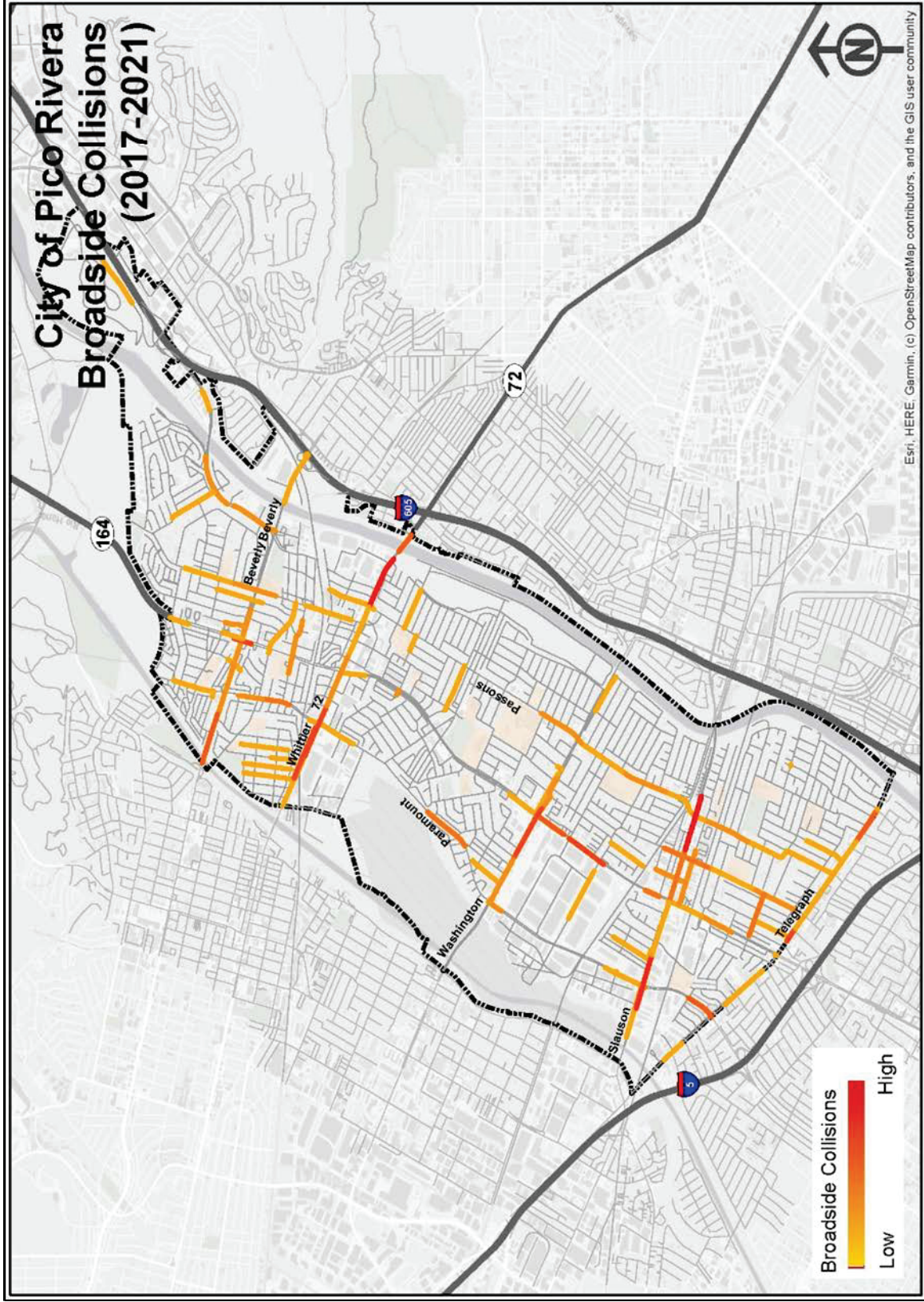


Figure 27. Unsafe Speed Violations (2017-2021)

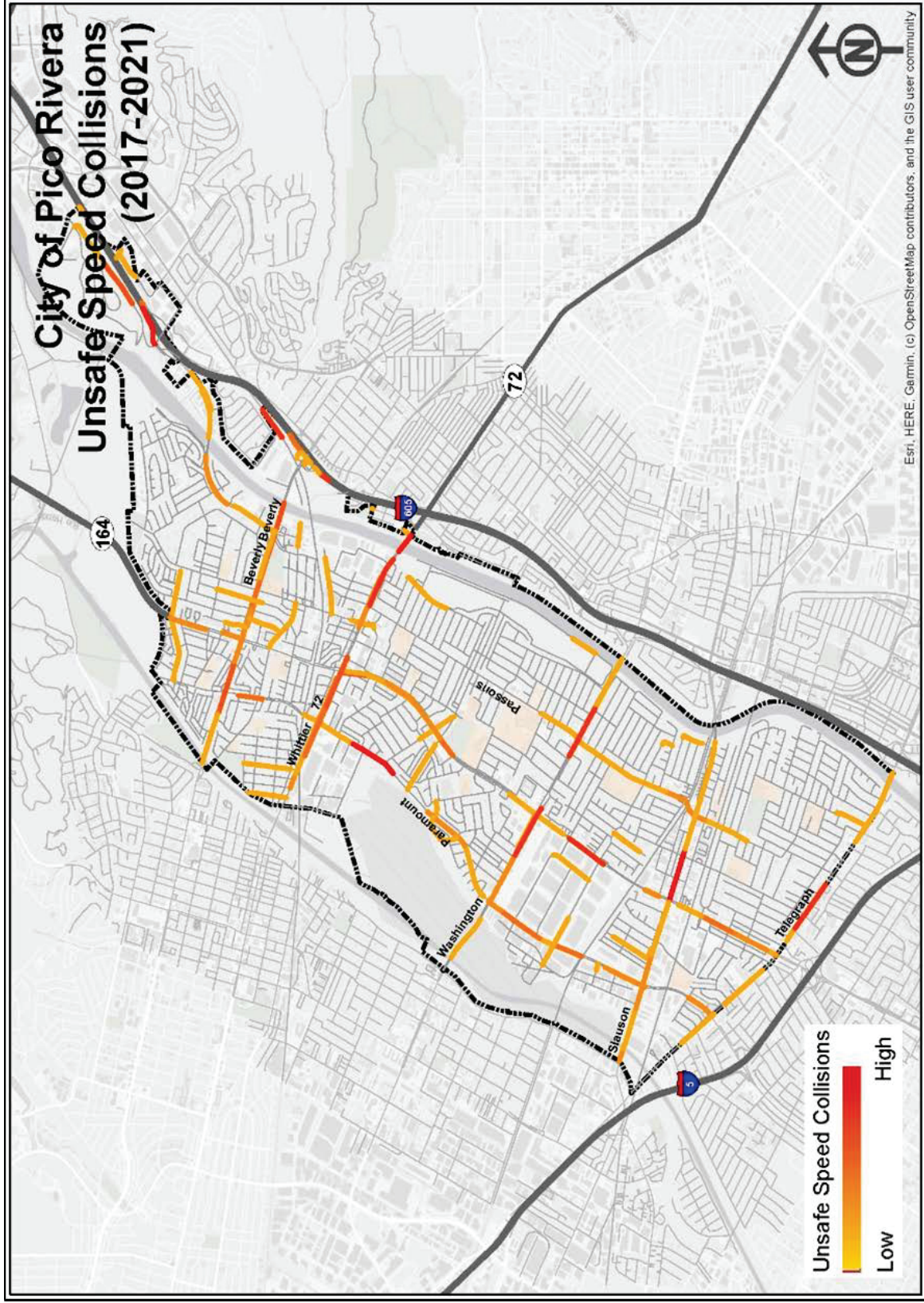


Figure 28. Nighttime Collisions (2017-2021)

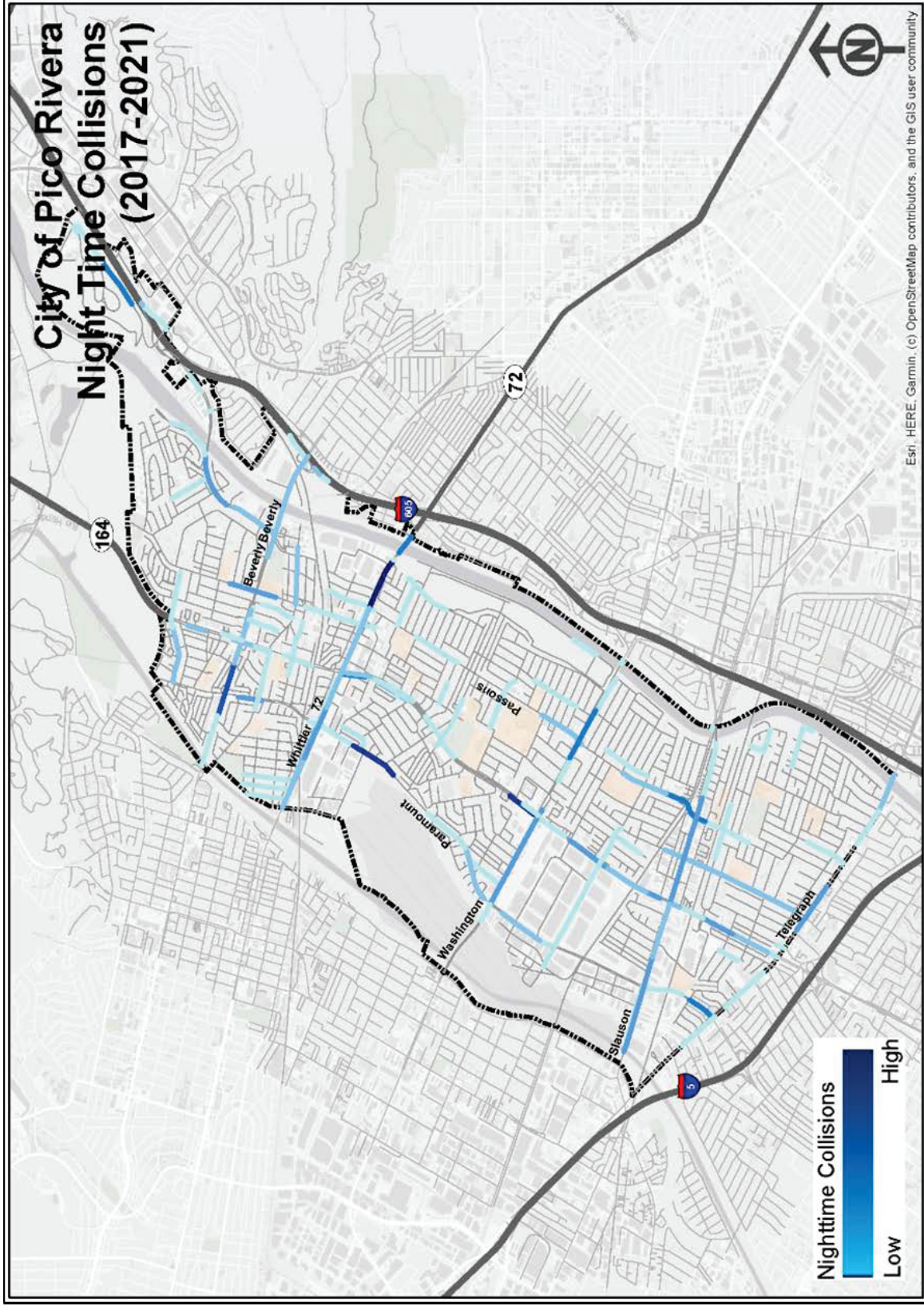


Figure 29. Rear End Collisions (2017-2021)

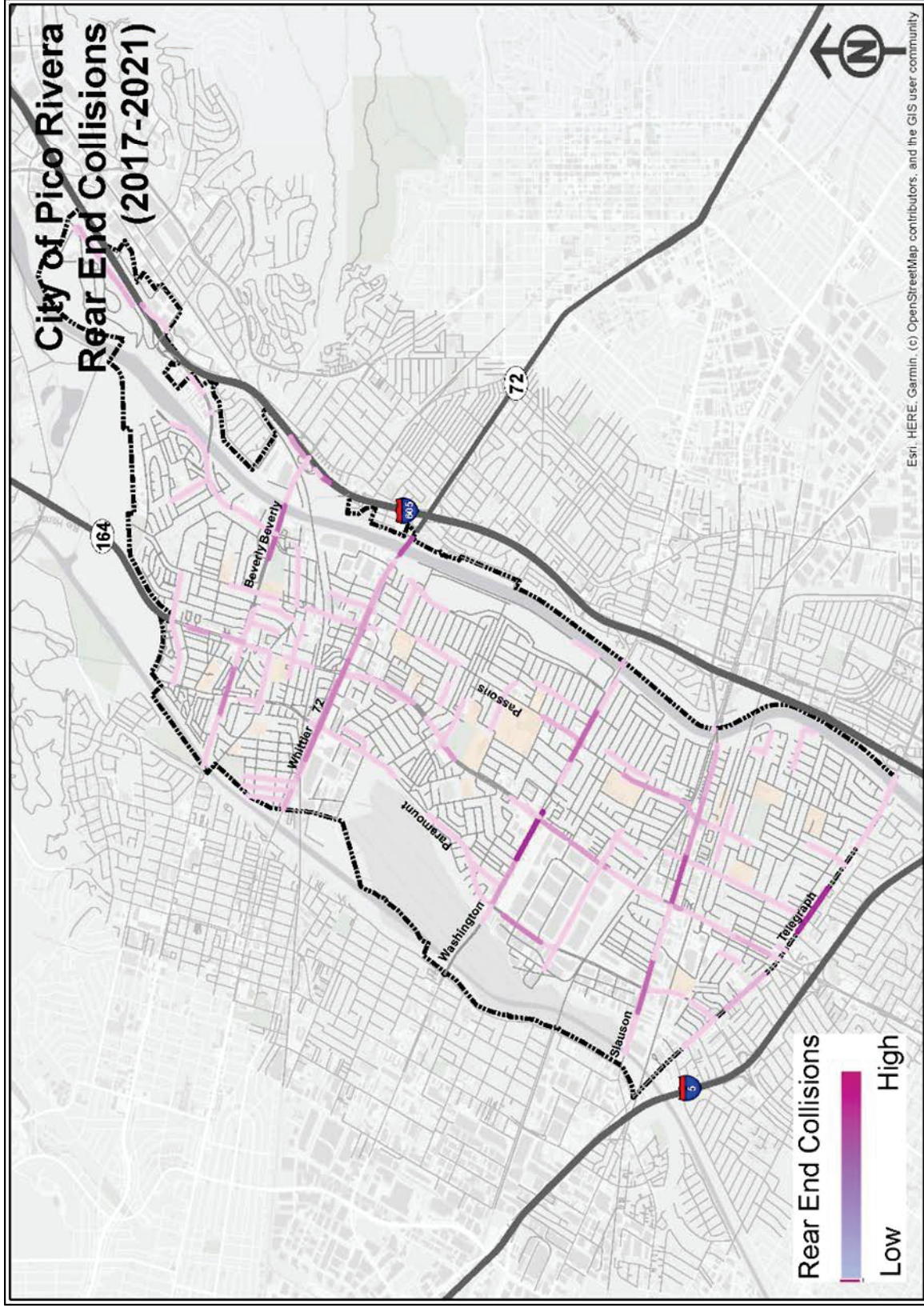
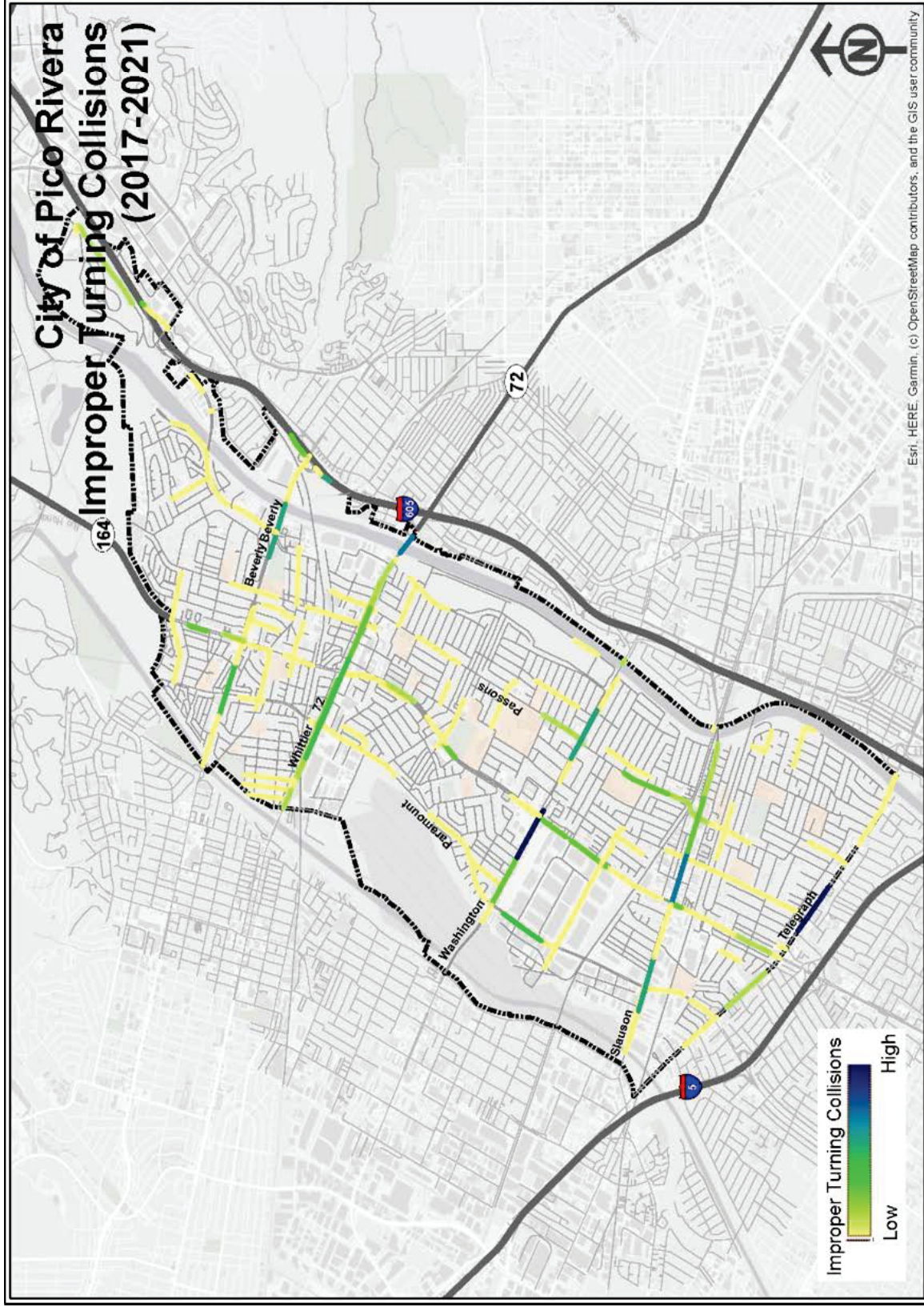


Figure 30. Improper Turning Violations (2017-2021)



Collision Severity Weight

Equivalent Property Damage Only (EPDO) method was used to identify the high severity collision network. The EPDO method accounts for both the severity and frequency of collisions by converting each collision to an equivalent number of PDO collisions. The EPDO method assigns a crash cost and score to each collision according to the severity of the crash weighted by the comprehensive crash cost. These EPDO scores are calculated using a simplified version of the comprehensive crash costs per HSIP Cycle 11 grant application. The weights used in the analysis are shown below in **Table 3**.

Table 3. EPDO Score used in HSIP Cycle 11

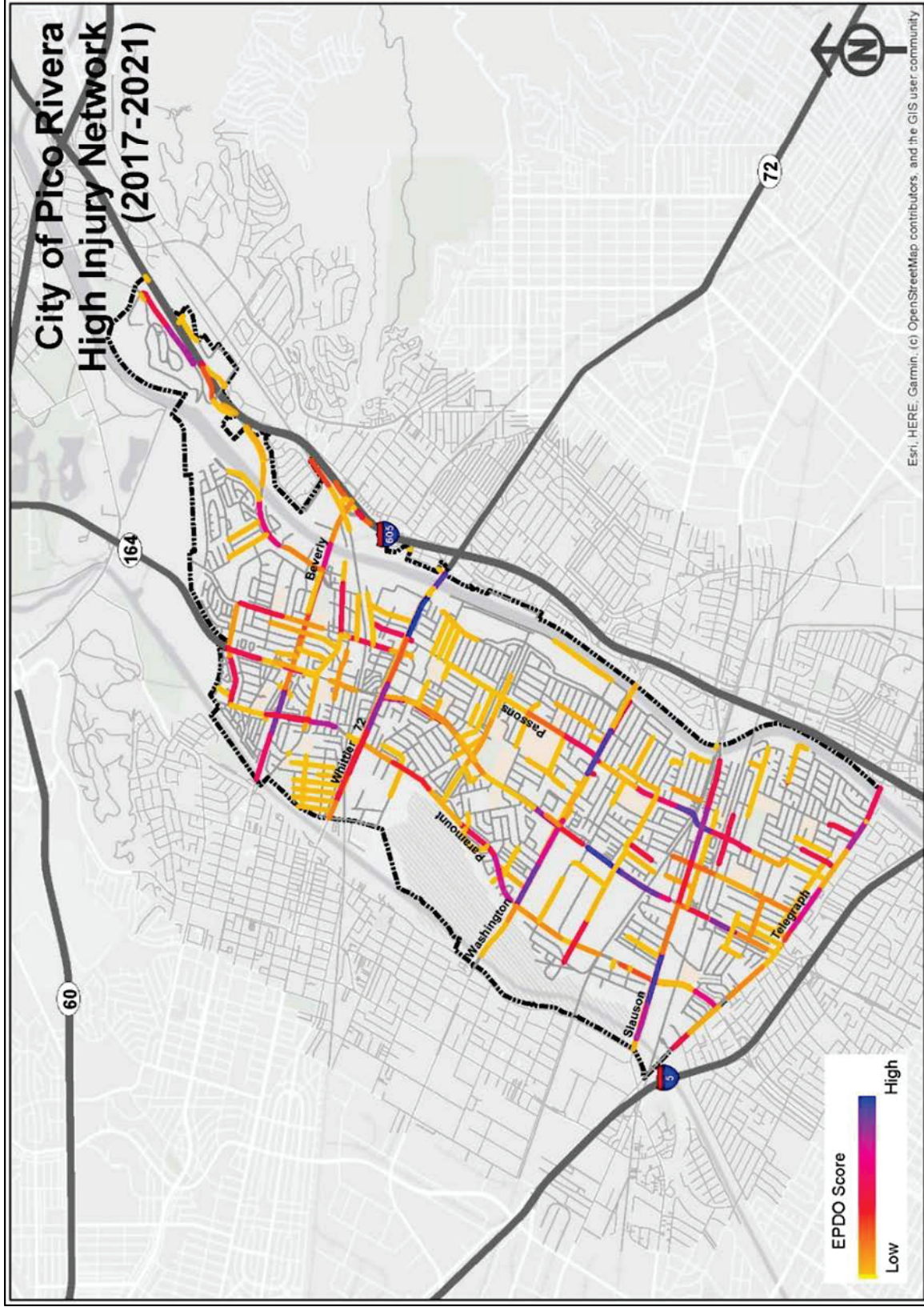
Collision Severity	EPDO Score
Fatal and Severe Injury Combined	165*
Visible Injury	11
Possible Injury	6
PDO	1

*This is the score used in HSIP Cycle 11 for collisions on roadway segments, to simplify the analysis this study uses the same score for all KSI collisions regardless of location.

EPDO is used because it provides a methodology for the project team to understand the locations in Pico Rivera that are experiencing the most severe crashes. Because of the high score given to KSI crashes, locations that have these types of crashes are more likely to receive a higher EPDO score than other locations that may have more collisions, but fewer KSI collisions. Locations that have the highest EPDO scores are selected for inclusion in the High Collision Network, shown in the next section. Identified intersections are scored based on collisions occurring at or within 250 feet of the intersection, while roadway segment locations are identified based on collisions that occur along the segment, except directly at an intersection (0 feet from intersection per SWITRS and TIMS data). Identifying the locations with the most severe crashes allows the team to focus recommended solutions and countermeasures at these locations.

The EPDO scores for all collisions can then be aggregated in a variety of ways to identify collision patterns, such as location hot-spots. The weighted collisions for the City of Pico Rivera were geolocated onto Pico Rivera’s road network. GIS is then used to calculate the EPDO score for each roadway segment and intersection citywide, which is then ranked according to its score. **Figure 31** shows the location and geographic concentration of all collisions (those that occurred at intersections and along roadway segments) by their EPDO score.

Figure 31. EPDO Score

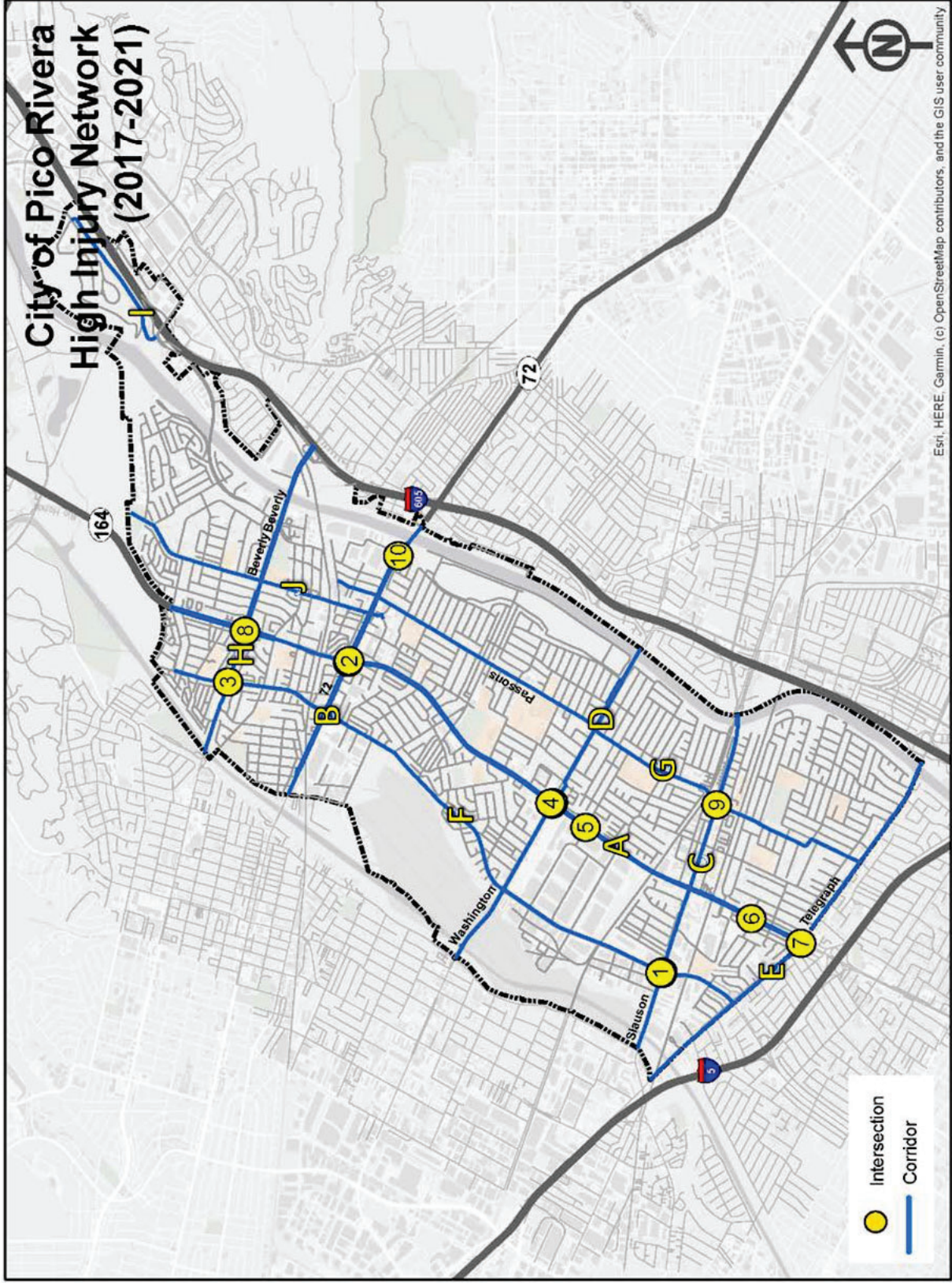


High Injury Network

Following the detailed collision analysis, the next step was to identify the high-injury roadway segments and intersections in Pico Rivera. The methodology for scoring the high injury locations is the same method as used in the collision severity weight section. **Figure 32** shows the top 10 high-injury roadway segments, and top 10 high-injury intersections.

For the purposes of the high injury network analysis, intersections include collisions that occurred within 250 feet of it, and roadway segments include all collisions that occurred along the roadway except for collisions that occurred directly at an intersection. Such collisions are assigned a zero value in distance from intersection value column in the SWITRS.

Figure 32. High Injury Network



INTERSECTION RANKINGS BASED ON COLLISION ANALYSIS

There was 10 intersections that identified as high collision intersections. There were a total of 85 injury collisions and 20 KSI collisions that occurred at these intersections during the five-year study period (2017-2021). The intersection of Slauson Avenue and Paramount Boulevard had the highest number of KSI collisions with the highest severity weight.

Table 4 lists the top 10 identified high-risk intersections along with the number of injury collisions, the number of KSI collisions, and the severity weight for each intersection.

Table 4. High Injury Intersections

ID	Intersection	Total Injury Collisions	Severity Weight
1	Slauson Ave and Paramount Blvd	14	581
2	Rosemead Blvd and Whittier Blvd	8	535
3	Beverly Blvd and Paramount Blvd	14	530
4	Rosemead Blvd and Washington Blvd	10	422
5	Rosemead Blvd and Danbridge St	7	365
6	Rosemead Blvd and Maxine St	5	358
7	Rosemead Blvd and Telegraph Rd	4	342
8	Beverly Blvd and Rosemead Blvd	9	248
9	Slauson Ave and Passons Blvd	10	244
10	Gregg Rd and Whittier Blvd	8	227

In addition to the collision analysis, comments received from the community, stakeholders, and City staff were also analyzed to identify additional intersections which have observed significant near misses and a need for safety improvements. These intersections and recommended countermeasure are listed in **Table 15**.

CORRIDOR RANKINGS BASED ON COLLISION ANALYSIS

10 corridors were identified as high injury corridors. There was a total 369 injury collisions and 48 KSI collisions on these corridors during the five-year study period (2017-2021). The Rosemead Boulevard corridor had the highest number of KSI collisions with 18.

On the following page, **Table 5** lists the top 10 identified high-collision corridors along with the number of injury collisions, the number of KSI collisions, corridor length, and the severity weight for each corridor.

Table 5. High Injury Corridors

ID	Corridor	Total Injury Collisions	KSI Collisions	Length (miles)	Severity Weight
A	Rosemead Blvd: From/To City Limits	90	15	4.4	2,777
B	Whittier Blvd/ SR 72: From/To City Limits	63	8	1.6	1,452
C	Slauson Ave: From/To City Limits	55	8	1.8	1,379
D	Washington Blvd: From/To City Limits	38	10	2.0	1,237
E	Telegraph Rd: From/To City Limits	29	6	2.5	850
F	Paramount Blvd: Gallatin Rd to Telegraph Rd	24	9	4.0	820
G	Passons Blvd: Stephens St to City Limit	26	7	3.6	648
H	Beverly Blvd: From/To City Limits	32	4	1.8	560
I	Rooks Rd: Sports Arena Dr to San Gabriel River Pkwy	7	0	0.9	519
J	Durfee Ave: Kruse Road to Jackson St	8	1	1.6	205

In addition to the collision analysis, the comments received from the community, stakeholders, and City staff were also analyzed to identify additional roadway segments which have observed significant near misses and a need for safety improvements. These segments and recommended countermeasures are listed in **Table 15**.

Summary of Collision Analysis

Between 2017 and 2021, a total of 689 injury collisions occurred within the City of Pico Rivera, of which 81 resulted in a KSI. Among all injury collisions, the most prominent collision types were broadside and rear-end collisions, while unsafe speed and improper turning were the most common violation types. The corridor with the most number of KSI crashes was Rosemead Boulevard, while the intersection with the most KSI crashes was Slauson Boulevard and Paramount Boulevard.

Five prominent collision factors that emerged were: **broadside collisions, unsafe speed violation, nighttime collisions, rear-end collisions, and improper turning violations**. Each of these is described in turn.

Broadside collisions represented the highest proportion of all injury collisions (29%), and similar trend for KSI collisions (30%). The intersections of Paramount Boulevard/Whittier Boulevard and Passons Boulevard and Slauson Avenue have a higher concentration of broadside collisions. Broadside collisions can potentially be mitigated by improving the signal timing and phasing, improving the visibility of traffic control device, providing protected left turn phase.

28% of all injury collisions in Pico Rivera were caused by unsafe speed. Higher numbers of these collisions were experienced on Paramount Boulevard, Whittier Boulevard, Slauson Avenue, and Telegraph Road. Speeding can be mitigated through the introduction of traffic calming, which can be a combination of street narrowing, medians, bulb outs at intersections, or Complete Streets elements like high visibility crosswalks, bike lanes, and wider sidewalks. Driver education and speed enforcement, either through radar trailers or officer patrols, can also help to mitigate instances of unsafe speed violations.

Collisions occurring at night represented only 36% of all injury collisions, but rose significantly to 67% for KSI collisions. Higher numbers of these collisions occurred on Beverly Boulevard, Paramount Boulevard and Rosemead Boulevard. Many different factors can contribute to nighttime collisions, such as low lighting levels that can be targeted with countermeasure, but extraneous factors can also contribute to nighttime injury such as alcohol use or sleepiness/fatigue. Improvements such as installing new lighting, upgrading existing lighting to a higher lumen, installing and upgrade signs with new fluorescent sheeting, and installing pedestrian improvements with lighting elements such as rectangular rapid flashing beacons (RRFBs) and HAWKs can help make these locations safer for all road users.

Rear end collisions caused 29% of all injury collisions, and 17% when considering only KSI collisions. Telegraph Road, Slauson Avenue, Washington Boulevard, and Whittier Boulevard have a higher concentration of rear end collisions. Rear-end collisions can be mitigated by improving curb radii, providing special phase for left- turning traffic, improving advance warning devices, reducing speed on approaches, and adding all red-clearances.

Improper turning violations accounted for 19% of all injury collisions and nearly similar trend of 11% was observed when considering only KSI collisions. Improper turning collisions can be reduces by upgrading intersection pavement markings, installing flashing beacons at intersections, improving sight distance to intersection, providing directional median openings for left and right turns, and adding a right lane.

Note that the locations identified in this Chapter are based on technical analysis of past collisions. However, additional locations were reviewed and recommendations were provided based on input from the stakeholders and general public comments and suggestions. Chapter 7 discusses the additional locations and recommended countermeasures.

The next steps in the LRSP is to identify Emphasis Areas based on the collision analysis presented in this Chapter. The most prominent collision types, violations, and human behaviors is selected for inclusion as an Emphasis Area, as these represent the most prominent traffic safety issues in Pico Rivera. Each Emphasis Area is accompanied with strategies corresponding to the 4 E's of safety (**E**ngineering, **E**nforcement, **E**ducation, and **E**MS) to comprehensively make the City of Pico Rivera safer for all modes of transportation.



5 | EMPHASIS AREAS

5 EMPHASIS AREAS

Emphasis areas are focus areas that are identified through analyzing the characteristics of collisions that have occurred in the City of Pico Rivera within the five-year period collected (2017-2021). Emphasis areas help in identifying appropriate safety strategies and countermeasures that have the greatest potential to reduce collisions occurring at roadway segments and intersections. This Chapter summarizes six emphasis areas identified for the City of Pico Rivera. These emphasis areas were derived by focusing on the collisions that have occurred on the high-injury network identified in collision analysis for City of Pico Rivera.

There are a number of different approaches to traffic safety studies. Some methodologies focus more on a reactive and responsive approach and others focus on a more proactive systemic approach to traffic safety data. A reactive approach to road safety is based on the analysis of existing crash data. Road safety improvements proposed are considered in reaction to identified safety problems brought to light by crashes that have occurred after the road has been designed, and built, and opened. Traditional reactive road safety engineering processes include such activities as information collection and management (crash information systems), identification of problem locations on the road network, analysis, development, and implementation of countermeasures. The Hazard Elimination Program or a jurisdiction's high crash location list are examples of reactive approaches to crash frequency and/or severity reduction. A proactive approach focuses on the evolving "Science of Safety", that is, what is known about the evolving specific safety implications of highway design and operations decisions. The proactive approach applies this knowledge to the roadway design process or to the implementation of improvement plans on existing roads to diminish the potential of crashes occurring prior to the road being built or reconstructed. The Empirical Bayes method is an example of such proactive traffic safety approach that attempts to predict future crashes based on roadway typologies. Most methodologies use a balance of both reactive and systemic safety approaches.

Based on the systemic safety analysis that helped identified high-injury intersections and roadway segments, the top risk factors and emphasis areas determined for traffic safety in the City of Pico Rivera are as follows:

- Improve intersection safety
- Address rear-end collisions
- Address broadside collisions
- Reduce unsafe speed violations
- Address nighttime collisions
- Reduce improper turning violations

The consolidated high-injury collision database can be found in **Appendix C**.

The 4 E's of Traffic Safety

LRSP utilizes a comprehensive approach to safety incorporating “4 E's of traffic safety”: **E**ngineering, **E**nforcement, **E**ducation and **E**mergency **M**edical **S**ervices (**EMS**). This approach recognizes that not all locations can be addressed solely by infrastructure improvements. Incorporating the 4 E's of traffic safety is often required to ensure the successful implementation of significant safety improvements and reduce the severity and frequency of collisions throughout a jurisdiction.

Some of the common violation types that may require a comprehensive approach are speeding, failure-to-yield to pedestrians, red-light running, aggressive driving, failure to wear safety belts, distracted driving, and driving while impaired. When locations are identified as having these types of violations, coordination with the appropriate law enforcement agencies is needed to arrange visible targeted enforcement to reduce the potential for future driving violations and related crashes and injuries.

To improve safety, education efforts can also be used to supplement and improve the efficiency of enforcement, and vice versa. Education can also be employed in the short-term to address high crash locations until the recommended infrastructure project can be implemented, and addressed under Engineering improvements and countermeasures. Similarly, EMS entails strategies around supporting organizations that provide rapid response and care when responding to collisions causing injury, by stabilizing victims and transporting them to facilities.

Existing Traffic Safety Efforts in the City of Pico Rivera

The City of Pico Rivera already has previously prepared safety strategies corresponding to the 4 E's of traffic safety. The strategies detailed in this Chapter can supplement these existing programs and concentrate them on high injury collision locations and crash types. These initiatives are summarized in **Table 6** on the following page.

Table 6. Existing Programs Summary

Document/ Program	Description	E's Addressed
The City of Pico Rivera System Safety Analysis Report (2018)	This report evaluates city-wide crash trends and identifies potential solutions. A recommended set of countermeasures were provided based on analysis of four principal corridors within the City: Whittier Blvd, Passons Blvd, Slauson Ave, and Paramount Blvd.	Engineering
Pico Rivera Urban Greening Plan (2015)	This plan presents projects that provide a safe and connected bicycle network and pedestrian improvements. These improvement includes signal timing and calibration, pedestrian countdown signal, raised crosswalks, corner curb extension, and bike lanes.	Engineering
Pico Rivera Safe Routes to School Program, 2013-2015 (2015)	The plan includes comprehensive goals to support traveling to school by active modes, and to improve traffic safety for children who walk and bike to school. The strategies include SRTS coordinator and task force and branding development, spreading awareness through websites, educational programs, encouragement programs, evaluation programs, enforcement programs, and improvement of the bike and walkable routes system to school from nearby communities.	Engineering, Education, Enforcement
LA County Traffic Improvement Plan (2008)	The plan includes comprehensive goals to improve transportation and ease traffic congestion through improved freeway traffic flow, expand the rail and rapid transit system, repave local streets, repair potholes, synchronize signals, keep the transit and highway system safe, make public transportation more accessible, convenient and affordable, invest in transportation infrastructure.	Engineering
LA County A Plan For Safer Roadways Vision Zero (2020-2025)	The LA County Vision Zero Plan in a five-year plan focusing on achieving the goals of eliminating traffic- related fatalities on unincorporated County roadways by 2035. The plan also includes health equity, data- driven process, and transparency regulating several goals and objectives. The plan describes potential findings for pedestrian/bike safety and countermeasures to reduce collisions and traffic congestion.	Engineering, Education, Enforcements, EMS

Factors Considered in the Determination of Emphasis Areas

This section presents collision data analysis of collision type, collision factors, facility type, and roadway geometries, analyzed for the various emphasized areas. Emphasis areas were determined by factors that led to the highest amount of injury collisions, with a specific emphasis on KSI collisions. The City of Pico Rivera experienced a total of 404 injury collisions at high injury network locations during the 2017-2021 study period, including 57 KSI collisions. The data presented in each emphasis area is based on these collisions. This section also presents comprehensive programs, policies, and countermeasures to reduce collisions in specific emphasis areas.

Note: Engineering countermeasures are based on the Caltrans LRSM and are used in HSIP calls for projects. They are categorized as follows:

- S = Signalized Intersections Countermeasures
- NS = Non-Signalized Intersections Countermeasures
- R = Roadway Segments Countermeasures

An excerpt of the Caltrans LRSM providing additional details on each countermeasure is included in **Appendix D**.

EMPHASIS AREA 1 – IMPROVE INTERSECTION SAFETY

Intersection collisions made up the vast majority of collisions occurring on the Pico Rivera high injury network during the study period, with a total of 75%. The 65% of KSI collisions also occurred at intersections. The following collision data is based on only intersection collisions on the high injury network in the City of Pico Rivera, followed by 4 E’s strategies selected to address intersection collisions.

34%
Unsafe Speed

38%
Rear-End Collisions

10%
Pedestrian Collisions

Table 7. Emphasis Area 1 Strategies

Objective: Reduce the number of KSI collisions at intersections			
	Strategy	Performance Measure	Agencies/ Organizations
Education	Conduct public information and education campaign for intersection safety laws regarding traffic signals, stop signs, and turning left or right.	Number of education campaigns or residents reached.	City/LA County Sheriff Department
Enforcement	Targeted enforcement at high-injury intersections to monitor right-of-way violations, speed limit laws and other violations that occur at intersections.	Decrease in number of citations and/or warnings issued over time due to increased driver compliance.	LA County Sheriff Department
Engineering	<ul style="list-style-type: none"> S02, Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number S03, Improve signal timing S09, Install striping (through Intersection) S16/NS04/NS05, Convert intersection to roundabout S20PB, Install advance stop bar before crosswalk NS06, Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs NS07, Upgrade intersection pavement markings NS08, Install Flashing Beacons at Stop-Controlled Intersections NS09, Install flashing beacons as advance warning (Non-Signalized Intersection) (NS.I.) NS11, Improve sight distance to intersection (Clear Sight Triangles) NS13, Install splitter-islands on the minor road approaches NS14, Install raised median on approaches NS19PB, Install raised medians (refuge islands) Automated Red-light Enforcement 	Number of intersections improved.	City
EMS	<ul style="list-style-type: none"> S05, Install emergency vehicle pre-emption systems Improve resource of deployment for emergency responses to collision sites Ensure emergency routes are clear and well defined 	EMS vehicle response time.	City/LA County LA County Fire Department & EMS Response Teams

EMPHASIS AREA 2 – ADDRESS REAR END COLLISIONS

150 (38%) of the high injury network collisions were rear-end collisions, including 13 KSI collisions. The following is based on only rear-end injury collisions on the high injury network intersections and roadway segments, followed by 4 E’s strategies to address them.

63% Unsafe Speed **77%** Occurred at Intersections **22%** Occurred on Whittier

Table 8. Emphasis Area 2 Strategies

Objective: Reduce the number of rear end KSI collisions			
	Strategy	Performance Measure	Agencies/ Organizations
Education	Conduct public information and education campaign for safety laws regarding unsafe speed and improper turning and its dangers.	Number of education campaigns or residents reached.	City/LA County Sheriff Department
Enforcement	Targeted enforcement at high-injury locations where unsafe speed violations and improper turning are more common. Deploy a radar trailer at locations where instances of unsafe speed is more prevalent	Decrease in number of citations and/or warnings issued over time due to increased driver compliance.	LA County Sheriff Department
Engineering	<ul style="list-style-type: none"> S02, Improve signal hardware S09, Install striping (Through Intersection) S10, Install flashing beacons as advance warning (S.I.) S16/NS04/NS05, Convert intersection to roundabout NS07, Upgrade intersection pavement markings (NS.I.) NS08, Install Flashing Beacons at Stop-Controlled Intersections R22, Install/Upgrade signs with new fluorescent sheeting R27, Install delineators, reflectors and/or object markers R26, Install dynamic/variable speed warning signs R28, Install edge-lines and centerlines Decrease width of travel lanes Simplify turn configurations Decrease curb radius of intersections Traffic calming strategies where appropriate 	Number of locations improved.	City
EMS	<ul style="list-style-type: none"> S05, Install emergency vehicle pre-emption systems Improve resource of deployment for emergency responses to collision sites Ensure emergency routes are clear and well defined 	EMS vehicle response time.	City/LA County Fire Department & EMS Response Teams

EMPHASIS AREA 3 – REDUCE UNSAFE SPEED VIOLATIONS

136 (32%) of the high injury network collisions were rear-end collisions, including 20 KSI collisions. The following is based on only unsafe speed injury collisions on the high injury network intersections and roadway segments, followed by 4 E’s strategies to address them.

70% Rear-End Collisions **75%** Occurred at Intersections **23%** Occurred on Whittier

Table 9. Emphasis Area 3 Strategies

Objective: Reduce the number of KSI rear end and unsafe speed collisions			
	Strategy	Performance Measure	Agencies/ Organizations
Education	Conduct public information and education campaign for safety laws regarding unsafe speed and its dangers.	Number of education campaigns or residents reached.	City/LA County Sheriff Department
Enforcement	Targeted enforcement at high-injury locations where unsafe speed violations are more common. Deploy a radar trailer at locations where instances of unsafe speed is more prevalent	Decrease in number of citations and/or warnings issued over time due to increased driver compliance.	LA County Sheriff Department
Engineering	<ul style="list-style-type: none"> S02, Improve signal hardware S09, Install striping (Through Intersection) S16/NS04/NS05, Convert intersection to roundabout NS07, Upgrade intersection pavement markings (NS.I.) NS10, Install transverse rumble strips on approaches R08, Install Raised Medians R22, Install/Upgrade signs with new fluorescent sheeting R27, Install delineators, reflectors and/or object markers R26, Install dynamic/variable speed warning signs R28, Install edge-lines and centerlines Decrease width of travel lanes Simplify turn configurations Decrease curb radius of intersections Traffic calming strategies where appropriate 	Number of locations improved.	City
EMS	<ul style="list-style-type: none"> S05, Install emergency vehicle pre-emption systems Improve resource of deployment for emergency responses to collision sites Ensure emergency routes are clear and well defined 	EMS vehicle response time.	City/LA County Fire Department & EMS Response Teams

EMPHASIS AREA 4 – ADDRESS BROADSIDE COLLISIONS

90 (22%) of the high injury network collisions were broadside collisions, including 13 KSI collisions. The following collision data is based on only broadside injury collisions on the high injury network intersections and roadway segments of the City of Pico Rivera, followed by 4 E’s strategies to address them.



Table 10. Emphasis Area 4 Strategies

Objective: Reduce the number of KSI broadside collisions			
	Strategy	Performance Measure	Agencies/ Organizations
Education	Conduct public information and education campaigns for intersection safety laws regarding traffic lights, stop signs and turning left or right.	Number of education campaigns or residents reached.	City/LA County Sheriff Department
Enforcement	Targeted enforcement at high-injury locations where violations that lead to broadside collisions are more common, such as automobile right of way and traffic signal/stop sign violations.	Decrease in number of citations and/or warnings issued over time due to increased driver compliance.	LA County Sheriff Department
Engineering	<ul style="list-style-type: none"> • S02, Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number • S03, Improve signal timing (coordination, phases, red, yellow, or operation) • S07, Provide protected left turn phase (left turn lane already exists) • S08, Convert signal to mast arm (from pedestal-mounted) • S09, Install striping (Through Intersection) • S12, Install raised median on approaches • S16/NS04/NS05, Convert intersection to roundabout • NS02, Convert to all-way STOP control (from 2-way or Yield control) • NS03, Install signals • NS06, Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs • NS07, Upgrade intersection pavement markings (NS.I.) • NS08, Install flashing beacons at stop controlled intersections • NS09, Install flashing beacons as advance warning (NS.I.) • NS11, Improve sight distance to intersection (Clear Sight Triangles) • NS13, add splitter-islands on the minor road approaches • NS14, install raised median on approaches • R08, Install raised medians 	Number of locations improved to mitigate broadside collisions.	City
EMS	<ul style="list-style-type: none"> • S05, Install emergency vehicle pre-emption systems • Improve resource of deployment for emergency responses to collision sites • Ensure emergency routes are clear and well defined 	EMS vehicle response time.	City/LA County Fire Department & EMS Response Teams

EMPHASIS AREA 5 – ADDRESS NIGHTTIME COLLISIONS

149 (37%) of high injury network collisions occurred at night or in low light (dawn/dusk) conditions, including 39 KSI collisions. The following collision data is based on only nighttime injury collisions on the high injury network intersections and roadway segments of the City of Pico Rivera, followed by 4 E’s strategies selected to address nighttime collisions.



Table 11. Emphasis Area 5 Strategies

Objective: Reduce the number of KSI collisions that occur at night or dawn/dusk			
	Strategy	Performance Measure	Agencies/ Organizations
Education	Develop an awareness program to inform motorists of safe nighttime driving habits and the dangers of drunk driving, as well as high-injury collision locations and the most common violations/collision types occurring at night.	Number of education campaigns or residents reached.	City/LA County Sheriff Department
Enforcement	Targeted enforcement at high-injury intersections and roadway locations where nighttime collisions are more common. Establish DUI checkpoints at night and enforce over speeding where appropriate.	Decrease in number of citations and/or warnings issued over time due to increased driver compliance.	LA County Sheriff Department
Engineering	<ul style="list-style-type: none"> • S01, Add intersection lighting (Signalized Intersection => S.I.) • S02, Improve signal hardware • S10, Install flashing beacons as advance warning (S.I.) • NS01, Add intersection lighting • NS06, Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs • NS07, Upgrade intersection pavement markings (NS.I.) • NS08, Install Flashing Beacons at Stop-Controlled Intersections • NS09, Install flashing beacons as advance warning (NS.I.) • NS22PB, Install Rectangular Rapid Flashing Beacon (RRFB) • R01, Add Segment Lighting • R02, Remove or relocate fixed objects outside of Clear Recovery Zone • R22, Install/Upgrade signs with new fluorescent sheeting (regulatory or warning) • R27, Install delineators, reflectors and/or object markers • R28, Install edge-lines and centerlines 	Number of locations improved.	City
EMS	<ul style="list-style-type: none"> • S05, Install emergency vehicle pre-emption systems • Improve resource of deployment for emergency responses to collision sites • Ensure emergency routes are clear and well defined 	EMS vehicle response time.	City/LA County Fire Department & EMS Response Teams

EMPHASIS AREA 6 – REDUCE IMPROPER TURNING VIOLATIONS

A total of 78 (19%) high injury network collisions are classified as improper turning violations. However, of these 78 collisions, 10 led to a fatality or severe injury. The following collision data is based on only hit object injury collisions on the high injury network intersections and roadway segments of the City of Pico Rivera, followed by 4 E’s strategies selected to reduce improper turning collisions.



Table 12. Emphasis Area 6 Strategies

Objective: Reduce the number of KSI collisions that occur due to improper turning			
	Strategy	Performance Measure	Agencies/Organizations
Education	Conduct public information and education campaigns on risks that can lead to improper turning, such as distracted driving, driving under the influence, disregard of lane markings and signs.	Number of education campaigns or residents reached.	City/LA County Sheriff Department
Enforcement	Targeted enforcement at high-injury locations where improper turning collisions are more common.	Decrease in number of citations and/or warnings issued over time due to increased driver compliance.	LA County Sheriff Department
Engineering	<ul style="list-style-type: none"> • S03, Improve signal timing (coordination, phases, red, yellow, or operation) • S06, Install left-turn lane and add turn phase (signal has no left-turn lane or phase before) • S07, Provide protected left turn phase (left turn lane already exists) • S08, Convert signal to mast arm (from pedestal-mounted) • S09, Install striping (Through Intersection) • S12, Install raised median on approaches (S.I.) • S16/NS04/NS05, Convert intersection to roundabout • NS11, Improve sight distance to intersection (Clear Sight Triangles) • NS16, Reduced Left-Turn Conflict Intersections (NS.I.) • NS17, Install right-turn lane (NS.I.) • NS18, Install left-turn lane (where no left-turn lane exists) • R01, Add Segment Lighting • R02, Remove or relocate fixed objects outside of Clear Recovery Zone • R08, Install raised medians 	Number of locations improved.	City
EMS	<ul style="list-style-type: none"> • S05, Install emergency vehicle pre-emption systems • Improve resource of deployment for emergency responses to collision sites • Ensure emergency routes are clear and well defined • Increase the number of EMS personnel taking Traffic Incident Management Training 	EMS vehicle response time.	City/LA County Fire Department & EMS Response Teams



6 | COUNTERMEASURE SELECTION

6

COUNTERMEASURE SELECTION

Identification of Countermeasures

Upon the identification of high-risk locations and Emphasis Areas, the next step was to identify appropriate safety countermeasures. The Caltrans LRSM provides 82 countermeasures, of which 21 are eligible in the current HSIP call for signalized intersections, 23 for un-signalized intersections, and 38 for roadway segments. The LRSM provides guidance on where to apply the countermeasures including the crash types each countermeasure would address, and a Crash Reduction Factor (CRF) for each countermeasure. The Federal Highway Administration (FHWA) CMF Clearinghouse and published research papers were reviewed by the project team to gain additional insight on CRFs and effectiveness of specific countermeasures.

The project team conducted a thorough review of the high-risk locations (intersections and roadway segments) using aerial photography and Google Maps Street View software. Countermeasures were confirmed after review by City staff and virtual and in-person site visits. Crash characteristics of all collisions occurring on the High Injury Network were considered. After combining the physical and collision characteristics, the project team developed a table of preliminary countermeasures that address each of the identified emphasis areas. The table was refined by selecting up to five countermeasures for each high-risk location that were most commonly recommended among all emphasis areas. By doing this, the project team was able to identify countermeasures with the greatest opportunity for systemic implementation.

Countermeasure Toolbox

Engineering countermeasures were selected for each of the high-risk locations and for the emphasis areas. These were based off of approved countermeasures from the Caltrans LRSM used in HSIP grant calls for projects. The intention is to give the City potential countermeasures for each location that can be implemented either in future HSIP calls for projects, or using other funding sources, such as the City's Capital Improvement Program. Non-engineering countermeasures were also selected using the 4 E's strategies, and are included with the emphasis areas. The countermeasure toolbox in **Appendix E** details the countermeasures for each high-risk location and emphasis area, separated by intersections and roadway segments. While not all of these countermeasures are included in the resulting safety projects, they are included to give the City a toolbox for implementing future safety improvements through other means, such as the City's Capital Improvement Program.

Table 13 provides a description of each potential countermeasure along with the CRF, federal funding eligibility, and opportunity for systemic implementation. An excerpt of the LRSM, detailing each available HSIP countermeasure referenced in the recommendations tables, is included as **Appendix D**.

Table 13. Potential Countermeasures Selected for City of Pico Rivera

Code	Countermeasure Name	Countermeasure Description	CRF	Federal Funding	Systemic Approach Opportunity
S02	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	Includes New LED lighting, signal back plates, retro-reflective tape outlining the back plates, or visors to increase signal visibility, larger signal heads, relocation of the signal heads, or additional signal heads.	15%	90%	Very High
S03	Improve signal timing (coordination, phases, red, yellow, or operation)	Includes adding phases, lengthening clearance intervals, eliminating or restricting higher-risk movements, and coordinating signals at multiple locations.	15%	50%	Very High
S09	Install raised pavement markers and striping (Through Intersection)	Adding clear pavement markings can guide motorists through complex intersections. When drivers approach and traverse through complex intersections, drivers may be required to perform unusual or unexpected maneuvers.	10%	90%	Very High
S10	Install flashing beacons as advance warning (S.I.)	Increased driver awareness of an approaching signalized intersection and an increase in the driver's time to react.	30%	90%	Medium
S11	Improve pavement friction (High Friction Surface Treatments)	Improving the skid resistance at locations with high frequencies of wet road crashes and/or failure to stop crashes.	55%	90%	Medium
S12	Install raised median on approaches (S.I.)	Raised medians next to left turn lanes at intersections offer a cost effective means for reducing crashes and improving operations at higher volume intersections.	25%	90%	Medium
S13PB	Install pedestrian median fencing on approaches	Signalized Intersections with high pedestrian-generators nearby (e.g. transit stops) may experience a high volumes of pedestrians J-walking across the travel lanes at mid-block locations instead of walking to the intersection and waiting to cross during the walk-phase.	30%	90%	Low

Code	Countermeasure Name	Countermeasure Description	CRF	Federal Funding	Systemic Approach Opportunity
S20PB	Install advance stop bar before crosswalk (Bicycle Box)	Signalized Intersections with a marked crossing, where significant bicycle and/or pedestrians volumes are known to occur.	15%	90%	Very High
S21PB	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)	Intersections with signalized pedestrian crossing that have high turning vehicles volumes and have had pedestrian vs. vehicle crashes.	60%	90%	Very High
NS01	Add intersection lighting (NS.I.)	Provision of lighting at intersection.	40%	90%	Medium
NS02	Convert to all-way STOP control (from 2-way or Yield control)	Unsignalized intersection locations that have a crash history and have no controls on.	25%	90%	Low
NS06	Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs	Additional regulatory and warning signs at or prior to intersections will help enhance the ability of approaching drivers to perceive them.	15%	90%	Very High
NS11	Improve sight distance to intersection (Clear Sight Triangles)	Unsignalized intersections with restricted sight distance and patterns of crashes related to lack of sight distance where sight distance can be improved by clearing roadside obstructions without major reconstruction of the roadway.	20%	90%	High
NS22PB	Install Rectangular Rapid Flashing Beacon (RRFB)	RRFB includes pedestrian-activated flashing lights and additional signage that enhance the visibility of marked crosswalks and alert motorists to pedestrian crossings. It uses an irregular flash pattern that is similar to emergency flashers on police vehicles. RRFBs are installed at unsignalized intersections and mid-block pedestrian.	35%	90%	Medium
R01	Add Segment Lighting	Provision of lighting along roadways.	35%	90%	Medium

Code	Countermeasure Name	Countermeasure Description	CRF	Federal Funding	Systemic Approach Opportunity
R02	Remove or relocate fixed objects outside of Clear Recovery Zone	Known locations or roadway segments prone to collisions with fixed objects such as utility poles, drainage structures, trees, and other fixed objects, such as the outside of a curve, end of lane drops, and in traffic islands. A clear recovery zone should be developed on every roadway, as space is available. In situations where public right-of-way is limited, steps should be taken to request assistance from property owners, as appropriate.	35%	90%	High
R08	Install Raised Median	Adding raised medians is a particularly effective strategy as it adds to or reallocates the existing cross section to incorporate a buffer between the opposing travel lanes and reinforces the limits of the travel lane. Raised median may also be used to limit unsafe turning movements along a roadway.	25%	90%	Medium
R10PB	Install pedestrian median fencing	Roadway segments with high pedestrian-generators and pedestrian-destinations nearby (e.g. transit stops) may experience a high volume of pedestrians J-walking across the travel lanes at mid-block locations instead of walking to the nearest intersection or designated mid-block crossing. When this safety issue cannot be mitigated with shoulder, sidewalk and/or crossing treatments, then installing a continuous pedestrian barrier in the median may be a viable solution.	35%	90%	Low
R21	Improve pavement friction (High Friction Surface Treatments)	Improving the skid resistance at locations with high frequencies of wet road crashes and/or failure to stop crashes.	55%	90%	High
R22	Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)	Additional or new signage can address crashes caused by lack of driver awareness or compliance of roadway signing.	15%	90%	Very High

Code	Countermeasure Name	Countermeasure Description	CRF	Federal Funding	Systemic Approach Opportunity
R23	Install chevron signs on horizontal curves	Roadways that have an unacceptable level of crashes on relatively sharp curves during periods of light and darkness.	40%	90%	Very High
R26	Install dynamic/variable speed warning signs	Includes the addition of dynamic speed warning signs (also known as Radar Speed Feedback Signs).	30%	90%	High
R27	Install delineators, reflectors and/or object markers	Installation of delineators, reflectors and/or object markers are intended to warn drivers of an approaching curve or fixed object that cannot easily be removed.	15%	90%	Very High
R30	Install centerline rumble strips/stripes	Center Line rumble strips/stripes can be used on virtually any roadway – especially those with a history of head-on crashes.	20%	90%	High
R36PB	Install Raised Pedestrian Crossing	Roadway segments with no controlled crossing for a significant distance in high-use midblock crossing areas and/or multilane roads locations. Flashing beacons, curb extensions, medians and pedestrian crossing islands and/or other safety features should be added to complement the standard crossing elements.	35%	90%	Medium

* Code: S - Signalized intersection improvements
 NS - Non-signalized intersection improvements
 R - Roadway segment improvements



7 | VIABLE SAFETY PROJECTS

7

VIABLE SAFETY PROJECTS

This chapter summarizes the process of selecting safety projects as part of the analysis for Pico Rivera's LRSP. The next step after the identification of high-injury locations, emphasis areas and applicable countermeasures was to identify location specific safety improvements for all high-risk roadway segments and intersections.

Specific countermeasures and improvements were selected from the 2022 LRSM from Caltrans, where:

- S refers to improvements at signalized locations,
- NS refers to improvements at non-signalized locations, and
- R refers to improvements at roadway segments.

The corresponding number refers to the countermeasure number in the LRSM (2022). The countermeasures were grouped into safety projects for high-risk intersections and roadway segments. A total of six safety projects were developed. All countermeasures were identified based on the technical teams' assessment of viability that consisted of extensive analysis, observations, City staff input, and stakeholder/community input. The most applicable and appropriate countermeasures as identified have been grouped together to form projects that can help make high-risk locations safer.

Table 14 lists the safety projects for high-risk intersections and roadway segments, along with total base planning level cost (2022 dollar amounts) estimates and the resultant preliminary Benefit/Cost (B/C) Ratio. The "Total Benefit" estimates were calculated for the proposed improvements being evaluated in the proactive safety analysis. This "Total Benefit" is divided by the "Total Cost per Location" estimates for the proposed improvements, giving the resultant B/C Ratio. The B/C Ratio Calculation follows the methodology as mentioned in the LRSM (2022). Additionally, based on community comments received from the survey portal and Stakeholder Meetings, additional locations with traffic safety concerns were identified and countermeasure were recommended for locations listed in **Table 15**.

Appendix F lists the detailed methodology to calculate B/C Ratio, as well as the complete cost, benefit and B/C Ratio calculation spreadsheet.

These safety projects were chosen based on the previously completed collisions analysis, which was used to identify main collision attributes that were found to be leading factors of KSI in Pico Rivera. These collision factors are shown below, as well as viable safety projects that can help address these factors.

Broadside Collisions: For KSI collisions in Pico Rivera, 30% of collisions were broadside collisions. This is slightly higher than its share of collisions of all severity (29%). Broadside collisions can potentially be mitigated by increasing the visibility of an intersection through updated pavement markings, new or updated signage, lighting, advance flashing beacons, and improving sight distance.

Unsafe Speed Violations: 32% of KSI collisions in Pico Rivera were due to unsafe speed violations, compared to 28% of collisions of all severity. Countermeasures such as traffic calming, dynamic speed warning signs, road diet can all help to address unsafe speed violation collisions.

Nighttime Collisions: 67% of KSI collisions in Pico Rivera were nighttime collisions, compared to 36% of collisions of all severity. These collisions can potentially be mitigated with installing or upgrading street lighting with higher lumen, installing delineators, reflectors and object markers, adding fluorescent sheeting to traffic signs, and installing flashing beacons.

Rear End Collisions: 29% of collisions of all severity were rear end collisions. It also makes up 17% of KSI collisions. Rear end collisions can potentially be mitigated through upgrading signal hardware or adding retroreflective borders, improving signal timing, upgrading/adding intersection warning signs, or adding flashing beacons in advance of intersections. Methods to reduce speeding, such as traffic calming, can also help to address rear end collisions.

Improper Turning Collisions: For KSI collisions in the City of Pico Rivera, 11% of collisions occurred due to improper turning violation. It also contributed to 19% of all injury collisions. Countermeasures such as improving sight distance at intersections, installing dedicated left turn lanes, median splitter islands on minor road approaches, and raised medians can help to mitigate improper turning caused collisions.

The next step in the process will be to secure grant funding for the recommended safety projects. It should be noted that while the LRSP projects were based on high-risk locations, HSIP applications can be expanded to include many locations across the city, which is reflected in Projects 3, 4, and 6. As part of this scope, TJKM prepared and submitted two HSIP Cycle 11 applications for Projects 4 and 6. Apart from this scope, the City also submitted a third project for safety around several school sites in the City. All applications were funded in March 2023. Each application is included in the **Appendix G**.

Table 14 shows the list of identified projects for the City of Pico Rivera, with a preliminary cost estimate for each location and the resulting benefit-cost ratio of the project (the title of each countermeasure is located in Table 14).

Table 14. List of Viable Safety Projects

Location	CM1	CM2	CM3	Cost per Location	Total Cost	B/C Ratio
Project 1: Signalized Intersections: Install striping through intersection (for turning movements and offset intersections), install raised median on approaches						
Slauson Ave and Paramount Blvd	S09			\$3,696	\$183,400	115.5
Rosemead Blvd and Whittier Blvd	S09			\$4,099		
Beverly Blvd and Paramount Blvd	S09			\$3,696		
Rosemead Blvd and Washington Blvd	S09	S12		\$151,375		
Rosemead Blvd and Telegraph Rd	S09			\$7,900		
Slauson Ave and Parsons Blvd	S09			\$3,024		
Gregg Rd and Whittier Blvd	S09			\$40,446		
Project 2: Unsignalized Intersections: Install signals, install pedestrian signal (including HAWK), install RRFB (when warranted, additional study warrant required)						
Rosemead Blvd and Danbridge St	NS03*			\$870,800	\$3,507,700	5.44
Rosemead Blvd and Maxine St	NS03*			\$870,800		
Durfee Ave and Olympic Blvd^			NS22PB	\$172,060		
Beverly Rd and Canal Way^	NS03*			\$870,800		
Durfee Ave and West St^		NS23PB		\$361,620		
Paramount Blvd and Maris Ave^		NS23PB		\$361,620		
Project 3: Citywide Signal Timing: Improve signal timing (coordination, phases, red, yellow, or operation), install emergency vehicle pre-emption systems (where applicable)						
Citywide Signalized Intersections	S03	S05		\$1,459,350	\$1,459,350	24.48
Project 4 (HSIP Application): Citywide Signal Upgrade: Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number, install pedestrian countdown signal heads, install advance stop bar before crosswalk (Bicycle Box)						
Citywide Signalized Intersections	S02	S17PB	S20PB	\$2,130,800	\$2,130,800	39.24
Project 5: Roadway Segments: Install dynamic/variable speed warning signs (radar feedback sign), install delineators, reflectors and/or object markers						
Rosemead Blvd: From/To City Limits	R26	R27		\$123,130	\$533,120	284.79
Whittier Blvd/SR 72: From/To City Limits	R26	R27		\$71,190		
Slauson Ave: From/To City Limits		R27		\$15,540		
Washington Blvd: From/To City Limits		R27		\$8,820		
Telegraph Rd: From/To City Limits	R26	R27		\$85,400		
Paramount Blvd: Gallatin Rd to Telegraph Rd	R26	R27		\$107,240		
Parsons Blvd: Stephens St to City Limit		R27		\$4,200		
Beverly Blvd: From/To City Limits		R27		\$12,600		
Rooks Rd: Sports Arena Dr to San Gabriel River Pkwy	R26	R27		\$96,600		
Durfee Ave: Kruse Road to Jackson St		R27		\$8,400		

Location	CM1	CM2	CM3	Cost per Location	Total Cost	B/C Ratio
Project 6 (HSIP Application): Citywide Sign Upgrade: Install/upgrade signs with new fluorescent sheeting (regulatory or warning)						
Citywide Roadways	R22			\$3,607,625	\$2,821,300	32.82

Notes: CM – countermeasure. B/C ratio is the dollar amount of benefits divided by the cost of the countermeasure.

*NS03 (Install Signals) countermeasure is applicable only if Signal Warrant is met at respective locations. If not, NS23PB (HAWK) as a first alternative and NS22PB (Rapid flashing Beacon) as a second alternative is recommended.

^Locations identified from public comments and Stakeholder input.

Table 15. Additional Locations Identified from Public Comments and Recommended Countermeasures

Location	CM1	CM2	CM3
Beverly Blvd and San Gabriel River Pkwy^	S21PB		
Paramount Blvd and Mines Ave^	S17PB	S20PB	S21PB
Stephens St and Passons Blvd^	NS11	NS08	Restrict on-street parking
Paramount Blvd and Maris Ave^	NS14	NS18	
Rosemead Blvd: From/To City Limits	R02		
Beverly Blvd: From/To City Limits	R02		
Olympic Blvd^	Traffic Calming measures e.g. speed humps, curb extensions		
Paramount Blvd: Mines Ave and Washington Blvd^	R08	R34PB	

Notes: CM – countermeasure.

^Locations identified from public comments and Stakeholder input.

Countermeasure Name
S02 - Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number
S03 - Improve signal timing (coordination, phases, red, yellow, or operation)
S05 - Install emergency vehicle pre-emption systems
S09 - Install raised pavement markers and striping (Through Intersection)
S12 - Install raised median on approaches
S17PB - Install pedestrian countdown signal heads
S20PB - Install advance stop bar before crosswalk (Bicycle Box)
S21PB - Modify signal phasing to implement a Leading Pedestrian Interval (LPI)
NS03 - Install signals
NS08 - Install Flashing Beacons at Stop-Controlled Intersections
NS11 - Improve sight distance to intersection (Clear Sight Triangles)
NS14 - Install raised median on approaches (NS.I.)
NS18 - Install left-turn lane (where no left-turn lane exists)
NS22PB- Install Rectangular Rapid Flashing Beacon (RRFB)
NS23PB - Install Pedestrian Signal (including Pedestrian Hybrid Beacon [HAWK])
R02 - Remove or relocate fixed objects outside of Clear Recovery Zone
R08 - Install raised median
R22 - Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)
R26 - Install dynamic/variable speed warning signs
R27 - Install delineators, reflectors, and/or object markers
R34PB - Install sidewalk/pathway (to avoid walking along roadway)



8

IMPLEMENTATION AND EVALUATION

8

IMPLEMENTATION AND EVALUATION

This chapter describes the steps the City may take to evaluate the success of this plan and steps needed to update the plan in the future. The LRSP is a guidance document and requires periodic updates to assess its efficacy and re-evaluate potential solutions. It is recommended to update the plan every two to five years in coordination with the identified safety partners. This document was developed based on community needs, stakeholder input, and collision analysis conducted to identify priority emphasis areas throughout the City. The implementation of strategies under each emphasis area would aim to reduce KSI collisions in the coming years.

Implementation

The LRSP is a guidance document that is recommended to be updated every two to five years in coordination with the safety partners. The LRSP document provides Engineering, Education, Enforcement, and EMS-related countermeasures that can be implemented throughout the City to reduce KSI collisions. It is recommended that the City of Pico Rivera implement the selected projects in high-collision locations as well as safety concerns identified by stakeholders and the community in coordination with other projects proposed for the City's infrastructure development in their future Capital Improvement Plans. After implementing countermeasures, the performance measures for each emphasis area should be evaluated periodically. The most important measure of success of the LRSP should be reducing KSI collisions throughout the City. If the number of KSI collisions does not decrease over time, then the emphasis areas and countermeasures should be re-evaluated.

As community feedback and comment were an important component of the crafting of these projects and countermeasures, continuing the collection of community feedback and comment will be equally as important as these are implemented. The success of these countermeasures and projects will not only depend on data collection but also how the community and users use and interact with these over a period of time.

The safety project prioritization list is identified (**Table 16**) for the top three projects based on the B/C Ratio of the project. In addition, KSI and total collisions near the project locations and total expected benefit from the project is also noted in Table 16.

Note that the two citywide projects (Project 4: Citywide Signal Upgrade and Project 6: Citywide Sign Upgrade) have already been awarded funding through HSIP Cycle 11, so these two projects are not included in this list.

Table 16. Safety Project Prioritization List

Priority Ranking	Project	KSI Collisions	Total Collisions	Total Expected Benefit	BCR
1	Project 5: Roadway Segments: Install dynamic/variable speed warning signs, Install delineators, reflectors, and/or object markers.	68	2,554	\$151,878,243	284.79
2	Project 1: Signalized Intersections: Install Striping Through Intersection, Install raised median on approaches.	20	354	\$21,182,945	115.5
3	Project 3: Citywide Signal Timing: Improve signal timing (coordination, phases, red, yellow, or operation), Install emergency vehicle pre-emption systems.	47	1,285	\$35,725,958	24.48

Funding is a critical component of implementing any safety project. While the HSIP program is a common source of funding for safety projects, there are numerous other funding sources that could be pursued for such projects. (See **Table 17** below).

Table 17. List of Potential Funding Sources

Funding Source	Funding Agency	Amount Available	Next Call for Projects	Applicable E's	Notes
Active Transportation Program	Caltrans, California Transportation Commission, MTC	~\$450 million per cycle (every two years)	2024	Engineering, Education	Can use used for most active transportation related safety projects as well as education programs? Funding available through Caltrans or MTC
Highway Safety Improvement Program (HSIP)	Caltrans	Varies	2024	Engineering	Most common grant source for safety projects
Office of Traffic Safety Grants	California Office of Traffic Safety	Varies by grant	Closes January 31 st annually	Education, Enforcement, Emergency Response	10 grants available to address various components of traffic safety
Affordable Housing and Sustainable Communities Program	Strategic Growth Council and Dept. of Housing and Community Development	~\$10-15 million per award	TBD; most recent in 2023	Engineering, Education	Must be connected to affordable housing projects; typically focuses on bike/pedestrian infrastructure/ programs
Urban Greening	California Natural Resources Agency	\$28.5 million	TBD; most recent in 2022	Engineering	Focused on bike/pedestrian infrastructure and greening public spaces

Funding Source	Funding Agency	Amount Available	Next Call for Projects	Applicable E's	Notes
Local Streets and Road Maintenance and Rehabilitation	CTC (distributed to local agencies)	\$1.5 billion statewide	N/A; distributed by formula	Engineering	Typically pays for road maintenance type projects
RAISE Grant	USDOT	~\$1.5 billion	2023	Engineering	Typically used for larger infrastructure projects
Sustainable Transportation Equity Project	California Air Resources Board	~\$19.5 million	TBD; most recent call in 2023	Engineering, Education	Targets projects that will increase transportation equity in disadvantaged communities
Transformative Climate Communities	Strategic Growth Council	~\$105 million	TBD; most recent call in 2022	Engineering	Funds community-led projects that achieve major reductions in greenhouse gas emissions in disadvantaged communities
Safe Streets and Roads for All (SS4A)	USDOT	\$200k - \$50 million	2023	Engineering	Two types of SS4A grants available: Action Plan Grants and Implementation Grants
Clean California Local Grant Program	Caltrans	\$100 – 5 million per award	2023	Engineering	Funding for local communities to beautify and improve local streets and roads, tribal lands, parks, pathways, and transit centers
Sales Tax Exclusion (STE) Program	State Treasurer's Office	\$100 million	Ongoing	Engineering	Provide incentives - a sales and use tax exclusion to manufacturers purchasing equipment to promote alternative energy, advanced transportation and recycling, as well as advanced manufacturing
Countywide Sales Tax Measures (Measures R, M and Proposition C)	Los Angeles County	Distributed by formula	Annually	Engineering, Education	Typically used by City as a match for other grant funds

Monitoring and Evaluation

For the success of the LRSP, it is crucial to monitor and evaluate the 4 E-strategies continuously. Monitoring and evaluation help provide accountability, ensures the effectiveness of the countermeasures for each emphasis area, and help making decisions on the need for new strategies. The process would help the City make informed decisions regarding the implementation plan's progress and accordingly, update the goals and objectives of the plan.

After implementing countermeasures, the strategies should be evaluated annually as per their performance measures. The evaluation should be recorded in a before-after study to validate the effectiveness of each countermeasure as per the following observations:

- Number of KSI collisions
- Number of police citations
- Number of public comments and concerns


Evaluation should be conducted during similar time periods and durations each year. The most important measure of success of the LRSP should be reduction in KSI collisions throughout the City. If the number of KSI collisions doesn't decrease initially, then the countermeasures should be evaluated as per the other observations, as mentioned above. The effectiveness of the countermeasures should be compared to the goals for each emphasis area.

LRSP Update

The LRSP is a guidance document and is recommended to be updated every two to five years after adoption. After monitoring performance measures focused on the status and progress of the 4 E's strategies in each emphasis area, the next LRSP update can be tailored to resolve any continuing safety problems. An annual stakeholder meeting with the safety partners is also recommended to discuss the progress for each emphasis area and oversee the implementation plan. The document should then be updated as per the latest collision data, emerging trends, and the 4 E's strategies' progress and implementation. This LRSP is a living document that will be used to apply for HSIP, Active Transportation Plan (ATP), Safe Streets and Roads for All (SS4A) funding grants in future cycles. **Table 17** above outlines additional potential funding sources.

Reports Discovery and Admission into Evidence of Certain Reports, Surveys, and Information

Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose reflected to this Report, shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location identified or addressed in the reports, surveys, schedules, lists, or other data pursuant to 23 U.S.C. Section 148(h)(4).

The image features a background with a light grey upper section and a solid blue lower section, separated by a curved line that starts from the left edge and curves upwards. The text is positioned in the blue section.

APPENDIX A:
Summary of
Community Comments

Respondent ID	#	Lat	Long	Intersection	Name	What traffic-related concern do you have at this location?	Mode	Pertinent Issue
7m14wpl4k8u9	1	33.979444	-118.090156	Y	Passons Blvd	pedestrian crossing and pavement striping safety concerns	Pedestrian	Pedestrian Safety
46hdf6v69j64	2	33.979454	-118.090063	Y	Passons Blvd	vehicle traffic is very fast through this intersection. very little protection and visibility for people walking and biking, especially school aged youth.	Motor Vehicle	Intersection Safety
46hdf6v69j64	3	33.979454	-118.090063	Y	Passons Blvd	vehicle traffic is very fast through this intersection. very little protection and visibility for people walking and biking, especially school aged youth.	Motor Vehicle	Speeding
46hdf6v69j64	4	33.979454	-118.090063	Y	Passons Blvd	vehicle traffic is very fast through this intersection. very little protection and visibility for people walking and biking, especially school aged youth.	Pedestrian	Pedestrian Safety
46hdf6v69j64	5	33.979454	-118.090063	Y	Passons Blvd	vehicle traffic is very fast through this intersection. very little protection and visibility for people walking and biking, especially school aged youth.	Bicycle	Bicycle Safety
8p9esk2dax27	6	34.007443	-118.071079	Y	Beverly Blvd	No Leading Pedestrian Intervals. Potential pedestrian and vehicle conflict when cars make right turn on green.	Pedestrian	Pedestrian Safety
8p9esk2dax27	7	34.007443	-118.071079	Y	Beverly Blvd	No Leading Pedestrian Intervals. Potential pedestrian and vehicle conflict when cars make right turn on green.	Motor Vehicle	Unsafe Turning
377jgo33dn49	8	34.001715	-118.084415	N	Whittier Blvd	Signal lighting for intersections should be adjusted so that all thru traffic goes first, so the turn pockets can fill up. So we are not waiting for two lights to change.	Motor Vehicle	Intersection Safety
3tn6t6yjo2n3	9	34.000966	-118.089285	N	Dulin Ave	Road is full of bumps and holes from all the trucks that use it	Motor Vehicle	Road Improvement
7vd3bgn7um98	10	33.962304	-118.104461	Y	Serapis Ave	Drivers do not stop at the stop sign and speed especially when there are children walking to school.	Motor Vehicle	Traffic Red Lights & Sign Violations
947c3bu9kf73	11	34.014323	-118.068014	Y	Woodford St	The paint at this stop sign has faded. It needs to be repainted (possibly larger) so that cars will stop. Many cars do not come to a complete stop at this stop sign. Can a stop sign with flashing lights (solar powered) be installed too?	Motor Vehicle	Signage Improvement
947c3bu9kf73	12	34.014323	-118.068014	Y	Woodford St	The paint at this stop sign has faded. It needs to be repainted (possibly larger) so that cars will stop. Many cars do not come to a complete stop at this stop sign. Can a stop sign with flashing lights (solar powered) be installed too?	Motor Vehicle	Intersection Safety
947c3bu9kf73	13	34.012811	-118.067444	Y	San Gabriel River Pkwy	The lines separating the bike lanes have faded. it's not safe for bike riders to ride on either side of San Gabriel River Parkway. Can more signs be posted reminding drivers to make them aware of the bike lanes?	Bicycle	Bicycle Safety
947c3bu9kf73	14	34.012811	-118.067444	Y	San Gabriel River Pkwy	The lines separating the bike lanes have faded. it's not safe for bike riders to ride on either side of San Gabriel River Parkway. Can more signs be posted reminding drivers to make them aware of the bike lanes?	Bicycle	Signage Improvement

Respondent ID	#	Lat	Long	Intersection	Name	What traffic-related concern do you have at this location?	Mode	Pertinent Issue
947c3bu9kf73	15	34.018129	-118.054114	Y	San Gabriel River Pkwy	This portion of San Gabriel River Parkway is in dire need of repairs. Both sides have pot holes and uneven asphalt. This entryway into pico Rivera desperately needs some TLC.	Motor Vehicle	Road Imporvement
2s2i966k77	16	33.988737	-118.103711	Y	Paramount Blvd	Due to the curve, traffic coming from the neighborhoods can't see oncoming traffic.	Motor Vehicle	Visibility
2s2i966k77	17	34.009811	-118.084069	N	Los Toros Ave	Passerby's tend to speed not realizing that it curves. Contacted the city several times about installing speed bumps as cars speed at about 50-at times 60 miles per hour. They install the meter readers for a day or two, and of course there is not enough evidence by speeders noticing the speed reader and same issue, the next day when the speed reader is taken down, cars speeding in a residential area as well as large trucks passing by to the meat factory. A total mess, can't even pull out of my driveway safely as cars speed.	Motor Vehicle	Visibility
8r4rni3yia73	18	34.00547	-118.077067	Y	Beverly Rd	Cars don't respect the speed limit and cause accident. Too many accidents have happened here.	Motor Vehicle	Speeding
8r4rni3yia73	19	33.995717	-118.093933	N	Paramount Blvd	A traffic light is needed to turn left or right, before a accident happens, cars don't give the right aways.	Motor Vehicle	Intersection Safety
8r4rni3yia73	20	34.00795	-118.081739	Y	Beverly Rd	A traffic light needs to be installed, people with children are always crossing because the next crossing light is far off from where many of the fields are where children play. Cars speed all the time	Motor Vehicle	Intersection Safety
8r4rni3yia73	21	33.990316	-118.092199	Y	Rosemead Blvd	A traffic light needs to be installed, people with children are always crossing because the next crossing light is far off from where many of the fields are where children play. Cars speed all the time	Motor Vehicle	Intersection Safety
8r4rni3yia73	22	33.990316	-118.092199	Y	Rosemead Blvd	A traffic light needs to be installed, people with children are always crossing because the next crossing light is far off from where many of the fields are where children play. Cars speed all the time	Motor Vehicle	Speeding
9m33kc74roa3	23	34.016817	-118.084733	Y	Paramount Blvd	More lighting from paramount bl. Gallatin rd to mines ave. To dark	Motor Vehicle	Lighting
9m33kc74roa3	24	34.005829	-118.090831	Y	Olympic Blvd	This street to dark no lighting	Motor Vehicle	Lighting
9m33kc74roa3	25	33.998379	-118.091642	Y	Paramount Blvd	To dark	Motor Vehicle	Lighting
9m33kc74roa3	26	33.99653	-118.093162	N	Paramount Blvd	To dark	Motor Vehicle	Lighting
9m33kc74roa3	27	33.994875	-118.095235	Y	Paramount Blvd	To dark	Motor Vehicle	Lighting
9m33kc74roa3	28	33.993398	-118.096766	N	Paramount Blvd	To dark	Motor Vehicle	Lighting
9m33kc74roa3	29	33.997399	-118.092206	Y	Paramount Blvd	To dark people hot divider	Motor Vehicle	Lighting
3es98utd333c	30	33.983107	-118.087543	Y	Passons Blvd	People be running the light on red.	Motor Vehicle	Traffic Red Lights & Sign Violations
3es98utd333c	31	33.982268	-118.085364	Y	Millux Ave	People run the stop sign almost everyday.	Motor Vehicle	Traffic Red Lights & Sign Violations
3es98utd333c	32	33.985884	-118.084871	Y	Eglise Ave	Stop sign needed people some times don't bother to yield to oncoming traffic	Motor Vehicle	Signage Improvement

Respondent ID	#	Lat	Long	Intersection	Name	What traffic-related concern do you have at this location?	Mode	Pertinent Issue
7og2wxb27nh3	33	33.992262	-118.089825	Y	Rosemead Blvd	There should be more protection in the dividers on Rosemead between Mines and Whittier on the sides. There are far too many accidents. There is noise pollution. The walls shake when the cars and semi trucks are speeding in all times of day. Either plants or concrete walls or a combination of both should help.	Motor Vehicle	Corridor Safety
9bp47s4ln479	34	34.004599	-118.075813	Y	Olympic Blvd	Speeding cars driving down the street. Narrow street with cars parked on both sides of the road causes congestion during the day, especially on weekends.	Motor Vehicle	Speeding
9bp47s4ln479	35	34.004599	-118.075813	Y	Olympic Blvd	Speeding cars driving down the street. Narrow street with cars parked on both sides of the road causes congestion during the day, especially on weekends.	Motor Vehicle	Narrow Roadway
4kg972ej2bt4	36	34.002533	-118.074453	Y	Tobias Ave	There should be a stop sign on Tobias and Stephens St because cars often don't stop which can cause collisions.	Motor Vehicle	Intersection Safety
4kg972ej2bt4	37	34.002533	-118.074453	Y	Tobias Ave	There should be a stop sign on Tobias and Stephens St because cars often don't stop which can cause collisions.	Motor Vehicle	Intersection Safety
74ppa2i2weu8	38	34.007618	-118.086478	Y	Paramount Blvd	Vehicle doesn't stop	Motor Vehicle	Traffic Red Lights & Sign Violations
74ppa2i2weu8	39	34.007488	-118.086351	Y	Paramount Blvd	Cars doesn't stop because too much cars park there	Motor Vehicle	Traffic Red Lights & Sign Violations
86a6vym8vz39	40	33.987578	-118.082813	Y	Dicky St	Cars are always driving by fast, a night they hardly ever stop. We already called city hall about a year ago and nothing has been done	Motor Vehicle	Speeding
7j4uim7x47y8	41	34.00994	-118.07971	Y	Beverly Blvd	It is more of a Pedestrian safety- due to the fence being covered.....cars that are exiting (from Norm's parking lot) making a right turn are not able to see if Pedestrians are approaching exit driveway.....I am very cautious when I exit but I don't think it's safe for Pedestrians or bicyclists. Thank you!	Pedestrian	Pedestrian Safety
7j4uim7x47y8	42	34.00994	-118.07971	Y	Beverly Blvd	It is more of a Pedestrian safety- due to the fence being covered.....cars that are exiting (from Norm's parking lot) making a right turn are not able to see if Pedestrians are approaching exit driveway.....I am very cautious when I exit but I don't think it's safe for Pedestrians or bicyclists. Thank you!	Motor Vehicle	Unsafe Turning
432sn7wez3hw	43	33.974152	-118.100192	N	Cravell Ave	This street is a dead end street and it's been dangerous how cars drive with so much speed it can kill a child or pedestrian. Please consider a speed bump.	Motor Vehicle	Speeding
432sn7wez3hw	44	33.976026	-118.098648	Y	Rex Rd	This street connects to the elementary school and kids are always walking home. With this street being loopy and staggering sometimes cars drive fast and they can't see if a pedestrian or another car is coming. Several accidents have occurred here and even into the home wall by this streets, speed is an issue.	Motor Vehicle	Speeding

Respondent ID	#	Lat	Long	Intersection	Name	What traffic-related concern do you have at this location?	Mode	Pertinent Issue
432sn7wez3hw	45	33.976026	-118.098648	Y	Rex Rd	This street connects to the elementary school and kids are always walking home. With this street being loopy and staggering sometimes cars drive fast and they can't see if a pedestrian or another car is coming. Several accidents have occurred here and even into the home wall by this streets, speed is an issue.	Motor Vehicle	School Safety
3a7d7gav7xp	46	33.996237	-118.093812	N	Paramount Blvd	Between Haney and Carron on Paramount cars speed around that corner. There was a big accident on Sunday October 30th. The speeding is out of control. A traffic light is needed. Thanks	Motor Vehicle	Speeding
7lz388lhx276	47	33.971993	-118.09469	Y	Passons Blvd	Large vehicles park on this corner of Passons Blvd creating a blind spot and making it difficult for cars coming out of Bascom and attempting to turn Northbound on Passons. The front end of cars are forced to enter the south side lanes and with the blind spot created, it makes for a very dangerous situation. Request to paint curb red on Passons Blvd. (corner of passons and bascom) All other corners are painted red on passons. This is the only corner that doesn't have the paint.	Motor Vehicle	Improper Parking
3w397isg6f9	48	33.988677	-118.101802	Y	Candace Ave	The intersection doesn't have stops on either side.	Motor Vehicle	Intersection Safety
9zf942ynn627	49	33.989021	-118.083917	Y	Mines Ave	wide intersection, long cross walk times, impatient drivers	Motor Vehicle	Intersection Safety
9zf942ynn627	50	34.000153	-118.081191	Y	Whittier Blvd	lots of red light running by cars, walk signal sometimes doesn't activate	Motor Vehicle	Traffic Red Lights & Sign Violations
9zf942ynn627	51	34.001561	-118.083857	Y	Rosemead Blvd	illegal u-turns from southbound Rosemead to northbound to reach chic-fil-a	Motor Vehicle	Traffic Red Lights & Sign Violations
9zf942ynn627	52	34.000433	-118.08406	Y	Rosemead Blvd	pedestrians cross the street here	Pedestrian	Pedestrian Safety
9zf942ynn627	53	34.00074	-118.082494	Y	Whittier Blvd	pedestrians cross the street here, needs a crosswalk	Pedestrian	Pedestrian Safety
9zf942ynn627	54	34.001225	-118.078954	Y	West Blvd	sightline issues at intersection corner due to illegal parking on West Blvd	Motor Vehicle	Improper Parking
9zf942ynn627	55	34.001023	-118.082823	Y	Whittier Blvd	new bus layover for Metro 265, causes difficulty in making right turn from San Gabriel to Whittier Blvd	Motor Vehicle	Unsafe Turning
9zf942ynn627	56	34.010567	-118.080882	Y	Beverly Blvd	widened intersection increases walk cross time	Pedestrian	Pedestrian Safety
9zf942ynn627	57	33.995032	-118.086305	Y	Rosemead Blvd	crosswalk needed, people cross here	Pedestrian	Pedestrian Safety
2ex8ttn79v4	58	33.992762	-118.097427	Y	Paramount Blvd	Difficult to cross this street to access park in the next neighborhood. Unsafe due to vehicles not stopping or there is no signage/crosswalk	Motor Vehicle	Traffic Red Lights & Sign Violations
2ex8ttn79v4	59	33.992762	-118.097427	Y	Paramount Blvd	Difficult to cross this street to access park in the next neighborhood. Unsafe due to vehicles not stopping or there is no signage/crosswalk	Pedestrian	Pedestrian Safety
73yvf9d2cr46	60	34.01073	-118.080908	Y	Rosemead Blvd	The size of this intersection is ridiculous and crossing the 5 lane road is incredibly intimidating. Please don't build any more of these as it will decrease the safety of pedestrians.	Pedestrian	Pedestrian Safety

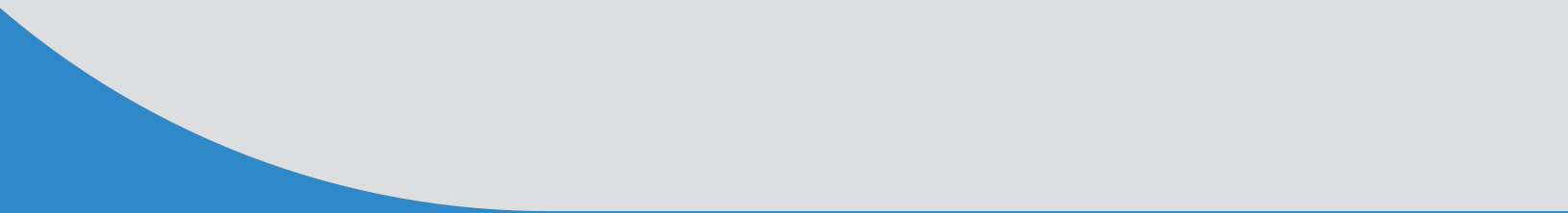
Respondent ID	#	Lat	Long	Intersection	Name	What traffic-related concern do you have at this location?	Mode	Pertinent Issue
8wxm6ceo2bo9	61	33.990369	-118.099278	Y	Paramount Blvd	We need a light. The vehicle are driving over 50 mph from Mines to Washington Blvd. I live near This location an need to pass over to drop off and pick up my daughter from school. Silverette Dr. / Paramount Blvd. please help.	Motor Vehicle	Speeding
8wxm6ceo2bo9	62	33.990369	-118.099278	Y	Paramount Blvd	We need a light. The vehicle are driving over 50 mph from Mines to Washington Blvd. I live near This location an need to pass over to drop off and pick up my daughter from school. Silverette Dr. / Paramount Blvd. please help.	Motor Vehicle	Intersection Safety
8eb8rto3teo7	63	33.995072	-118.094916	Y	Paramount Blvd	Cars are not watching pedestrians cross the street, my family and I have almost got hit multiple times crossing the street to get to the dam	Pedestrian	Pedestrian Safety
8eb8rto3teo7	64	33.993118	-118.091377	Y	Manzanar Ave	There should be a stop sign	Motor Vehicle	Signage Improvement
23e2k3igj9t4	65	34.014865	-118.085373	Y	Paramount Blvd	With the speed of cars they don't stop to give the right away to pedestrians. There's multiple times I have to wait 5 minutes until I can cross with my child during rush hours. A signal light that is visible big enough to notice that it's a cross walk. This is dangerous	Pedestrian	Pedestrian Safety
23e2k3igj9t4	66	34.005815	-118.082493	Y	Rosemead Blvd	A signal light needs to be installed. There's been times where I almost crash because there's so much traffic going to north Ranchito school that parents rush and don't put the signal when turning. It's a mess in the mornings and afternoons. Notices couple of crashes in that intersection as well as children and parents almost run over as that crosswalk is to cross to the elementary.	Motor Vehicle	School Safety
23e2k3igj9t4	67	34.005815	-118.082493	Y	Rosemead Blvd	A signal light needs to be installed. There's been times where I almost crash because there's so much traffic going to north Ranchito school that parents rush and don't put the signal when turning. It's a mess in the mornings and afternoons. Notices couple of crashes in that intersection as well as children and parents almost run over as that crosswalk is to cross to the elementary.	Motor Vehicle	Intersection Safety
23e2k3igj9t4	68	34.005374	-118.074587	Y	Canal Way	A signal light needs to be installed, cars speed up to 50 without stopping at the stop sign. Speed bumps should be installed Cars race in the middle of the night. Called the city couple of times they install the speed meter cars don't speed as they see it once it's removed they continue.	Motor Vehicle	Intersection Safety
23e2k3igj9t4	69	34.005374	-118.074587	Y	Canal Way	A signal light needs to be installed, cars speed up to 50 without stopping at the stop sign. Speed bumps should be installed Cars race in the middle of the night. Called the city couple of times they install the speed meter cars don't speed as they see it once it's removed they continue.	Motor Vehicle	Speeding

Respondent ID	#	Lat	Long	Intersection	Name	What traffic-related concern do you have at this location?	Mode	Pertinent Issue
2wf29ubx7fy8	70	33.961036	-118.089113	N	Greenvale Ave	Too fast of drivers on Greenvale and myron. Not safe for children who play and ride bikes. Maybe speed bumps are necessary	Motor Vehicle	Speeding
368mww8img97	71	33.968531	-118.097247	Y	Passons Blvd	Visibility of on coming traffic traveling south on Passons difficult to see when making a left turn from northbound Passons onto Slauson without green arrow.	Motor Vehicle	Visibility
3hc6pn79nnc3	72	34.011102	-118.074304	N	Dork St	Speeding cars thru a very damaged private rd. Too many outsiders using it to avoid traffic on Beverly Blvd	Motor Vehicle	Speeding
4h4dau8dvo93	73	33.985262	-118.095489	Y	Rosemead Blvd	jaywalking. even with a fence in place many people cross here at all hours	Pedestrian	Other - jaywalking
6ax9ikn4p606	74	33.975825	-118.095738	N	Citronell Ave	There is little organization and high traffic during school morning and school release times. Also, need speed bumps to control speeding.	Motor Vehicle	School Safety
6ax9ikn4p606	75	33.975825	-118.095738	N	Citronell Ave	There is little organization and high traffic during school morning and school release times. Also, need speed bumps to control speeding.	Motor Vehicle	Speeding
7th6svk71778	76	34.0013	-118.078897	Y	Durfee Ave	The new roadway underpass construction on Durfee Avenue between Whittier Boulevard and Beverly Road has helped the city's traffic going north and south but many cars are speeding and even ignoring the stop sign in the corner of Durfee Avenue and West Street, which makes it dangerous for pedestrians including the many students that walk by, especially now that it gets dark earlier. I think it would be a good idea to add speed bumps before the stop sign going south on Durfee. Also adding a street light button that lights up the stop sign and street so pedestrians can cross would be great.	Pedestrian	Pedestrian Safety
7th6svk71778	77	34.0013	-118.078897	Y	Durfee Ave	The new roadway underpass construction on Durfee Avenue between Whittier Boulevard and Beverly Road has helped the city's traffic going north and south but many cars are speeding and even ignoring the stop sign in the corner of Durfee Avenue and West Street, which makes it dangerous for pedestrians including the many students that walk by, especially now that it gets dark earlier. I think it would be a good idea to add speed bumps before the stop sign going south on Durfee. Also adding a street light button that lights up the stop sign and street so pedestrians can cross would be great.	Motor Vehicle	Speeding

Respondent ID	#	Lat	Long	Intersection	Name	What traffic-related concern do you have at this location?	Mode	Pertinent Issue
7th6svk71778	78	34.0013	-118.078897	Y	Durfee Ave	The new roadway underpass construction on Durfee Avenue between Whittier Boulevard and Beverly Road has helped the city's traffic going north and south but many cars are speeding and even ignoring the stop sign in the corner of Durfee Avenue and West Street, which makes it dangerous for pedestrians including the many students that walk by, especially now that it gets dark earlier. I think it would be a good idea to add speed bumps before the stop sign going south on Durfee. Also adding a street light button that lights up the stop sign and street so pedestrians can cross would be great.	Motor Vehicle	Intersection Safety
7th6svk71778	79	34.004484	-118.077758	Y	Durfee Ave	This is another street where cars speed by and ignore the pedestrian walking sign. I have seen cars nearly missing hitting people. Another flashing stop sign would be good here.	Motor Vehicle	Speeding
7th6svk71778	80	34.004484	-118.077758	Y	Durfee Ave	This is another street where cars speed by and ignore the pedestrian walking sign. I have seen cars nearly missing hitting people. Another flashing stop sign would be good here.	Motor Vehicle	Intersection Safety
4pd8bmy76t38	81	34.008156	-118.073198	Y	Beverly Blvd	1. Cars consistently running red lights at high speeds. 2. Unsafe crossing conditions between residential neighborhood and park.	Motor Vehicle	Traffic Red Lights & Sign Violations
4pd8bmy76t38	82	34.008156	-118.073198	Y	Beverly Blvd	1. Cars consistently running red lights at high speeds. 2. Unsafe crossing conditions between residential neighborhood and park.	Pedestrian	Pedestrian Safety
86y7tns4sry6	83			N	Railton St	Street needs to be repaved	Motor Vehicle	Road Imporvement
8p9esk2dax27	84			N	San Gabriel River Pkwy	There is no stop sign on Stephens st and passons blvd. cars are always passing full speed. There has been 3 accidents where a driver has hit a parked car and we have students walking along that area .	Motor Vehicle	Signage Improvement
8p9esk2dax27	85			N	San Gabriel River Pkwy	There is no stop sign on Stephens st and passons blvd. cars are always passing full speed. There has been 3 accidents where a driver has hit a parked car and we have students walking along that area .	Motor Vehicle	Speeding
8p9esk2dax27	86			N	San Gabriel River Pkwy	There is no stop sign on Stephens st and passons blvd. cars are always passing full speed. There has been 3 accidents where a driver has hit a parked car and we have students walking along that area .	Motor Vehicle	School Safety
8p9esk2dax27	87			Y	San Gabriel River Pkwy	No sidewalk. have to walk/run on the street	Pedestrian	Pedestrian Safety
8p9esk2dax27	88			N	Whittier Blvd	hard to share space with cars and parked cars while biking, aggressive passing, squeezed between parked and passing cars	Bicycle	Bicycle Safety
8p9esk2dax27	89			Y	Passons Blvd	WB Whittier, parked vehicles force cyclist to take the travel lane, this section could be a bike lane except for allowed street parking, there are parking lots available	Bicycle	Bicycle Safety

Respondent ID	#	Lat	Long	Intersection	Name	What traffic-related concern do you have at this location?	Mode	Pertinent Issue
8p9esk2dax27	90			Y	Mines Ave	EB Whittier Blvd, cars use first lane next to curb to pass at high speed, causes conflict with cyclist riding as far to the right as feasible (as required by law)	Bicycle	Bicycle Safety
8p9esk2dax27	91			Y	Mines Ave	EB Whittier Blvd, cars use first lane next to curb to pass at high speed, causes conflict with cyclist riding as far to the right as feasible (as required by law)	Motor Vehicle	Speeding
8p9esk2dax27	92			N	Beverly Blvd	both directions, narrowed street width causes conflict between high speed cars and cyclists	Motor Vehicle	Narrow Roadway
8p9esk2dax27	93			N	Beverly Blvd	both directions, narrowed street width causes conflict between high speed cars and cyclists	Motor Vehicle	Speeding
3tn6t6yjo2n3	94			Y	Bequette Ave	backed up traffic from in-n-out blocks crosswalk, bus stop, and makes drivers dangerously swerve as they cross Rosemead along EB Whittier	Motor Vehicle	Slow Moving Traffic
4eho9rtv4kow	95			N	Serapis Ave	very narrow sidewalk forces people to step into roadway to pass each other, especially if they have shopping carts, strollers, bikes	Pedestrian	Sidewalk Improvement
9m33kc74roa3	96			Y	Paramount Blvd	Cyclists are forced to take a general purpose lane instead of riding closer to shoulder due to 4-5 parked cars, Rosemead Blvd could fit bike lanes (north limits to Washington) except for these 4-5 cars	Bicycle	Bicycle Safety
7og2wxb27nh3	97			N	Rosemead Blvd	NB Rosemead re-stripped to 3 lanes from Beverly Rd to Beverly Blvd, returns to 2 lanes after Beverly Blvd. Cars use right travel lane to pass at high speed. Causes conflict with cyclists using rightmost lane as required by law	Motor Vehicle	Unsafe Turning
7og2wxb27nh3	98			Y	Bradhurst St	little space for cycling, danger with cars pulling out from parking and not seeing cyclists	Bicycle	Bicycle Safety
4kg972ej2bt4	99			N	Stephens St	Parked cars force conflict between cyclists and drivers in travel lane	Bicycle	Bicycle Safety
4kg972ej2bt4	100			Y	Stephens St	Vehicles speeding not safe for children to be outside	Motor Vehicle	Speeding
74ppa2i2weu8	101			N	Paramount Blvd	All streets need to be re done. Especially near the schools and district and Whittier Blvd where the water collects and cars don't see the road and when driven over it messes up our vehicles and tires.	Motor Vehicle	Road Imporvement
2e9fek3imu76	102			Y	Passons Blvd	Speeding vehicles and accidents in recent years include fatal accident. Maybe extend median	Motor Vehicle	Speeding
8wvx3z193c96	103			Y	Stephens St	The wide street leads to speeding often and there are usually children around due to the park. Traffic calling would be useful here	Motor Vehicle	Speeding
9zf942ynn627	104			N	Mines Ave	People use this loop as a race track at night, there are currently no speed bumps in this loop and this is a neighborhood with children and an elementary school on the corner. I worry a speed bump won't be installed until after a tragic accident occurs	Motor Vehicle	Speeding

Respondent ID	#	Lat	Long	Intersection	Name	What traffic-related concern do you have at this location?	Mode	Pertinent Issue
9zf942ynn627	105			Y	Passons Blvd	Uncontrolled, unmonitored, overloaded zero enforcement of commercial vehicle traffic	Motor Vehicle	Traffic Red Lights & Sign Violations
9zf942ynn627	106			N	Whittier Blvd	Uncontrolled, unmonitored overloaded zero enforcement of Commercial Vehicles	Motor Vehicle	Traffic Red Lights & Sign Violations
9zf942ynn627	107			N	Whittier Blvd	Uncontrolled, unmonitored, overloaded zero enforcement of Commercial Vehicles	Motor Vehicle	Traffic Red Lights & Sign Violations
9zf942ynn627	108			N	Whittier Blvd	It needs to have more space for bicycle riders and more access for pedestrians with signage and a light so we can all cross safely and have traffic stop so is easy to cross	Pedestrian	Pedestrian Safety
9zf942ynn627	109			N	Whittier Blvd	It needs to have more space for bicycle riders and more access for pedestrians with signage and a light so we can all cross safely and have traffic stop so is easy to cross	Bicycle	Bicycle Safety
9zf942ynn627	110			N	Whittier Blvd	Speeding, no stoplights, no bike lane, no sidewalk for trail entrance	Motor Vehicle	Speeding
9zf942ynn627	111			N	Whittier Blvd	Speeding, no stoplights, no bike lane, no sidewalk for trail entrance	Bicycle	Bicycle Safety
9zf942ynn627	112			N	Whittier Blvd	Speeding, no stoplights, no bike lane, no sidewalk for trail entrance	Pedestrian	Pedestrian Safety
9zf942ynn627	113			N	Rosemead Blvd	This street has drivers going 35+ to get the signal. There are houses and an elementary school on it. I think some speed bumps would encourage proper residential speed	Motor Vehicle	Speeding
9zf942ynn627	114			N	Rosemead Blvd	This street has drivers going 35+ to get the signal. There are houses and an elementary school on it. I think some speed bumps would encourage proper residential speed	Motor Vehicle	School Safety
9zf942ynn627	115			N	Rosemead Blvd	This street has drivers going 35+ to get the signal. There are houses and an elementary school on it. I think some speed bumps would encourage proper residential speed	Motor Vehicle	Road Safety
9zf942ynn627	116			N	Rosemead Blvd	Need to add a center divider on the curve on paramount to prevent any vehicle accidents. Head on collision happened recently	Motor Vehicle	Road Improvement

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APPENDIX B: Summary of Planning Documents



Appendix B: Summary of Planning Documents

Document	Highlights
<p>Pico Rivera Systemic Safety Analysis Report (2020)</p>	<p>The SSAR focused on four main corridors for analysis and improvements. They were Whittier Boulevard, Passons Boulevard, Slauson Avenue, and Paramount Corridor.</p> <p>For Whittier Boulevard, the following intersections were analyzed: Rosemead Boulevard, Paramount Boulevard, Durfee Avenue, Gregg Avenue, Passons Boulevard, Millux Avenue and Lindsey Avenue. The following roadway segments were also analyzed: The whole Whittier corridor and the portions from Esperanza Avenue and Gregg Road and Rosemead Boulevard to Paramount Boulevard.</p> <p>For Passons Boulevard Corridor, the following intersections were analyzed: Washington Boulevard, Slauson Avenue, Rex Road, and Rivera Road. The roadway segments analyzed were: Washington Boulevard to Rex Road and Rex Road to Rivera Road.</p> <p>For Slauson Avenue, intersections analyzed were: Rosemead Boulevard, Paramount Boulevard, Reeve Road, Serapis Avenue, and Crossway Drive. Roadway segments analyzed were Paramount Boulevard to Serapis Avenue and Serapis Avenue to Songfest Drive.</p> <p>The Paramount Boulevard intersections analyzed included: Gallatin Road, Beverly Boulevard, Beverly Road, Loch Lomond Drive, Mines Avenue, Maris Avenue, Washington Boulevard, Rex Road, Trojan Street, Slauson Avenue, Maxine Street, and Telegraph Road. Roadway segments included: Beverly Boulevard to Gallatin Road, Whittier Boulevard to Mines Avenue, Mines Avenue to Washington Boulevard, and Washington Boulevard to Rex Road.</p> <p>Safety Countermeasures were recommended at additional intersections and roadway segments.</p> <p>The additional intersections analyzed with countermeasures recommended included:</p> <ul style="list-style-type: none"> • Beverly Boulevard and Durfee Avenue • Rex Road and Rosemead Boulevard • Rosemead Boulevard and Danbridge Street • Beverly Boulevard and Pine Street



Document	Highlights
	<ul style="list-style-type: none"> • Beverly Boulevard and Sandoval Avenue • Kilgarry Avenue and Danbridge Street • Rosemead Boulevard and Havewood Drive <p>Roadway segments included:</p> <ul style="list-style-type: none"> • Gallatin Road from Paramount Boulevard to Rosemead Boulevard • Kruse Road from Durfee Avenue to Narrows Drive • Mines Avenue from Paramount Boulevard to San Gabriel River

The Circulation Element presents the City’s policies for achieving and maintaining safe, efficient, and reliable mobility for residents, visitors, goods, and services throughout the community. Through implementation of this Element, the City seeks to:

Goals

- Establish and maintain a safe and efficient roadway and highway network with adequate carrying capacity during peak travel hours;
- Make provisions for local and regional transit services that represent viable alternatives to automobile travel during peak commuting hours as well as adequately accommodating the needs of transit-dependent residents throughout the day;
- Support the community’s local economy by providing for the movement of needed goods by truck and rail without impacting the community’s residential neighborhoods;
- Enhance the ability of children to safely access schools, parks, and library facilities by walking or riding bicycles; and
- Provide adequate and accessible parking facilities.
- Build a walkable city, reduce traffic congestion, improve transit, and expand the bicycle network.

Goals, Objectives ,Policies and Implementation Actions:

Complete Streets:

Goal 5.1

Promote active living, improve local air quality, and enhance the livability of the community through an integrated multimodal network that serves all users within the City and offers convenient mobility options, including vehicular travel, transit services, bicycle routes, and pedestrian paths.

**Pico Rivera General Plan |
Circulation Element (2014)**



Policy 5.1-1 Multimodal Options. Make transportation mode shifts possible by designing, operating, and maintaining streets to enable safe and convenient access and travel for all users—pedestrians, bicyclists, transit riders, and people of all ages and abilities, as well as freight and motor vehicle drivers—and to foster a sense of place in the public realm.

Implementation Programs for Policy 5.1-1:

Work with Montebello Bus Lines to determine the feasibility and desirability of relocating the existing terminal along Parsons Boulevard and Jackson Street to a different location (potentially along Washington Boulevard) to anchor higher intensity transit-oriented development.

Policy 5.1-2 Serve All Users. Provide a safe, efficient, and accessible transportation network that meets the needs of all users in the community, including seniors, youth, and the disabled, and contributes to the community’s quality of life by:

- Balancing the needs of all users of the public rights-of-way by providing safe and convenient travel and access for bicyclists, transit riders, freight and motor vehicle drivers, and people of all ages and abilities.
- Designing streets to accommodate larger vehicles such as buses, fire service vehicles, and freight delivery trucks without compromising pedestrian and bicycle safety.
- Providing safe and comfortable access for persons with disabilities.
- Providing public open space that integrates amenities including street trees and landscaping, street and sidewalk lighting, transit facilities, street furniture, water features, and public art work.

Policy 5.1-3 Complete Streets. Accommodate other modes of travel such as bicycling and walking when implementing roadway improvements, where feasible.

- Promote the use of transit by improving the efficiency of transit systems and creating safe and attractive walking environments.
- Promote the ability to walk by providing safe and comfortable pedestrian facilities and traffic signal timing that allows for the safe crossing of major roadways by pedestrians.



Document	Highlights
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- Provide street lighting that is attractive, functional, and appropriate to the character and scale of the neighborhood or area, and that contributes to vehicular, pedestrian, and bicycle safety.
- Demand-actuated traffic signals should include push buttons to signal the need for pedestrians to cross, and include audible signals and countdown signs to assist the disabled in crossing streets.
- Demand-actuated traffic signals corresponding with bicycle routes should include bicycle sensitive loop detectors or push buttons adjacent to the curb.
- Permit the sharing or parallel development of pedestrian walkways with bicycle paths, where this can be safely accomplished, in order to maximize the use of public rights-of-way.
- Require the construction of attractive walkways in new residential, commercial, office, and industrial developments, including provision of shading for pedestrian paths.
- Maximize visibility and access for pedestrians, and encourage the removal of barriers for safe and convenient movement of pedestrians.

Policy 5.1-4 Smart Growth Development. Integrate transportation and land use decisions to enhance opportunities for development that is compact, walkable, and transit oriented.

Policy 5.1-5 Access to Key Locations. Strive to provide multimodal access throughout the City, but especially to key locations such as employment centers, schools, parks medical facilities, libraries, and grocery stores.

Policy 5.1-6 System Expansion. Require new development to contribute funds to area-wide transit improvements to expand the system and increase efficiency.

Policy 5.1-7 Transit Ridership. “Utilize the Gateway Cities 2014 Strategic Transportation Plan as a guide to analyze proposed and future transportation projects that affect transit ridership, personal vehicle travel, and other modes at a local and regional level.



Document

Highlights

Policy 5.1-8 Context-Sensitive Street Standards. Design and operate streets and intersections to be sensitive to adjacent land uses and districts and to all roadway users, including transit, bicycles, and pedestrians, where appropriate.

Policy 5.1-9 Roadway Sizing. Provide appropriate roadway sizing in the city. Where roads are wider than traffic requires, consider converting surplus land to landscaped medians, bicycle lanes, and wider sidewalks to make the roadway more pedestrian and bicycle friendly.

Policy 5.1-10 Amenities. Improve streetscape amenities around the city, including bus shelters and trash receptacles to create an enhanced environment and encourage usage.

Goal 5.2

A roadway system that ensures the safe and efficient movement of people, goods, and services.

Policy 5.2-1 Roadway Plan. Plan, design, and improve roadways in accordance with Figure 5-1 Circulation Plan.

Policy 5.2-2 Level of Service Objective. Strive to achieve and maintain operations at intersections at LOS D or better at peak travel times within the City.

- In those locations where this objective is infeasible, implement all feasible mitigation measures.
- Require all development projects to provide their fair share (in the form of physical improvements and/or fee payment) for all feasible improvements.

Policy 5.2-3 Alternative Measures to Increase Efficiency. Maximize the operational efficiency of the roadway system by developing alternative measures where improvements are needed but are not feasible to implement. Measures can include traffic demand management programs, consolidation of driveways, and prohibiting on-street parking to ease congestion.



Document	Highlights
	<p>Policy 5.2-4 Intersections. Identify intersection improvements needed throughout the city to provide acceptable levels of service to maintain consistency with the Circulation Element.</p> <p>Implementation Program for Policy 5.2-4:</p> <ul style="list-style-type: none">○ Prioritize needed intersection improvements.○ Identify potential funding sources for needed intersection improvements.○ As funds for intersection improvements become available, make improvements to priority intersections. <p>Policy 5.2-5 Bridge Widening. Work with surrounding jurisdictions and the Southern California Association of Governments to plan for and secure funding for needed future bridge improvements over the Rio Hondo and San Gabriel Rivers.</p> <p>Policy 5.2-6 Roadway Capacity. Create additional roadway capacity along Passons Boulevard and other roadways, where feasible, through elimination of on-street parking (either all day or during peak hours), as well as other street improvements that can be made within the existing right-of-way.</p> <p>Policy 5.2-7 Park and Ride Lots. Maintain the existing park and ride lot at Pico Park and explore adding additional lots within the city to encourage carpooling, including at Smith Park.</p> <p>Policy 5.2-8 Medians. Identify proposed locations for enhanced medians within the community to improve the existing streetscape.</p> <p>Policy 5.2-9 Private Streets. Private streets, where permitted, shall provide for adequate circulation and emergency vehicle access. Private streets that will accommodate more than 50 vehicles per hour in the peak hour or that are designed for on-street parking shall be designed to public street standards. The design of other private streets shall be subject to the review and approval of the Public Works Director. Prior to their approval, adequate provisions for the long term maintenance of private streets shall be ensured. Private streets shall be improved to public street standards prior to acceptance of dedications to the City.</p>



Document

Highlights

Policy 5.2-10 Traffic Studies. Require the preparation of site-specific traffic studies for new development proposals that are determined by the City to have the potential to impact traffic.

Policy 5.2-11 Funding Sources. Pursue and develop funding sources for the maintenance and rehabilitation of the transportation system.

Policy 5.2-12 Regional Coordination. Continue to coordinate transportation and land use plans and policies with local and regional planning agencies, and incorporate the Regional Transportation Plan, where feasible. This includes:

- Continuing to work with Caltrans and neighboring cities to minimize any
- cumulative significant impacts on State facilities, including Interstate 5,
- State Route 60, and State Route 605.
- Participation in the development of a fair share fee program if required by Caltrans, to address mitigation of significant impacts to the above listed state facilities.

Policy 5.2-13 Regional Trips. Coordinate with adjacent jurisdictions and regional agencies to address the impacts of trips originating outside of and passing through the city.

Policy 5.2-14 Transportation Demand Management. Promote transportation demand management programs, as appropriate, for uses with substantial traffic generating characteristics.

Policy 5.2-15 Traffic Calming. Consider development of a traffic calming program and implementation of traffic calming measures, where appropriate and feasible, to minimize the impacts on the use of local streets by vehicular traffic and to maintain the health, safety and livability of the neighborhoods.

Policy 5.2-16 Pavement Maintenance. Utilize the 2012-2017 Pavement Management Program for the ongoing maintenance of city streets.

Goal 5.4 A balanced transportation system where bicycling and walking are alternative methods to the automobile.



Document	Highlights
	<p>Policy 5.4-1 Continuous Network. Provide a safe and continuous bicycle and pedestrian network that links neighborhoods, parks, schools, libraries, commercial development, major employers, and other frequently visited destinations as a means of improving health in the city.</p> <p>Policy 5.4-2 Roadway Improvement Projects. Incorporate bicycle and pedestrian features within roadway improvement projects, when feasible.</p> <p>Policy 5.4-3 Bicycle Network. Design and implement a functional bicycle network by expanding bicycle routes, striping bicycle lanes where feasible, providing signage for bicycle routes, and providing adequate bicycle parking at City facilities.</p> <p>Policy 5.4-4 Bicycle Support Facilities. Require bicycle parking and support facilities at new industrial, commercial, institutional developments, and transit facilities, as appropriate.</p> <p>Policy 5.4-5 River Bike Trails. Improve, maintain, and expand bike trails along the Rio Hondo and San Gabriel river corridors.</p> <p>Policy 5.4-6 Pedestrian Network. Improve the pedestrian network by incorporating streetscape improvements such as shade trees, plantings, lighting, and street furniture.</p> <p>Policy 5.4-7 Sidewalk Deficiencies. Improve areas with sidewalk deficiencies to increase walking in Pico Rivera.</p> <p>Policy 5.4-8 ADA. Incorporate American with Disabilities Act (ADA) requirements to create an accessible pedestrian system that can serve all users.</p> <p>Policy 5.4-9 Regional System. Coordinate with surrounding jurisdictions, regional agencies, and non-profit groups to improve the Emerald Necklace Park Network, a loop trail system of parks and greenways which includes areas within the City of Pico Rivera.</p> <p>Goal 5.5 Well-managed parking opportunities that are balanced with traffic congestion and other City priorities.</p>



Document	Highlights
<p>City of Pico Rivera Strategic Plan (2022-2023)</p>	<p>Policy 5.5-1 Parking Standards. Ensure that City parking standards are appropriate to the use and location of existing and new development.</p> <p>Policy 5.5-2 Older, Strip Commercial. Develop off-street parking solutions for older, strip commercial developments only where reducing or eliminating on street parking will improve carrying capacity and reduce congestion. Such solutions might include, but are not limited to, parking restrictions during peak travel hours or provision of joint use off-street parking facilities.</p> <p>Policy 5.5-3 On-Street Parking Turnover. Implement parking management tools that maximize on-street parking turnover, where appropriate.</p> <p>Policy 5.5-4 Shared Parking. Encourage parking in shared surface lots to make the most efficient use of land, while maximizing shared parking opportunities for uses with varied peak parking standards.</p> <p>Strategic plans are a vital tool for local jurisdictions to ensure that the priorities set by the City Council are conveyed in the organization’s goals, that strategies are clearly defined to meet those goals, and the overall city government is accountable for meeting the community’s needs.</p> <ul style="list-style-type: none"> • The fundamental components of a strategic plan include mission, vision and values statements, and concise goals, strategies, and actions. Defining the mission of the organization provides a starting point for the planning process; the vision defines the end goal, and the values guide how the organization will behave to reach that goal. <p>Goals and Strategies: Fiscal and Organization Sustainability: Create a city government built to adapt to change. Strategies:</p> <ul style="list-style-type: none"> ○ Build a more transparent and sustainable fiscal system to improve trust and efficiency. ○ Identify and implement opportunities for financial efficiency. ○ Improve organizational effectiveness to reduce costs and streamline efforts. ○ Foster organizational sustainability to ensure long-term stability. ○ Develop, retain, and acquire an effective team within the city.



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Highlights

Economic Development and Land use

Encourage the development of vacant/underutilized space, creatively plan for growth and engage the business community to transform the city as an economic and cultural hub.

Strategies

- Foster an environment that promotes diverse business growth, attraction, retention, and housing opportunities in the city.
- Create special assessment districts to finance and facilitate economic development.
- Facilitate public infrastructure improvements that enhance safety, accessibility, and mobility.
- Establish the City of Pico Rivera as an environmentally friendly, sustainable community that attracts green industries.

Infrastructure

Plan, fund, build and maintain reliable and cost- effective infrastructure that contributes to enhancing quality of life.

Strategies:

- Prepare and update master plans to ensure up-to-date planning, innovative practices, sustainable methods, and future technology.
- Develop funding policies and strategies to invest in infrastructure planning, construction, and maintenance.
- Complete construction of necessary infrastructure projects to implement master plans in a timely manner.
- Facilitate a high-level of maintenance of City infrastructure to reduce increased costs from prolonged deferral.

Community Engagement

Foster a connected, collaborative and actively participating city and workforce.

Strategies:

- Increase community participation and inclusion to cultivate a powerful sense of community pride and public awareness.
- Continue city communications and media content to inform, involve, and empower stakeholders.
- More effectively communicate information to be transparent, open, and accountable.



Document

Highlights

Circulation Element

Goals and Policies applicable to this project:

- **Goal 5.1** Promote active living, improve local air quality, and enhance the livability of the community through an integrated multimodal network that serves all users within the City and offers convenient mobility options, including vehicular travel, transit services, bicycle routes, and pedestrian paths.
- **Policy 5.1-1 Multimodal Options:** Make transportation mode shifts possible by designing, operating, and maintaining streets to enable safe and convenient access and travel for all users—pedestrians, bicyclists, transit riders, and people of all ages and abilities, as well as freight and motor vehicle drivers—and to foster a sense of place in the public realm.
- **Policy 5.1-3 Complete Streets:** Accommodate other modes of travel such as bicycling and walking when implementing roadway improvements, where feasible. Demand-actuated traffic signals corresponding with bicycle routes should include bicycle sensitive loop detectors or push buttons adjacent to the curb. Permit the sharing or parallel development of pedestrian walkways with bicycle paths, where this can be safely accomplished, in order to maximize the use of public rights-of-way.
- **Policy 5.1-9 Roadway Sizing:** Provide appropriate roadway sizing in the city. Where roads are wider than traffic requires, consider converting surplus land to landscaped medians, bicycle lanes, and wider sidewalks to make the roadway more pedestrian and bicycle friendly.
- **Goal 5.4** A balanced transportation system where bicycling and walking are alternative methods to the automobile.
- **Policy 5.4-1 Continuous Network:** Provide a safe and continuous bicycle and pedestrian network that links neighborhoods, parks, schools, libraries, commercial development, major employers, and other frequently visited destinations as a means of improving health in the city.
- **Policy 5.4-2 Roadway Improvement Projects:** Incorporate bicycle and pedestrian features within roadway improvement projects, when feasible.

Pico Rivera Regional Bikeway Project (2019)



Document	Highlights
<p>Pico Rivera Urban Greening Plan (2015)</p>	<ul style="list-style-type: none"> ○ Policy 5.4-3 Bicycle Network: Design and implement a functional bicycle network by expanding bicycle routes, striping bicycle lanes where feasible, providing signage for bicycle routes, and providing adequate bicycle parking at City facilities. <p>Project Proposed:</p> <ul style="list-style-type: none"> ○ Mines Avenue Class IV Bikeway ○ Mines Avenue Bikeway Bridge ○ Dunlap Crossing Road Bikeways <p>Goals for Trees along Transit Corridors:</p> <ul style="list-style-type: none"> ○ Increase canopy cover using upright species and varying height to add interest. ○ Encourage infill of existing vacancies where feasible. ○ Plant trees in patterns where feasible. Plant tall and short, fine textured with coarse textured to add interest to the street. ○ Use predominantly columnar or vase-shaped species in the parkway. ○ Median islands can be planted with broader crowing species and accented with specimen palms or other trees that can be used for wayfinding purposes. <p>Bicycle and Pedestrian Corridors:</p> <p>These streets should have consistent character due to bicycle and pedestrian improvements for non-motorized users, and their connections within Pico Rivera and surrounding cities. Areas identified as Bike/Ped focus can use trees that are more diverse than the Commercial and Transit areas.</p> <ul style="list-style-type: none"> ○ Streets that have bicycle facilities and connections to schools, parks and retail. ○ Streets that should have wayfinding, consistent tree palette and adequate shade for pedestrians. ○ Provide trees species that can be kept at 8 feet from grade to allow room for bicyclists. ○ Decrease summer peak temperatures and sun exposure by increasing large crowning shade trees where parkway space allows. ○ Avoid species with large hard pods or other obstructions that might land in the street.



Document	Highlights
	<ul style="list-style-type: none"> ○ New tree planting should take into consideration that a bicyclist needs at least 3 feet of lateral clearance to operate and avoid trees that might encroach on that space. <p>Type of Green Streets:</p> <ul style="list-style-type: none"> ○ Commercial Green Streets: Emphasizes specific branding to establish a strong retail presence. The street includes coordinated streetscape furnishings. Surrounding buildings are typically mixed-use with ground floor retail. ○ Transit Green Street: Highlights the transit stops on specific streets. These streets focus on creating safe, attractive pedestrian and/or bicycle connections as a priority to allow optimized access to transit stops. <p>Pedestrian/bike Green Street: Creates a comfortable and safe walking environment which includes a bicycle facility or access to school and parks. The street design focuses on walking, biking, and connecting major origins and destinations.</p> <p>Neighborhood Green Street: Enhances the walking environment, attracting more pedestrians and creating open space opportunities in residential neighborhoods. Design elements may include different paving materials and textures, landscaping that is adjacent to the roadway, and curb less streets.</p> <p>Pedestrian Facilities Element</p> <p>The commercial green street is primarily concerned with the pedestrian environment, and safe routes for pedestrians should be provided, including:</p> <ul style="list-style-type: none"> ○ Timing of intersections and signal calibration ○ Raised crosswalks and pedestrian signal countdowns ○ Wide sidewalks with adequate street lighting ○ Pedestrian parklets ○ Access to adjacent retail <p>Standard Improvement:</p> <ul style="list-style-type: none"> ○ Corner Curb Extension ○ Pedestrian Scale Lighting ○ Marked Crosswalks ○ Parkway Plants ○ Ped Signals (Countdown) ○ Street trees



Document	Highlights
	<ul style="list-style-type: none"> ○ Special Paving in Sidewalk Zone ○ New Signal and Signal Calibration ○ Street Furnishings ○ Class 3 Bike Routes Class2 Bike Lane <p>Bicycle Facilities Element:</p> <p>In addition to walking, people may walk to a bus stop. It is important for adjacent streets to provide safe bicycle routes. Bicycle facilities include:</p> <ul style="list-style-type: none"> ○ Class 3 bike routes with sharrow markings and roadway signage that bikes may take the lane. ○ Bike lanes if right of way exists.

The City's Departments have various initiatives for FY 2021-2023 using the City's Council's Major priorities as a guide.

- The budget presented herein demonstrates our continued commitment to ensuring optimal service delivery to our resilient community, fiscal sustainability and a major focus on maintaining long-term financial stability.
- Expenditures have been developed with a "zero based budget" approach. City-wide each department built their budget from the ground up, starting from zero.
- This involves re-evaluating every line item of the Maintenance and Operations budget and justifying all the expenditures that are proposed to be incurred by the department.
- Recognizing the need for preventative maintenance and repairs to preserve City facilities and infrastructure, the City Council continues to fund multiple capital projects.
- The Capital Improvement Program (CIP) is a long range fiscal forecast, which identifies major public improvements to the City's infrastructure over the next five years.
- The City's CIP encompasses street and roadway improvements, park projects, information technology upgrades, facilities infrastructure improvements and other large-scale capital projects.
- The five-year CIP plan has been developed in accordance with the recommendations set forth in the master plans completed over the last year that include water, wastewater, storm drain, Americans with Disabilities Act (ADA) and Pavement Management Program (to assess the condition of our streets).

Pico Rivera Capital Improvement Plan (2021-2023)



Document	Highlights
<p>Gateway Cities Strategic Transportation Plan (2016)</p>	<p>The total CIP budget for the five-year period of FY 2021-26 is \$187 million. Of this amount, over \$114 million represents continuing projects and \$73 million in new project funding being requested for FY 2021-22.</p> <p>City Council Priorities:</p> <ul style="list-style-type: none"> • Fiscal and Organizational Sustainability • Economic Development • Infrastructure • Land Use • Public Safety <p>The STP encompasses all modes of surface transportation in the Gateway Cities, including:</p> <ul style="list-style-type: none"> ○ Local and regional arterial highways; ○ Freeways; ○ Local and regional transit; ○ Park-and-ride lots; ○ Active transportation; and ○ Goods movement and logistics. <p>Active Transportation Policy Issues:</p> <ul style="list-style-type: none"> ○ Coordinated Planning. Although regional connectivity requires regional coordination, active transportation infrastructure planning and implementation are typically conducted at the jurisdictional level. Differing local preferences and priorities can create institutional obstacles to planning and implementation of bicycle or pedestrian infrastructure. Enhanced coordination between jurisdictions, Metro and the GCCOG is a sub-regional priority. ○ Integrated Construction. Transit, roadway, and major utility projects near major transit hubs should incorporate the improvements identified in this ATP and local plans. Interagency coordination will maximize the limited investment dollars available, and minimize disruptions associated with construction projects. ○ Safety. Perceived safety and personal security are important determinants of whether one will choose to walk or bicycle over other means of transportation. Surveys indicate that many do not feel safe or comfortable riding on streets that exhibit high vehicle volumes and travel speeds, or that do not provide marked or separated bicycle lanes.



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	<ul style="list-style-type: none">○ Connectivity. The ability to access one’s destination is a critical factor when considering transportation modes. Common barriers to accessibility for bicyclists and pedestrians in the Gateway Cities include gaps in the network of bike routes, lanes, and paths; impassable or non-existent sidewalks; linear barriers such as freeways, train tracks, and long blocks; and insufficient infrastructure to facilitate roadway crossings. Traveling long distances can be a barrier to active transportation, thus connecting bicycling and walking to transit is vital for enabling longer trips. <p>Transit Policy Issues:</p> <ul style="list-style-type: none">○ Invest in service and operational improvements that improve the frequency and reliability of existing services. Funding and financing should be used to preserve and maintain existing services. Where possible, investments should strive to enhance transit service frequency and reliability.○ Invest in enhanced personal security features. Improve personal security of both patrons and employees at bus stops, stations and on buses by investing in enhanced lighting, closed-circuit cameras, and monitoring.○ Invest in transit access safety features. Local jurisdictions and transit agencies share a mutual interest in improving first and last mile access to transit stations and stops. Transit agencies and jurisdictions should work together to improve the safety of bicyclists and pedestrians by addressing hazardous road crossings, removing barriers to access, and improving station area maintenance (e.g. pavement conditions).○ Invest in providing real-time arrival and departure information to customers. Provide real-time bus arrival and departure information to improve system reliability and reduce uncertainty among transit users.○ Invest in improved transit station and stop amenities to meet the needs of persons with disabilities and senior citizens. Ensure bus stops comply with Americans with Disabilities Act requirements.○ Invest in context-sensitive amenities at bus stops. One size does not fit all when it comes to improving station/stop amenities. The needs of each station and stop in the transit system vary based on location, ridership demand, customer base,



Document	Highlights
	<p>and other context-specific factors. Benches, shading, and other amenities should be implemented to meet the specific needs of each bus stop.</p> <ul style="list-style-type: none"> ○ Provide fare incentives to key transit users through regionally coordinated program. Encourage targeted discounts for students, persons with disabilities, senior citizens, and/or participating employers. ○ Improve coordination between transit agencies. Regional constraints require regional solutions. Move toward improved regional cooperation between municipal transit providers and Metro to address system deficiencies, including a compatible fare collection payment system that meets the needs of customers.

Safe Routes to School (SRTS) is a national movement to support children and families in traveling to school by active modes, and to improve traffic safety for children who walk and bicycle.

SRTS Coordinator Responsibilities:

- Meet with school principals and introduce the program.
- Meet with City departments and local groups to build relationships and partnerships.
- Attend existing parent group meetings to obtain feedback on challenges to walking/biking and program opportunities.
- Coordinate logistics with City, District and school staff.
- Schedule Talk the Talk trainings, citywide bike festival, and other events.
- Reports findings at Task Force meetings.

Pico Rivera Safe Routes to School Program, 2013-2015 Final Report (2015)

Walk Audit Recommendations:

Location	Observed Change	Lead Agency
Klinedale Ave at Florpark St		Install RRFB (South Side)
Klinedale Ave at Florpark St	MUTCD signage is outdated	Replace existing signage with yellow-green S1-1 and W16-7P (Assembly B) signs



Document	Highlights	
Florpark St between Hasty Ave and Klinedale Ave	Motor vehicle encroachment onto sidewalk creates obstacles for walkers.	Widen sidewalks to reduce motor vehicle encroachment and improve visibility
Hasty Ave at Florpark St	No crosswalk on east side.	Construct a crosswalk (east side)
Hasty Ave at Florpark St	No tactile domes on NE curb ramp.	Install tactile domes on NE curb ramps.
Nova St at Orange Ave	No tactile domes on NE and SE curb ramps.	Install tactile domes on NE and SE curb ramps.
Nova St at Orange Ave	MUTCD signage is outdated.	Replace existing signage with yellow-green S1-1 and W16-7P (Assembly B) signs.
Orange Ave at Sunglow St	No tactile domes on NW, NE and SE curb ramps.	Install tactile domes on NW, NE and SE curb ramps.
Orange Ave at Sunglow St	No crosswalk on east side.	Construct crosswalk (east side)
Orange Ave at Sunglow St	MUTCD signage is outdated.	Replace existing signage with yellow-green S1-1 and W16-7P (Assembly B) signs.



Document	Highlights
<p>Lakewood/Rosemead Boulevard Master Plan and Complete Street Evaluation</p>	<p>Focus Area:</p> <ul style="list-style-type: none"> ○ Lakewood Blvd at PCH: This focus area is generally consistent with the “Residential Calming” street designation. ○ Lakewood Blvd at I-405: This focus area is generally consistent with the “Principal Route” street designation. ○ Lakewood Blvd at Del Amo Blvd: This focus area is generally consistent with the “Downtown Lifestyle” street designation. ○ Lakewood Blvd at SR- 91: These focus areas are generally consistent with the “Residential Calming,” “Principle Route,” and “Urban Activity” street designations. ○ Lakewood Blvd at Alondra Blvd: These focus areas are generally consistent with the “Residential Calming,” “Principle Route,” and “Urban Activity” street designations. ○ Lakewood Blvd at Somerset Blvd & Future Eco Rapid Corridor: These focus areas are generally consistent with the “Residential Calming,” “Principle Route,” and “Urban Activity” street designations. ○ Lakewood Blvd at Firestone: This focus area is generally consistent with “Residential Calming” street designations. ○ Lakewood Blvd at Mines Ave: This focus area is generally consistent with “Residential Calming” street designations. <p>Objectives:</p> <ul style="list-style-type: none"> ○ Identify improvements to reduce transportation related greenhouse gases ○ Identify concepts for creating sustainable communities ○ Identify and develop community to school or safe routes to school plans ○ Identify and develop Complete Street plans and streetscape plans ○ Identify and develop bike and pedestrian safety enhancement plans



Document	Highlights
<p>Washington Boulevard Transit Oriented Development Specific Plan (2019)</p>	<ul style="list-style-type: none"> ○ Identify traffic operations and safety enhancements opportunities <p>Goals:</p> <ul style="list-style-type: none"> ○ Corridor enhancements for multimodal mobility, access, safety and linkages ○ Transit improvement opportunities to preserve transit facilities and optimize transit infrastructure ○ Accessibility and connectivity of the multimodal transportation network <p>Proposed Projects;</p> <ul style="list-style-type: none"> ○ Reducing the Corridor’s use as an I-405, SR-91, I-105, and I-5 relieve arterial and maximizing its ability to serve the communities as a complete street with enhanced/increased development ○ At-Grade Crossing Proposed for the West Santa Ana Branch Light Rail Line at Lakewood Boulevard ○ Reduce recurrent intersection delay and improve travel time reliability and information, fuel consumption, and emissions on designated truck route arterials through cross-jurisdictional signal coordination and updated signal controllers and systems <p>Focus will be on the connectivity and relationship between the various transit lines. Proper evaluation of the transit connectivity relies on overall public circulation. Attention will be directed to the following planning elements:</p> <ul style="list-style-type: none"> ○ Pedestrian pathways, such as sidewalks, need to occur throughout the community in order to effectively connect neighborhoods with facilities and amenities, such as parks, schools, businesses and social locations. ○ Sidewalks and/or trails are to be separated from adjacent streets by parkways and infiltration planters as presented in the streetscape, which are consistent with the Sustainable Strategies. ○ Crosswalks are to be clearly delineated and shall include paving enhancements for easy identification and traffic calming. <p>Goals:</p> <ul style="list-style-type: none"> ○ Enhancement of economic development successes in the area ○ Creation of a mixed-used, compact, and multi-modal environment ○ Promotion if sustainable principles in design and development.



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- Enhancement of the pedestrian scale and function of the built environment
- Establishment of a complementary mix of cultural uses, public spaces and outdoor activities
- Providing stronger connections with local neighborhoods and connectively with mobility options
- Promoting a family-oriented, culturally enriched healthy lifestyle
- Celebration and reinforcement of Pico Rivera’s character and history
- Support future regional transportation and transit planning objectives
- Positioning the City to be highly competitive in securing future grant funding and alternative funding and financing options.

Policies affecting the Specific Plan Project Area:

Circulation:

- GP Policy 5.1-1 Multimodal Options. Make transportation mode shifts possible by designing, operating, and maintaining streets to enable safe and convenient access and travel for all users—pedestrians, bicyclists, transit riders, and people of all ages and abilities, as well as freight and motor vehicle drivers—and to foster a sense of place in the public realm
- GP Policy 5.1-2 Serve All Users. Provide a safe, efficient, and accessible transportation network that meets the needs of all users in the community, including seniors, youth, and the disabled, and contributes to the community’s quality of life
- GP Policy 5.1-4 Smart Growth Development. Integrate transportation and land use decisions to enhance opportunities for development that is compact, walkable, and transit oriented.
- GP Policy 5.1-7 Transit Ridership. “Utilize the Gateway Cities 2014 Strategic Transportation Plan as a guide to analyze proposed and future transportation projects that affect transit ridership, personal vehicle travel, and other modes at a local and regional level.
- GP Policy 5.4-8 ADA. Incorporate American with Disabilities Act (ADA) requirements to create an accessible pedestrian system that can serve all users.

General Plan Land Use:

- GP Policy 3.6-2 Sustainable Development. Promote land development practices that reduce energy and water



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consumption, pollution, greenhouse gas emissions, and disposal of waste materials.

- GP Policy 3.8-2 Reuse and Intensification. Promote the reuse of vacant, underutilized and inefficient commercial uses for more economically productive purposes, including higher intensity businesses, housing admixed-use development.
- GP Policy 3.8-3 Revitalization of Obsolete and Underused Properties. Encourage the consolidation of small parcels, joint public-private partnerships and land clearance and resale, to facilitate revitalization of underused and obsolete commercial properties.
- GP Policy 3.6-3 Code Enforcement. Improve the appearance of substandard structures, properties and signage through improved code enforcement efforts, which is the primary means to ensure that properties are well-maintained.
- GP Policy 3.7-2 Neighborhood Revitalization. Promote revitalization of neighborhoods in need by maintaining public improvements, encouraging infill development compatible with the scale and character of existing development, and supporting public and private efforts to upgrade and maintain neighborhood appearance and the existing housing stock.
- GP Policy 3.7-5 Innovative Housing. Encourage development of innovative forms of housing that increase the diversity of affordable housing options in the city and provide additional quality housing options for residents of all income levels.
- GP Policy 3.11-2 Specific Plans. Support the preparation and adoption of new specific plans consistent with policies pertaining to the redevelopment of properties within opportunity areas to assure achievement of the intended scale, character and quality of development

General Plan Housing;

- GP Policy 2.1: Support and promote the creation of new opportunities for affordable housing.
- GP Policy 3.2: Pursue the feasibility of providing additional senior housing opportunities in the City.

Opportunity Areas and Corridors: (Washington and Rosemead Intersection)

- Ensure that any new transit-oriented development in this area is carefully planned by requiring a Specific Plan or Master Plan to



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ensure an appropriate mix of land uses, high quality design, and that infrastructure, amenities and services needed to adequately serve the development are provided.

- Should the proposed above-grade transit station associated with the Gold Line Eastside Extension be developed, ensure that opportunities to enhance visibility of commercial uses, improved transit connections in the city and improved pedestrian access are addressed.
- Support ongoing improvement of commercial properties in this area through programs of financial assistance, code enforcement, business investment district and partnerships with local businesses.

Opportunity Areas and Corridors: (Washington and Paramount Intersection)

- Implement Safe Routes to School recommendations to encourage the safety of children attending the school’s further north.
- Enhance the intersection through special lighting, signage, landscaping, architectural elements, paving and other unique features to reinforce its location as a key entry to the civic center.
- Strengthen pedestrian and bicycle linkages between businesses at the intersection, to adjacent neighborhoods and to the Civic Center.

Zoning:

- GP Policy 4.2: Establish a mixed-use overlay zone and increase minimum density in identified areas to meet the City’s housing need.
- GP Policy 5.1: Continue to support changes to the City’s Zoning Ordinance as a means to streamline the development process.

The specific plan area is currently zoned for R-I–Residential Infill.

- South of the site is currently zoned for P-F–Public Facilities, IPD–Industrial Planned Development and S-F–Single Family Residential;
- West of the site is currently zoned for-G–General Industrial;
- North of the site is currently zoned for C-I–General Commercial, C-G–Community Commercial, and S-F–Single Family Residential;
- And east of the site is currently zoned for S-F–Single Family Residential, R-M–Multi-Family Residential, and C-G–Community Commercial.



Document	Highlights
<p>Historic Whittier Boulevard Revitalization Program Specific Plan and Multimodal Plan</p>	<p>Economic Development;</p> <ul style="list-style-type: none"> ○ Policy 7.3-13 Workplace Alternatives. Promote the establishment of workplace alternatives, including home occupations and telecommuting to reduce peak hour congestion, including permitting home occupations in all residential districts. ○ Policy 7.3-14 Business Incubators. Encourage the development of technology incubators to promote entrepreneurship and support start-up companies. <p>Findings;</p> <p>Bike and Pedestrian access: Potential for bike lanes along Washington boulevard to created increased access to the proposed Metro transit stop and to connect the Class I bike lanes along Rio Hondo and San Gabriel River.</p> <p>Bike and Pedestrian access: Increased pedestrian safety measures including additional crosswalks along Paramount, Rosemead and Washington to slow traffic and provide safer routes for residents to walk to work, nearby retail center, or to school.</p> <p>Complete Neighborhoods: Additional retail uses that serve immediate need of the surrounding community, including supermarkets and grocery stores, restaurants and eateries, and activity centers or open space parks to serve nearby neighborhoods.</p> <p>Complete Neighborhoods: Current housing conditions include majority single family residential, there are opportunities for increased multifamily housing as a part of mixed-use developments in commercial centers off Washington or infill residential development such as town =homes or condos.</p> <p>Connectivity: Washington Boulevard has the highest levels of collisions and lowest levels of service during peak traffic hours. Increased bicycle pedestrian services om Washington would provide additional routes of access to the proposed Metro Transit Stops.</p> <p>Goals and Objectives:</p> <ul style="list-style-type: none"> ○ Develop a comprehensive assessment and analysis of the existing conditions, challenges and opportunities within the Whittier Boulevard and Durfee Avenue corridors and surrounding communities. ○ Establish a clear vision, mission, goals and objectives that will serve as the guiding principles for the major chapters of the Specific plan which aligns with the City’s General Plan.



Document	Highlights
	<ul style="list-style-type: none">○ Develop data driven, community- oriented standards and guidelines that will serve as the blueprint for future development, housing and infrastructure along the corridors that spurs smart growth, mobility and economic activity while retaining the integrity and identify of the community it serves.○ Develop a technical specific plan that incorporates modern industry standards and practices such as but not limited to form based code, sustainability, resiliency, accessibility, complete streets, multi-modal transportation and more. <p>The project area generally encompasses the east-west Whittier Boulevard commercial corridor between the western city boundary shared with the City of Montebello and the eastern city boundary shared with the City of Whittier (see image below).</p> <p>The project area also includes a portion of the north-south Durfee Avenue corridor extending from Bartolo Avenue on the north end to Parsons Boulevard on the south end. Please be advised that these project boundaries are not exact and are subject to change throughout the planning process.</p> <p>Focused Areas:</p> <ul style="list-style-type: none">○ Land use planning and zoning○ Mixed-use development with an emphasis on affordable housing○ Parks, open, and recreation space○ Urban streetscape, landscape and architectural design○ Creative funding and financing mechanisms (e.g special assessment districts)○ Multimodal transportation and mobility○ Social justice, equity, diversity, and inclusion○ Technology advancements and disruptive innovations in community development○ Environment sustainability, climate change and resiliency○ Public health and wellness○ Public safety and security○ Strategic partnership and leveraging resources○ Private sector influence on community and economic development○ Civil engineering



Document	Highlights
	<ul style="list-style-type: none"> ○ Environmental compliance ○ Communications, content creation, 3D modelling <p>Whittier Boulevard Overlay & Landscape Median Improvements:</p> <ul style="list-style-type: none"> ○ The Whittier Blvd Overlay Project consists of removing/grinding 2-inches of the existing asphalt and replaced with a 2-inch asphalt rubber hot mix from Paramount Boulevard to Durfee Avenue. ○ The Whittier Boulevard Landscape Median Improvements consist of the beautification of the median islands along Whittier Boulevard from Paramount Boulevard to the east City limits. ○ Some of the main improvements include the installation of an irrigation system, hardscape, drought tolerant plants and trees. <p>Pico Rivera Bikeway Extension Project:</p> <ul style="list-style-type: none"> ○ In partnership with the RMC, the City seeks to complete the engineering design plans for a Class-I multi-use trail adjacent to Whittier Blvd. ○ Connect the San Gabriel River bike path with the Pico Rivera State Historic Park, the only California State Historic Landmark along the San Gabriel River. <p>Multimodal & Streetscape Design Plan:</p> <ul style="list-style-type: none"> ○ Funded by the Caltrans Sustainable Communities Grant Program, the multimodal and streetscape design plan will serve as the formal transportation/circulation element of the Specific Plan and satisfy the independent deliverable of the Caltrans grant. ○ Through creative streetscape designs, this plan will explore and define a built environment that prioritizes the safety of vulnerable road users while promoting a more walkable, bikeable and transit-friendly community.

**Whittier Boulevard Bike Trail
Connection to Pio Pico State
Historic Park (2018)**

- Equitably engage the public, especially disenfranchised communities, while building capacity, trust, and confidence to actively participate in civic decision-making processes,
- Increase access to cultural centers, historic landmarks, parks, open, and recreation space with an emphasis on Disadvantaged Communities;
- Extend the Class-I regional bikeway network and promote safe, active modes of transportation as a meaningful way to reduce greenhouse gas emissions and improve public health outcomes;



Document	Highlights
	<ul style="list-style-type: none"> • Beautify areas of the City that contribute to visual blight and instill a greater sense of social stewardship for public facilities among the public; • Boost climate resilience by educating the public, restoring natural habitats, improving water quality, reducing GHG, and utilizing renewable energy and/or reusable materials. • The Project will include localized wayfinding and directional signage to guide patrons to local attractions and destinations such as the historic park, the river bike path, and local transit stops. The signage will comply with regionally established standards and where possible exercise design discretion for interpretive signage and community-oriented education/information boards. • The Project will establish a new Class-I multi-use trail to accommodate safe passage between the San Gabriel River bike path and Pio Pico State Historic Park. The existing roadway condition does not include a bike lane and the sidewalk satisfies the minimum design standards for pedestrian use. The new trail will be ADA compliant and will be completely separated from vehicular traffic to accommodate a wide range of users, especially vulnerable road users. • The Project will activate and beautify an area that is otherwise considered visual blight due to the lack of landscape maintenance and regular illegal dumping. • The Project will add to the existing regional bikeway network by extending a Class-I trail connection from the San Gabriel River to the existing Pio Pico State Historic Park.
<p>Gold Line East Side Extension TOD Plan (2017)</p>	<p>Transit Supportive Planning elements:</p> <ol style="list-style-type: none"> 1. Compact Design: Higher density, especially within a quarter or half mile of a transit facility, can impact travel behavior by providing more opportunities to live in close proximity to transit. 2. Street and Network Connectivity: Well-connected streets and non-automobile networks bring destinations closer together, reduce travel distances, and improve pedestrian and bicycle access to adjacent areas and uses. 3. Affordable Housing: Low-income residents often have some of the highest rates of transit ridership. Adding new affordable housing near transit can improve access to employment, health



Document	Highlights
	<p>care and education opportunities, and reduce commuting cost for low-income families.</p> <ol style="list-style-type: none"> 4. Transit Prioritization, accessibility and area design: Prioritizing transit and active transportation as the first and highest priority of a circulation network may result in increased transit service, through better travel times and speeds, which can result in significant transit ridership improvements. 5. Transportation Demand Management: TDM strategies influence a variety of factors to encourage greater transportation system efficiency, including trip mode, trip timing, travel safety and trip cost. 6. Complete Neighborhood: Complete neighborhoods include variety of housing options, retail and commercial services, and community services. Complete neighborhoods bring land uses and amenities closer together, reduce travel distances, and allow for more non- automobile trips. 7. Site Layout, Parking Layout & Building Design: Placing buildings towards the edges of streets and public spaces help create walkable urban environments. 8. Commercial Stabilization, Business Retention & Expansion: Commercial stabilization measures can help protect and encourage existing small, local businesses that serve the needs of neighborhood residents. 9. Parking Management: Efficient parking management can reduce the parking supply needed, allowing an increase in land use intensity, mix of uses, wider sidewalks and bike networks. 10. Pedestrian and Bicycle Circulation: Adding pedestrian and bicycle amenities to station areas and connecting those facilities to the surrounding area can create a more accessible transit environment, encouraging new riders.

Telegraph Road Over San Gabriel River Bridge (2021)

- The goal of the project is to replace the bridge utilizing the most cost effective methods and with consideration of the visual context of the bridge within the City.
- The proposed project work shall include, but not be limited to the replacement of the bridge, access roadways, driveways, and any necessary removal of existing facilities, detours, stage construction, bridge approaches, and any necessary utility relocations.



Document	Highlights
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	<ul style="list-style-type: none"> • The bridge replacement would require three stages of construction. Four lanes of traffic maintains on the existing bridge. Traffic lanes periodically closes to facilitate certain construction activities during the construction phase of the project. • During the construction phases a one traffic lane will be provided on the newly constructed northerly portion of the bridge and one lane will be provided in the southern portion of the bridge.
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<p>Washington Boulevard bridge over Rio Hondo Channel (2022)</p>	<ul style="list-style-type: none"> • The study of the project includes life cycle cost analysis which determines removal and replacement of the bridge. • This proposal of the improvements to the bridge would improve ADT volume in the city and will have great impact of the communities and commercial centers. • This proposal would refine traffic analysis to determine the number of lanes provided to each direction of traffic. The construction phases involves closure of the center if the bridge with 4 lanes available to each direction of traffic. • The proposal also involves the closure of both the northernmost and southernmost portions of the bridge and also leaving open two lanes to each direction of traffic. It also involves the closure if center of the bridge leaving 2 lanes of traffic open to each direction.
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<p>Metro Eastside Gold Line Project</p>	<p>The Public Participation Plan for the Eastside Transit Corridor Phase 2 project provides an efficient, proactive and comprehensive guide to community outreach efforts throughout the Draft EIS/EIR and Advanced Conceptual Engineering phases of this project. This Plan builds on the foundation of the public engagement effort developed during the Alternatives Analysis. The public involvement and consensus building effort for this project has several goals and objectives; it will:</p>
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- Utilize an inclusive outreach strategy that both informs and maximizes input from a broad range of project stakeholders; Provide forums for residents, businesses and community leaders to participate in the planning process;



Document	Highlights
<p>High Speed Rail Phase II</p>	<ul style="list-style-type: none"> • Create multiple opportunities for the generation of ideas, comments and possible mitigation measures; and, • Establish a forum for educating stakeholders on a regular basis as the project evolves. • The Los Angeles to Anaheim project section connects Los Angeles and Orange counties from Los Angeles Union Station (LAUS) to the Anaheim Regional Transportation Intermodal Center (ARTIC) using the existing Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor. The LOSSAN Corridor is currently used by both passenger (Metrolink and Amtrak) and freight rail providers. Adding high-speed rail tracks enhances this shared urban rail corridor by improving safety and operations for rail and other users. • The approximately 30-mile corridor travels through the cities of Los Angeles, Vernon, Commerce, Bell, Montebello, Pico Rivera, Norwalk, Santa Fe Springs, La Mirada, Buena Park, Fullerton and Anaheim as well as portions of unincorporated Los Angeles County. It also supports the national and regional economy by facilitating cargo movements in and out of the two busiest Ports in the country – Los Angeles and Long Beach. • Connects LAUS to ARTIC – enhancing this 30-mile link in the statewide transportation network • Improves safety and reliability through the use of the most advanced and innovative safety technology available. • Uses next-generation signaling technology (Positive Train Control, intrusion barriers and warning system, earthquake early warning, and more) to enhance performance while reducing pollution, noise, and congestion along the corridor. • Eliminates road track wait times at existing rail intersections by building grade separations and otherwise separating road and railroad track.



Document	Highlights
<p>SB I-605 Beverley Blvd. Interchange Improvement Project</p>	<ul style="list-style-type: none"> • Reduces passenger delays caused by mixing freight and passenger services and provides the capacity for more convenient and easier to use passenger service and schedules. • Four proposed stations: LAUS, ARTIC, Norwalk/Santa Fe Springs and Fullerton. • The project consists of replacing the southern bound I-605 on-ramp and off-ramp with a diamond configuration that includes a direct on-ramp and off-ramp, ramp metering and a new signal at Beverly Boulevard allowing for access to both directions of the street. • The California Department of Transportation (Caltrans) in cooperation with the Los Angeles County Metropolitan Transportation Authority (Metro) and the Gateway cities council of governments (GCCOG) proposes to improve the southern I-605 Beverley Boulevard Interchange through ramp reconfiguration, removal of the collector-distributor road, and provisions of a new signaled intersection at Beverly Boulevard to allow for eastbound and westbound movement. • The plan also define goals for better connectivity in the unincorporated areas in the City.
<p>Pico Rivera Citywide Parking Analysis (2019)</p>	<p>The purpose of the Phase One parking analysis is to understand current parking conditions throughout the city by studying a number of areas that represent parking conditions and various neighborhoods throughout the City. The areas selected are meant to be representative of the parking issues found in the city at large. The following summary presents the overall findings and themes that resulted from Phase One of the parking analysis. The level of parking Congestion observed among sub areas with the same land uses varied significantly. Some areas were found to experience parking issues. Others did not.</p> <ul style="list-style-type: none"> • For example, not all sub areas characterized as Single Family Residential (SF) zones were found to have parking congestion issues.



Document	Highlights
	<ul style="list-style-type: none"> • Subarea F’s parking congestion is likely due to the physical characteristics of the neighborhood i.e., older, smaller lots and structures, and driveways) meaning that more cars may be parking On-street because there is limited off -street space. • Off all the Single Family Residential (SF) sub-areas characteristics of the neighborhood meaning that more cars may be parking on- street because there is limited off-street space. • Multiple Family Residential (RM) Zones were observed to have high on street parking utilization, including sub- area M and T. This is typical in many multifamily zones throughout Southern California. • Residential streets near parks with youth and adult sports leagues appeared to experience spillover does not appear to be an issue during off- peak park hours. • Commercial Planned Development (CPD) sub-areas appear to have sufficient parking even with restaurant additions. • Commercial spillover into residential streets seems to occur in some sub- areas, the level of spillover does not yet appear to have reached a critical point.

As outlined in the *Vision 2028 Strategic Plan*, Metro’s visionary outcome is to double the share of transportation modes other than solo driving. The Plan details five goals:

- Provide high-quality mobility options that enable people to spend less time traveling
- Deliver outstanding trip experiences for all users of the transportation system
- Enhance communities and lives through mobility and access to opportunity
- Transform LA County through regional collaboration and national leadership
- Provide responsive, accountable, and trustworthy governance within the Metro organization

Strategic Plan goals:

- **Better Transit:**

**LA County Long Range
Transportation Plan (2020)**



Document	Highlights
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Provide more transit options with improved quality and service.

- Transit Projects
- Bus Improvements
- New Mobility Options

○ **Less Congestion:**

Managing the transportation system to reduce the amount of time people spend in traffic.

- Roadway Improvements
- Congestion Managements
- Goods Movements

○ **Complete Streets:**

Making streets and sidewalks safe and convenient for everyone, to support healthy neighborhoods.

- Bike and Pedestrian Projects
- Local Streets Improvements
- Station and Stop Access Enhancement

○ **Access to Opportunity:**

Investing in communities to expand access to jobs, housing and mobility options.

- Workforce initiatives
- Support for Local Business
- Transit Orients Communities

Transit improvements in the 2020 LRTP, including the expansion of Metro Rail and Bus Rapid Transit, will help add more than 1,000,000 daily transit trips, an increase of 81%. For commute trips, this has the potential to increase transit mode share for daily trips to and from work from 8.8% to 14.7%.

Complete Streets:

Complete streets create a comprehensive, integrated network that utilizes infrastructure and design to allow safe and convenient travel along streets for all users. This means better connectivity and integration of all transportation modes, including active transportation, private vehicles, transit and commercial deliveries. Complete streets provide safer crossing and roadway facilities for bicyclists and pedestrians, have more greenery and fewer potholes, and help create a more environmentally sustainable transportation system.

LA County Traffic Improvement Plan (2008)	Projects funded under traffic improvement plan:
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Document	Highlights
	<ul style="list-style-type: none"> • Transit Operating and Maintenance Sub fund, for Metro Rail Operations program funds, Transit Operations (Metro and Municipal Providers) program funds, ADA Paratransit for the disabled and metro discounts for seniors and students program funds. ○ Metro Rail Operations program funds are eligible to be used for Metro Rail State of Good Repair. ○ Transit Operations program funds are eligible to be used for Metro State of Good Repair. • Transit, First/Last Mile (Capital) Sub fund, for Transit Construction (including System Connectivity Projects – Airports, Union Station, and Countywide BRT) program funds and Metro State of Good Repair program funds. This sub fund shall include a Transit Contingency Sub fund. • Highway, Active Transportation, Complete Streets (Capital) sub fund, for Highway Construction (including System Connectivity Projects – Ports, Highway congestion Programs and Goods Movement) program funds and Metro Active Transportation Bicycle, Pedestrian, Complete Streets) program funds. This sub fund shall include a Highway Contingency Sub fund. • Local Return/Regional Rail Sub fund, for local Return program funds and regional rail program funds. <p>Expenditure Plan Major Projects: Such expenditures shall commence in the fiscal year identified in the column "Groundbreaking Start Date," or in the subsequent two fiscal years, except that expenditures for preconstruction costs may commence sooner.</p>

LA County Bicycle Master Plan (2012)

The purpose of creating a Bicycle Master Plan for the County of Los Angeles, and how the community has been involved in the planning process. It also presents the benefits of bicycling, describing how a bicycle-friendly County will contribute to resolving general complex issues that affect the quality of life of its residents.

Goals, policies and implementation Actions:

The Goals, Policies, and Implementation Actions necessary to implement the Plan. The overarching goal of the Plan is to increase bicycling throughout the County of Los Angeles through the development and implementation of bicycle-friendly policies, programs, and infrastructure. To achieve this, the Plan identified the following goals:



Document	Highlights
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Goal 1 - Bikeway System: Expanded, improved, and interconnected system of County bikeways and bikeway support facilities.

Goal 2 - Safety: Increased safety of roadways for all users.

Goal 3 - Education: Develop education programs that promote safe bicycling.

Goal 4 - Encouragement Programs: Encourage County residents to walk or ride a bike for transportation and recreation.

Goal 5 - Community Support: Community supported bicycle network.

Goal 6 - Funding: Funded Bikeway Plan.

Policies:

- **Policy 1.1** Construct the bikeways proposed in 2012 County of Los Angeles Bicycle Master Plan over the next 20 years.
- **Policy 1.2** Amend the County Code to encourage additional bikeways and bicycle support facilities.
- **Policy 1.3** Coordinate with developers to provide bicycle facilities that encourage biking and link to key destinations.
- **Policy 1.4** Support the development of bicycle facilities that encourage new riders.
- **Policy 1.5** Complete regular updates of the bicycle master plan to be current with policies and requirements for grant funding and to improve network.
- **Policy 1.6** Develop a bicycle parking policy.
- **Policy 2.1** Implement projects that improve the safety of bicyclists at key locations.
- **Policy 2.2** Encourage alternative streets standards that improve safety such as lane reconfigurations and traffic calming
- **Policy 2.3** Support traffic enforcement activities that increase bicyclist's safety.
- **Policy 2.4** Evaluate impacts on bicycles when designing new or reconfiguring streets
- **Policy 2.5** Improve and enhance the County's suggested routes to school programs.
- **Policy 2.7** Support the use of the Model Design Manual for living streets and design as a references for DPW.
- **Policy 3.1** Provide bicycle education for all road users, children and adults
- **Policy 3.2** Create safety education campaigns aimed at bicycle and motorists (eg: public service announcements, brochures)



Document	Highlights
<p>LA County A Plan for safer Roadways (2020-2025)</p>	<ul style="list-style-type: none"> ○ Policy 3.3 Train county staff working a streets design, construction and maintenance projects to consider the safety of bicycles in their work. ○ Policy 3.4 Support training for the California Highway Patrol (CHP) ○ Policy 4.2 Support organized riders or cycling events, including those that may include periodic streets closures in the unincorporated areas. ○ Policy 4.2 Encourage non-automobile commuting ○ Policy 4.3 Develop maps and wayfinding’s signage and striping to assist navigating the regional bikeways. <p>Guiding principles: Three guiding principles will direct decision making as the County implements Vision Zero actions:</p> <ul style="list-style-type: none"> ○ Health Equity: Reduce gaps in health outcomes by addressing the practices that disadvantage some populations over others and lead to health inequities. ○ Data-driven process: Identify where and why traffic collisions are happening and prioritize projects and programs in these areas. ○ Transparency: Maintain regular communication with the public about progress, and how the County is working to enhance traffic safety. <p>Objectives: Based on meetings with community members, County departments, and partner agencies, a clear set of actions has been developed for the next five years to move closer to the goal of eliminating traffic fatalities and severe injuries. These actions include efforts to update, expand, and establish new processes, policies, trainings, projects, and programs.</p> <p>The actions are organized into five objectives. These objectives represent the County’s priorities and help put the guiding principles into action.</p> <ul style="list-style-type: none"> ○ Enhance County Processes and Collaboration ○ Address Health Inequities and Protect Vulnerable Users ○ Collaborate with Communities to Enhance Roadway Safety ○ Foster a Culture of Traffic Safety ○ Be Transparent, Responsive, and Accountable

APPENDIX C:
Consolidated High Injury
Collision Database

CASE_ID	ACCIDENT_Y	PROC_DATE	JURIS	COLLISION_	COLLISION1	Hour	OFFICER_ID
6718588	2017	2018-02-16	1900	2017-11-18	1036	10	496223
8333966	2017	2017-04-06	1900	2017-02-01	1630	16	529141
7200183	2017	2019-04-08	1900	2017-03-24	200	2	499039
8333982	2017	2017-04-06	1900	2017-02-01	815	8	519559
8328558	2017	2017-03-28	1900	2017-03-02	1635	16	279454
8367984	2017	2017-05-23	1900	2017-02-22	1600	16	526017
8333596	2017	2017-03-30	1900	2017-02-13	1545	15	448685
8420677	2017	2018-03-21	1900	2017-06-16	1805	18	614453
8333974	2017	2017-04-06	1900	2017-02-27	935	9	455303
8409600	2017	2017-07-26	1900	2017-06-23	1415	14	455303
8333978	2017	2017-04-06	1900	2017-02-16	1730	17	448685
8333992	2017	2017-03-30	1900	2017-03-04	325	3	499039
8409923	2017	2017-07-26	1900	2017-06-24	1155	11	455303
8410026	2017	2017-07-24	1900	2017-06-13	830	8	525863
8334722	2017	2017-04-03	1900	2017-02-18	1330	13	525145
8421353	2017	2017-08-07	1900	2017-07-13	940	9	448685
8337030	2017	2017-05-15	1900	2017-03-14	1600	16	529141
8467823	2017	2017-10-19	1900	2017-08-03	213	2	499039
8338117	2017	2017-04-10	1900	2017-01-18	1244	12	525145
8473129	2017	2017-11-28	1900	2017-09-07	1450	14	525863
8338962	2017	2017-12-27	1900	2017-01-26	1510	15	434616
8345503	2017	2017-04-13	1900	2017-01-24	650	6	455303
8576786	2018	2018-03-16	1900	2018-02-18	1930	19	529571
8345507	2017	2017-04-13	1900	2017-01-29	1115	11	455303
8345585	2017	2017-04-13	1900	2017-03-14	845	8	455303
8576798	2018	2018-03-19	1900	2018-02-22	1840	18	530373
8597531	2018	2018-04-23	1900	2018-03-07	1400	14	507891
8345589	2017	2017-04-13	1900	2017-03-16	1930	19	447574
8345593	2017	2017-04-13	1900	2017-03-14	1320	13	455303
8639513	2018	2018-06-26	1900	2018-05-14	1620	16	524199
8365127	2017	2017-05-15	1900	2017-03-26	1225	12	455303
8639625	2018	2018-06-26	1900	2018-05-21	1530	15	524199
8365131	2017	2017-05-15	1900	2017-03-19	700	7	524199
8365143	2017	2017-05-15	1900	2017-03-13	1745	17	529141

CASE_ID	REPORTING_	DAY_OF_WEEK	CHP_SHIFT	POPULATION	CNTY_CITY_	SPECIAL_CO
6718588	1512	6	5	5	1954	0
8333966	1518	3	5	5	1954	0
7200183	1517	5	5	5	1954	0
8333982	1517	3	5	5	1954	0
8328558	1519	4	5	5	1954	0
8367984	1519	3	5	5	1954	0
8333596	1515	1	5	5	1954	0
8420677	1516	5	5	5	1954	0
8333974	1518	1	5	5	1954	0
8409600	1517	5	5	5	1954	0
8333978	1510	4	5	5	1954	0
8333992	1511	6	5	5	1954	0
8409923	1516	6	5	5	1954	0
8410026	1516	2	5	5	1954	0
8334722	1517	6	5	5	1954	0
8421353	1519	4	5	5	1954	0
8337030	1517	2	5	5	1954	0
8467823	1510	4	5	5	1954	0
8338117	1515	3	5	5	1954	0
8473129	1510	4	5	5	1954	0
8338962	1516	4	5	5	1954	0
8345503	1513	2	5	5	1954	0
8576786	1510	7	5	5	1954	0
8345507	1510	7	5	5	1954	0
8345585	1518	2	5	5	1954	0
8576798	1518	4	5	5	1954	0
8597531	15	3	5	5	1954	0
8345589	1517	4	5	5	1954	0
8345593	1510	2	5	5	1954	0
8639513	1514	1	5	5	1954	0
8365127	1519	7	5	5	1954	0
8639625	1512	1	5	5	1954	0
8365131	1515	7	5	5	1954	0
8365143	1519	1	5	5	1954	0

CASE_ID	BEAT_TYPE	CHP_BEAT_T	CITY_DIVIS	CHP_BEAT_C	BEAT_NUMBE	PRIMARY_RD
6718588	0	0		0	151T1	DURFEE AV
8333966	0	0		0	151T2	ROSEMEAD BL
7200183	0	0		0	151T3	ROSEMEAD BL
8333982	0	0		0	151T4	ROSEMEAD BL
8328558	0	0		0	151T2	SLAUSON AV
8367984	0	0		0	151T2	PASSONS BL
8333596	0	0		0	151T2	PASSONS BL
8420677	0	0		0	151T2	ROSEMEAD BL
8333974	0	0		0	151T1	PASSONS BL
8409600	0	0		0	151T1	ROSEMEAD BL
8333978	0	0		0	151T2	BEVERLY BL
8333992	0	0		0	151T3	ROSEMEAD BL
8409923	0	0		0	151T1	ROSEMEAD BL
8410026	0	0		0	DAYS	ROSEMEAD BL
8334722	0	0		0	151T1	ROSEMEAD BL
8421353	0	0		0	151T1	SLAUSON AV
8337030	0	0		0	151T2	SLAUSON AV
8467823	0	0		0	151T3	BEVERLY BL
8338117	0	0		0	151T1	WASHINGTON BL
8473129	0	0		0	0AM	BEVERLY BL
8338962	0	0		0	151T4	ROSEMEAD AV
8345503	0	0		0	151T1	ROSEMEAD BL
8576786	0	0		0	151T2	BEVERLY BL
8345507	0	0		0	151T1	PARAMOUNT BL
8345585	0	0		0	151T1	TELEGRAPH RD
8576798	0	0		0	1517Z	ROSEMEAD BL
8597531	0	0		0	151T4	SLAUSON AV
8345589	0	0		0	151T2	SLAUSON AV
8345593	0	0		0	151T1	BEVERLY BL
8639513	0	0		0	151	ROSEMEAD BL
8365127	0	0		0	151T1	PASSONS BL
8639625	0	0		0	151T2	BEVERLY BL
8365131	0	0		0	151T3	ROSEMEAD BL
8365143	0	0		0	151T2	TELEGRAPH RD

CASE_ID	SECONDARY_	DISTANCE	DIRECTION	INTERSECTI	TJKM_Inter	WEATHER_1
6718588	OLYMPIC BL	82	S	N	Y	A
8333966	SLAUSON AV	30	S	N	Y	C
7200183	REX RD	889	S	N	N	A
8333982	DANBRIDGE ST	0		N	Y	A
8328558	PASSONS BL	470	E	N	N	A
8367984	SLAUSON AV	0		Y	Y	A
8333596	WASHINGTON BL	162	N	N	Y	A
8420677	DANBRIDGE ST	15	S	N	Y	A
8333974	BURKE ST	27	N	N	Y	B
8409600	DANBRIDGE ST	0	N	N	Y	A
8333978	ROSEMEAD BL	100	W	N	Y	A
8333992	LAS POSAS ST	115	N	N	Y	A
8409923	DANBRIDGE ST	4	S	N	Y	A
8410026	DANBRIDGE ST	0		Y	Y	A
8334722	WASHINGTON BL	43	W	N	Y	A
8421353	PASSONS BL	24	E	N	Y	A
8337030	SERAPIS AV	125	E	N	Y	A
8467823	PARAMOUNT BL	0		Y	Y	A
8338117	ROSEMEAD BL	106	E	N	Y	A
8473129	PARAMOUNT BL	0		Y	Y	A
8338962	BERMUDEZ AV	86	N	N	Y	A
8345503	OLYMPIC BL	15	S	N	Y	B
8576786	ROSEMEAD BL	35	E	N	Y	A
8345507	BEVERLY RD	38	S	N	Y	A
8345585	ARRINGTON AV	9	W	N	Y	A
8576798	SLAUSON AV	56	S	N	Y	A
8597531	PASSONS BL	0		N	Y	A
8345589	SERAPIS AV	115	W	N	Y	A
8345593	ACACIA AV	18	W	N	Y	A
8639513	WHITTIER BL	0		Y	Y	A
8365127	BURKE ST	17	W	N	Y	B
8639625	ROSEMEAD BL	0		Y	Y	B
8365131	WASHINGTON BL	20	S	N	Y	A
8365143	CORD AV	50	E	N	Y	A

CASE_ID	WEATHER_2	STATE_HWY_	CALTRANS_C	CALTRANS_D	STATE_ROUT	ROUTE_SUFF
6718588	-	N				
8333966	-	N				
7200183	-	N				
8333982	-	N				
8328558	-	N				
8367984	-	N				
8333596	-	N				
8420677	-	N				
8333974	-	N				
8409600	-	N				
8333978	-	N				
8333992	-	N				
8409923	-	N				
8410026	-	N				
8334722	-	N				
8421353	-	N				
8337030	-	N				
8467823	-	N				
8338117	-	N				
8473129	-	N				
8338962	-	N				
8345503	-	N				
8576786	-	N				
8345507	-	N				
8345585	-	N				
8576798	-	N				
8597531	-	N				
8345589	-	N				
8345593	-	N				
8639513	-	N				
8365127	-	N				
8639625	-	N				
8365131	-	N				
8365143	-	N				

CASE_ID	POSTMILE_P	POSTMILE	LOCATION_T	RAMP_INTER	SIDE_OF_HW	TOW_AWAY
6718588						Y
8333966						N
7200183						N
8333982						Y
8328558						N
8367984						Y
8333596						N
8420677						N
8333974						Y
8409600						Y
8333978						N
8333992						N
8409923						Y
8410026						N
8334722						N
8421353						N
8337030						N
8467823						Y
8338117						N
8473129						Y
8338962						N
8345503						N
8576786						N
8345507						Y
8345585						Y
8576798						N
8597531						N
8345589						Y
8345593						Y
8639513						
8365127						Y
8639625						
8365131						Y
8365143						N

CASE_ID	COLLISIO_1	NUMBER_KIL	NUMBER_INJ	PARTY_COUN	PRIMARY_CO	PCF_CODE_O
6718588	1	1	2	2	A	-
8333966	4	0	2	3	A	-
7200183	1	1	0	2	A	-
8333982	4	0	1	2	A	-
8328558	4	0	1	3	A	-
8367984	4	0	1	3	A	-
8333596	4	0	3	3	A	-
8420677	2	0	1	2	A	-
8333974	4	0	1	2	A	-
8409600	4	0	2	2	A	-
8333978	4	0	1	2	A	-
8333992	3	0	1	2	A	-
8409923	4	0	1	2	D	-
8410026	4	0	1	2	A	-
8334722	4	0	1	2	A	-
8421353	3	0	1	2	A	-
8337030	4	0	1	1	A	-
8467823	4	0	1	2	A	-
8338117	4	0	1	3	A	-
8473129	4	0	1	2	D	-
8338962	4	0	1	3	A	-
8345503	3	0	1	2	A	-
8576786	4	0	1	2	A	-
8345507	3	0	2	2	A	-
8345585	4	0	1	2	A	-
8576798	4	0	1	3	A	-
8597531	3	0	1	2	A	-
8345589	4	0	1	2	A	-
8345593	4	0	2	2	A	-
8639513	4	0	2	2	A	-
8365127	4	0	1	2	A	-
8639625	3	0	1	2	A	-
8365131	3	0	2	3	A	-
8365143	4	0	2	2	A	-

CASE_ID	PCF_VIOL_C	PCF_VIOLAT	PCF_VIOL_S	HIT_AND_RU	TYPE_OF_CO	MVIW	PED_ACTION
6718588	21	22106		N	D	C	A
8333966	21	22106		N	C	C	A
7200183	1	23153	A	F	G	G	A
8333982	9	21802		F	D	C	A
8328558	3	22350		N	C	C	A
8367984	21	22106		N	C	C	A
8333596	8	22107		F	A	D	A
8420677	0	21956	B	N	G	B	D
8333974	21	22106		N	D	C	A
8409600	8	22107		N	D	C	A
8333978	9	21801		N	D	D	A
8333992	8	22107		N	C	E	A
8409923	0	0		N	D	C	A
8410026	9	21802	A	N	D	C	A
8334722	21	22106		N	C	C	A
8421353	0	21651	1	N	D	G	A
8337030	8	22107		N	E	I	A
8467823	3	22350		N	A	I	A
8338117	3	22350		N	C	C	A
8473129	0	0		N	B	C	A
8338962	3	22350		N	C	C	A
8345503	8	22100	A	N	A	G	A
8576786	12	21453		N	D	C	A
8345507	3	22350		N	D	C	A
8345585	8	22100	B	N	D	C	A
8576798	4	21703		N	C	C	A
8597531	3	22350	A	N	C	C	A
8345589	3	22350	A	N	C	C	A
8345593	9	21801	A	N	D	C	A
8639513	3	22350		N	C	C	A
8365127	3	22350		N	D	C	A
8639625	8	22107		N	C	C	A
8365131	1	23153	A	N	C	C	A
8365143	7	21658	A	N	B	C	A

CASE_ID	ROAD_SURFA	ROAD_COND_	ROAD_COND1	LIGHTING	CONTROL_DE	CHP_ROAD_T
6718588	A	H	-	A	-	0
8333966	B	H	-	B	A	0
7200183	A	H	-	C	D	0
8333982	A	H	-	A	D	0
8328558	A	H	-	A	D	0
8367984	A	H	-	A	A	0
8333596	A	H	-	A	D	0
8420677	A	H	-	A	D	0
8333974	A	D	-	A	A	0
8409600	A	H	-	A	A	0
8333978	A	H	-	C	D	0
8333992	A	H	-	C	D	0
8409923	A	H	-	A	A	0
8410026	A	H	-	A	D	0
8334722	A	H	-	A	A	0
8421353	A	H	-	A	A	0
8337030	A	H	-	A	D	0
8467823	A	H	-	C	A	0
8338117	A	H	-	A	A	0
8473129	A	H	-	A	A	0
8338962	A	H	-	A	A	0
8345503	A	H	-	A	A	0
8576786	A	H	-	C	A	0
8345507	A	H	-	A	A	0
8345585	A	H	-	A	A	0
8576798	A	H	-	C	A	0
8597531	A	H	-	A	A	0
8345589	A	H	-	C	D	0
8345593	A	H	-	A	A	0
8639513	A	H	-	A	A	0
8365127	A	H	-	A	A	0
8639625	A	H	-	A	A	0
8365131	A	H	-	A	A	0
8365143	A	H	-	A	A	0

CASE_ID	PEDESTRIAN	BICYCLE_AC	MOTORCYCLE	TRUCK_ACCI	NOT_PRIVAT	ALCOHOL_IN
6718588					Y	
8333966					Y	
7200183		Y			Y	Y
8333982			Y		Y	
8328558					Y	
8367984					Y	
8333596					Y	
8420677	Y				Y	
8333974					Y	
8409600					Y	
8333978					Y	
8333992					Y	
8409923					Y	
8410026					Y	
8334722					Y	
8421353		Y			Y	
8337030					Y	
8467823					Y	
8338117					Y	
8473129					Y	
8338962					Y	
8345503		Y			Y	
8576786					Y	
8345507					Y	
8345585					Y	
8576798					Y	
8597531					Y	
8345589					Y	
8345593					Y	
8639513					Y	
8365127					Y	
8639625			Y		Y	
8365131					Y	Y
8365143					Y	

CASE_ID	STWD_VEHTY	CHP_VEHTYP	COUNT_SEVE	COUNT_VISI	COUNT_COMP	COUNT_PED_
6718588	D	22	0	2	0	0
8333966	A	1	0	0	2	0
7200183	A	1	0	0	0	0
8333982	-		0	0	1	0
8328558	A	1	0	0	1	0
8367984	A	7	0	0	1	0
8333596	D	22	0	0	3	0
8420677	N	60	1	0	0	0
8333974	A	7	0	0	1	0
8409600	D	22	0	0	2	0
8333978	A	1	0	0	1	0
8333992	A	1	0	1	0	0
8409923	-	-	0	0	1	0
8410026	A	1	0	0	1	0
8334722	A	1	0	0	1	0
8421353	L	4	0	1	0	0
8337030	A	1	0	0	1	0
8467823	A	1	0	0	1	0
8338117	-		0	0	1	0
8473129	-	-	0	0	1	0
8338962	-		0	0	1	0
8345503	A	1	0	1	0	0
8576786	A	1	0	0	1	0
8345507	A	1	0	1	1	0
8345585	A	1	0	0	1	0
8576798	A	1	0	0	1	0
8597531	A	1	0	1	0	0
8345589	A	1	0	0	1	0
8345593	A	7	0	0	2	0
8639513	A	1	0	0	2	0
8365127	A	1	0	0	1	0
8639625	C	2	0	1	0	0
8365131	A	1	0	1	1	0
8365143	A	1	0	0	2	0

CASE_ID	COUNT_PED1	COUNT_BICY	COUNT_BI_1	COUNT_MC_K	COUNT_MC_I	PRIMARY_RA
6718588	0	0	0	0	0	-
8333966	0	0	0	0	0	-
7200183	0	1	0	0	0	-
8333982	0	0	0	0	1	-
8328558	0	0	0	0	0	-
8367984	0	0	0	0	0	-
8333596	0	0	0	0	0	-
8420677	1	0	0	0	0	-
8333974	0	0	0	0	0	-
8409600	0	0	0	0	0	-
8333978	0	0	0	0	0	-
8333992	0	0	0	0	0	-
8409923	0	0	0	0	0	-
8410026	0	0	0	0	0	-
8334722	0	0	0	0	0	-
8421353	0	0	1	0	0	-
8337030	0	0	0	0	0	-
8467823	0	0	0	0	0	-
8338117	0	0	0	0	0	-
8473129	0	0	0	0	0	-
8338962	0	0	0	0	0	-
8345503	0	0	1	0	0	-
8576786	0	0	0	0	0	-
8345507	0	0	0	0	0	-
8345585	0	0	0	0	0	-
8576798	0	0	0	0	0	-
8597531	0	0	0	0	0	-
8345589	0	0	0	0	0	-
8345593	0	0	0	0	0	-
8639513	0	0	0	0	0	-
8365127	0	0	0	0	0	-
8639625	0	0	0	0	1	-
8365131	0	0	0	0	0	-
8365143	0	0	0	0	0	-

CASE_ID	SECONDARY1	LATITUDE	LONGITUDE	COUNTY	CITY	POINT_X	POINT_Y	EPDO
6718588	-	0	0	LOS ANGELES	PICO RIVERA	-118.0778348	34.00433396	165
8333966	-	0	0	LOS ANGELES	PICO RIVERA	-118.1051241	33.97087279	6
7200183	-	0	0	LOS ANGELES	PICO RIVERA	-118.1028982	33.97528273	165
8333982	-	0	0	LOS ANGELES	PICO RIVERA	-118.09936	33.98019	6
8328558	-	33.96807	-118.09569	LOS ANGELES	PICO RIVERA	-118.0957741	33.9681051	6
8367984	-	0	0	LOS ANGELES	PICO RIVERA	-118.09723	33.96854001	6
8333596	-	0	0	LOS ANGELES	PICO RIVERA	-118.0897343	33.9796767	6
8420677	-	0	0	LOS ANGELES	PICO RIVERA	-118.0993863	33.98015518	165
8333974	-	0	0	LOS ANGELES	PICO RIVERA	-118.0976181	33.9677191	6
8409600	-	0	0	LOS ANGELES	PICO RIVERA	-118.09936	33.98019	6
8333978	-	0	0	LOS ANGELES	PICO RIVERA	-118.081318	34.01067682	6
8333992	-	0	0	LOS ANGELES	PICO RIVERA	-118.079969	34.01382609	11
8409923	-	0	0	LOS ANGELES	PICO RIVERA	-118.099367	33.98018071	6
8410026	-	0	0	LOS ANGELES	PICO RIVERA	-118.09936	33.98019	6
8334722	-	0	0	LOS ANGELES	PICO RIVERA	-118.0972339	33.98311946	6
8421353	-	0	0	LOS ANGELES	PICO RIVERA	-118.0971557	33.96851764	11
8337030	-	0	0	LOS ANGELES	PICO RIVERA	-118.1005913	33.96956771	6
8467823	-	0	0	LOS ANGELES	PICO RIVERA	-118.0859101	34.01213006	6
8338117	-	0	0	LOS ANGELES	PICO RIVERA	-118.0968662	33.98306339	6
8473129	-	0	0	LOS ANGELES	PICO RIVERA	-118.0859101	34.01213006	6
8338962	-	0	0	LOS ANGELES	PICO RIVERA	-118.1045584	33.97218011	6
8345503	-	0	0	LOS ANGELES	PICO RIVERA	-118.0825361	34.00576112	11
8576786	-	34.01063919	-118.0809708	LOS ANGELES	PICO RIVERA	-118.0809021	34.01054764	6
8345507	-	0	0	LOS ANGELES	PICO RIVERA	-118.0863759	34.00882665	11
8345585	-	0	0	LOS ANGELES	PICO RIVERA	-118.108483	33.95988553	6
8576798	-	0	0	LOS ANGELES	PICO RIVERA	-118.1051559	33.97080612	6
8597531	-	0	0	LOS ANGELES	PICO RIVERA	-118.097229	33.96854019	11
8345589	-	0	0	LOS ANGELES	PICO RIVERA	-118.1013348	33.96978981	6
8345593	-	0	0	LOS ANGELES	PICO RIVERA	-118.0831352	34.01124807	6
8639513	-	0	0	LOS ANGELES	PICO RIVERA	-118.0839767	34.00131989	6
8365127	-	0	0	LOS ANGELES	PICO RIVERA	-118.09767	33.96760647	6
8639625	-	0	0	LOS ANGELES	PICO RIVERA	-118.0810089	34.01058197	11
8365131	-	0	0	LOS ANGELES	PICO RIVERA	-118.0971944	33.98317324	11
8365143	-	0	0	LOS ANGELES	PICO RIVERA	-118.1012739	33.95488199	6

CASE_ID	ACCIDENT_Y	PROC_DATE	JURIS	COLLISION_	COLLISION1	Hour	OFFICER_ID
8666255	2018	2018-09-18	1900	2018-06-15	1830	18	430275
8367988	2017	2017-05-23	1900	2017-02-14	1425	14	527458
8710565	2018	2018-10-18	1900	2018-09-17	750	7	455303
8373706	2017	2017-06-02	1900	2017-04-25	1931	19	530167
8374484	2017	2017-06-02	1900	2017-04-20	1320	13	489531
8713716	2018	2018-10-19	1900	2018-09-11	550	5	517839
8744884	2018	2018-12-03	1900	2018-10-16	1615	16	430275
8377724	2017	2017-06-12	1900	2017-04-23	2013	20	529141
8781402	2018	2019-01-22	1900	2018-11-22	730	7	530862
8374496	2017	2017-06-02	1900	2017-04-23	2225	22	499039
8374532	2017	2017-06-07	1900	2017-04-22	1035	10	435303
8783980	2018	2019-01-23	1900	2018-11-20	745	7	430275
8376150	2017	2017-05-31	1900	2017-01-14	1702	17	12323
8784336	2018	2019-02-28	1900	2018-12-29	705	7	455303
8817233	2019	2019-03-19	1900	2019-02-27	1118	11	455303
8377728	2017	2017-06-12	1900	2017-04-23	1114	11	525145
8941064	2019	2019-09-26	1900	2019-08-29	2103	21	499039
8379184	2017	2017-06-17	1900	2017-04-24	1530	15	525145
8937145	2019	2019-09-25	1900	2019-08-22	1515	15	430275
8383147	2017	2017-06-13	1900	2017-05-11	1250	12	455303
8954314	2019	2019-10-09	1900	2019-08-27	1145	11	534561
8383650	2017	2017-06-08	1900	2017-05-03	820	8	532522
9015895	2019	2020-01-10	1900	2019-11-10	1823	18	499039
8387363	2017	2018-03-19	1900	2017-05-06	205	2	530167
8977646	2019	2019-11-22	1900	2019-09-26	1140	11	430275
8399988	2017	2017-07-06	1900	2017-05-22	1725	17	499039
8399992	2017	2017-07-06	1900	2017-05-08	1353	13	525145
9100498	2020	2020-06-12	1900	2020-02-02	1710	17	527449
8400000	2017	2017-07-06	1900	2017-05-19	1610	16	529141
9105299	2020	2020-08-03	1900	2020-04-06	1505	15	599039
8402098	2017	2017-07-14	1900	2017-04-18	1530	15	515160
9126484	2020	2020-09-16	1900	2020-06-01	1340	13	455303
8403041	2017	2017-07-06	1900	2017-05-05	2030	20	529141
8409474	2017	2017-07-25	1900	2017-05-23	804	8	525145

CASE_ID	REPORTING_	DAY_OF_WEEK	CHP_SHIFT	POPULATION	CNTY_CITY_	SPECIAL_CO
8666255	1510	5	5	5	1954	0
8367988	1512	2	5	5	1954	0
8710565	1511	1	5	5	1954	0
8373706	1517	2	5	5	1954	0
8374484	1516	4	5	5	1954	0
8713716	1516	2	5	5	1954	0
8744884	1516	2	5	5	1954	0
8377724	1512	7	5	5	1954	0
8781402	1511	4	5	5	1954	0
8374496	1518	7	5	5	1954	0
8374532	1516	6	5	5	1954	0
8783980	1510	2	5	5	1954	0
8376150		6	5	5	1954	0
8784336	1516	6	5	5	1954	0
8817233	1516	3	5	5	1954	0
8377728	1518	7	5	5	1954	0
8941064	1513	4	5	5	1954	0
8379184	1510	1	5	5	1954	0
8937145	1512	4	5	5	1954	0
8383147	1517	4	5	5	1954	0
8954314	1515	2	5	5	1954	0
8383650	1518	3	5	5	1954	0
9015895	1517	7	5	5	1954	0
8387363	1514	6	5	5	1954	0
8977646	1510	4	5	5	1954	0
8399988	1517	1	5	5	1954	0
8399992	1513	1	5	5	1954	0
9100498	1514	7	5	5	1954	0
8400000	1513	5	5	5	1954	0
9105299	1510	1	5	5	1954	0
8402098	1510	2	5	5	1954	0
9126484	1517	1	5	5	1954	0
8403041	1520	5	5	5	1954	0
8409474	1515	2	5	5	1954	0

CASE_ID	BEAT_TYPE	CHP_BEAT_T	CITY_DIVIS	CHP_BEAT_C	BEAT_NUMBE	PRIMARY_RD
8666255	0	0		0	151T2	BEVERLY BL
8367988	0	0		0	151T1	WHITTIER BL
8710565	0	0		0	151T1	BEVERLY BL
8373706	0	0		0	151T2	SLAUSON AV
8374484	0	0		0	151M2	ROSEMEAD BL
8713716	0	0		0	151T3	ROSEMEAD BL
8744884	0	0		0	151T2	TELEGRAPH RD
8377724	0	0		0	151T2	WHITTIER BL
8781402	0	0		0	151T1	BEVERLY BL
8374496	0	0		0	151T3	ROSEMEAD BL
8374532	0	0		0	151T1	SLAUSON AV
8783980	0	0		0	151T1	ROSEMEAD BL
8376150	0	0		0	4	TELEGRAPH RD
8784336	0	0		0	151T1	SLAUSON AV
8817233	0	0		0	151T1	SLAUSON AV
8377728	0	0		0	151T1	SLAUSON AV
8941064	0	0		0	151T3	ROSEMEAD BL
8379184	0	0		0	151T1	BEVERLY BL
8937145	0	0		0	151T1	BEVERLY BL
8383147	0	0		0	151T1	ROSEMEAD BL
8954314	0	0		0	151T1	ROSEMEAD BL
8383650	0	0		0	152K	TELEGRAPH RD
9015895	0	0		0	151T2	SLAUSON AV
8387363	0	0		0	151T3	ROSEMEAD BL
8977646	0	0		0	151T1	BEVERLY BL
8399988	0	0		0	151T2	SLAUSON AV
8399992	0	0		0	151T1	ROSEMEAD BL
9100498	0	0		0	151T2	ROSEMEAD BL
8400000	0	0		0	151T2	ROSEMEAD BL
9105299	0	0		0	151T2	BEVERLY BL
8402098	0	0		0	151F	WHITTIER BL
9126484	0	0		0	151T1	SLAUSON AV
8403041	0	0		0	151T2	WASHINGTON BL
8409474	0	0		0	151T1	WASHINGTON BL

CASE_ID	SECONDARY_	DISTANCE	DIRECTION	INTERSECTI	TJKM_Inter	WEATHER_1
8666255	ROSEMEAD BL	8	W	N	Y	A
8367988	GREGG RD	500	E	N	N	A
8710565	ROSEMEAD BL	40	E	N	Y	A
8373706	ROSEMEAD BL	150	E	N	Y	A
8374484	REX RD	254	N	N	N	A
8713716	DANBRIDGE ST	50	S	N	Y	A
8744884	FERNADEL AV	4	N	N	Y	A
8377724	ESPERANZA AV	125	W	N	Y	A
8781402	ROSEMEAD BL	100	W	N	Y	A
8374496	SLAUSON AV	169	S	N	Y	A
8374532	PARAMOUNT BL	41	W	N	Y	A
8783980	BEVERLY BL	15	S	N	Y	A
8376150	SERAPIS AV	10	E	N	Y	A
8784336	ROSEMEAD BL	8	E	N	Y	A
8817233	ROSEMEAD BL	21	E	N	Y	A
8377728	SERAPIS AV	94	W	N	Y	A
8941064	WHITTIER BL	0		Y	Y	A
8379184	ROSMEAD BL	150	W	N	Y	A
8937145	PARAMOUNT BL	90	E	N	Y	A
8383147	REX RD	74	N	N	Y	A
8954314	DANBRIDGE ST	0		Y	Y	A
8383650	ARRINGTON AV	6	E	N	Y	A
9015895	PASSONS BL	0		Y	Y	A
8387363	VERNER ST	15	N	N	Y	A
8977646	ROSEMEAD BL	50	E	N	Y	B
8399988	PASSONS BL	429	E	N	N	A
8399992	COFFMAN AND PICO RD	250	S	N	Y	A
9100498	SLAUSON AV	0		Y	Y	A
8400000	COFFMAN AND PICO RD	20	N	N	Y	A
9105299	PARAMOUTN BL	0		Y	Y	A
8402098	PARAMOUNT BL	300	W	N	N	A
9126484	PASSONS BL	24	W	N	Y	A
8403041	ROSEMEAD BL	350	W	N	N	A
8409474	MILLUX AV	280	E	N	N	A

CASE_ID	WEATHER_2	STATE_HWY_	CALTRANS_C	CALTRANS_D	STATE_ROUT	ROUTE_SUFF
8666255	-	N				
8367988	-	N				
8710565	-	N				
8373706	-	N				
8374484	-	N				
8713716	-	N				
8744884	-	N				
8377724	-	N				
8781402	-	N				
8374496	-	N				
8374532	-	N				
8783980	-	N				
8376150	-	N				
8784336	-	N				
8817233	-	N				
8377728	-	N				
8941064	-	N				
8379184	-	N				
8937145	-	N				
8383147	-	N				
8954314	-	N				
8383650	-	N				
9015895	-	N				
8387363	-	N				
8977646	-	N				
8399988	-	N				
8399992	-	N				
9100498	-	N				
8400000	-	N				
9105299	B	N				
8402098	-	N				
9126484	-	N				
8403041	-	N				
8409474	-	N				

CASE_ID	POSTMILE_P	POSTMILE	LOCATION_T	RAMP_INTER	SIDE_OF_HW	TOW_AWAY
8666255						N
8367988						N
8710565						Y
8373706						N
8374484						Y
8713716						N
8744884						N
8377724						Y
8781402						Y
8374496						Y
8374532						N
8783980						N
8376150						N
8784336						Y
8817233						Y
8377728						Y
8941064						N
8379184						N
8937145						N
8383147						Y
8954314						Y
8383650						N
9015895						N
8387363						Y
8977646						N
8399988						Y
8399992						N
9100498						Y
8400000						N
9105299						N
8402098						Y
9126484						Y
8403041						Y
8409474						Y

CASE_ID	COLLISIO_1	NUMBER_KIL	NUMBER_INJ	PARTY_COUN	PRIMARY_CO	PCF_CODE_O
8666255	3	0	1	2	A	-
8367988	3	0	1	2	A	-
8710565	4	0	1	2	A	-
8373706	4	0	1	2	A	-
8374484	4	0	1	3	A	-
8713716	3	0	1	2	A	-
8744884	4	0	1	2	A	-
8377724	2	0	1	2	A	-
8781402	4	0	1	1	A	-
8374496	4	0	1	2	A	-
8374532	4	0	1	2	A	-
8783980	3	0	1	2	A	-
8376150	4	0	1	2	A	-
8784336	3	0	1	2	A	-
8817233	3	0	2	3	A	-
8377728	4	0	1	2	A	-
8941064	2	0	3	5	A	-
8379184	4	0	1	2	A	-
8937145	4	0	1	2	A	-
8383147	4	0	1	2	A	-
8954314	2	0	1	2	A	-
8383650	3	0	1	2	A	-
9015895	2	0	1	2	A	-
8387363	3	0	1	1	A	-
8977646	4	0	2	2	A	-
8399988	4	0	2	3	A	-
8399992	3	0	1	2	A	-
9100498	3	0	3	4	A	-
8400000	4	0	1	2	A	-
9105299	3	0	3	2	A	-
8402098	3	0	1	2	A	-
9126484	3	0	1	3	A	-
8403041	4	0	1	2	A	-
8409474	3	0	1	2	A	-

CASE_ID	PCF_VIOL_C	PCF_VIOLAT	PCF_VIOL_S	HIT_AND_RU	TYPE_OF_CO	MVIW	PED_ACTION
8666255	8	22107		M	D	C	A
8367988	3	22350		N	C	C	A
8710565	3	22350		N	C	C	A
8373706	3	22350		N	C	D	A
8374484	3	22350		N	C	C	A
8713716	0	21945	A	N	B	B	D
8744884	8	22107		N	G	B	D
8377724	9	21801	A	N	D	C	A
8781402	3	22350	A	N	E	I	A
8374496	1	23153	A	F	C	C	A
8374532	3	22350		N	C	C	A
8783980	10	21950	A	N	G	B	B
8376150	3	22350		M	C	C	A
8784336	0	0		N	D	C	A
8817233	0	24153	A	F	D	C	A
8377728	8	22107		N	B	C	A
8941064	12	22450		N	D	C	A
8379184	11	21954	A	N	G	B	D
8937145	3	22350		N	C	C	A
8383147	3	22350	A	N	C	C	A
8954314	9	21801	A	N	D	D	A
8383650	11	21954	A	N	G	B	D
9015895	10	21950		N	G	B	B
8387363	3	22350		M	E	I	A
8977646	3	22350		N	C	C	A
8399988	9	21801	A	N	D	C	A
8399992	8	22107		N	C	E	A
9100498	12	21453	A	N	A	C	A
8400000	4	21703		N	C	C	A
9105299	12	21453	A	N	D	C	A
8402098	1	23153	A	F	C	C	A
9126484	8	22107		N	C	-	A
8403041	8	22107		N	C	C	A
8409474	3	22350		N	C	C	A

CASE_ID	ROAD_SURFA	ROAD_COND_	ROAD_COND1	LIGHTING	CONTROL_DE	CHP_ROAD_T
8666255	A	H	-	A	A	0
8367988	A	H	-	A	A	0
8710565	A	H	-	A	A	0
8373706	A	H	-	C	A	0
8374484	A	H	-	A	A	0
8713716	A	-	-	D	D	0
8744884	A	H	-	A	A	0
8377724	A	H	-	C	A	0
8781402	A	H	-	A	A	0
8374496	A	H	-	C	D	0
8374532	A	H	-	A	A	0
8783980	A	H	-	A	A	0
8376150	A	H	-	A	A	0
8784336	A	H	-	A	A	0
8817233	A	H	-	A	A	0
8377728	A	H	-	A	D	0
8941064	A	H	-	C	A	0
8379184	A	H	-	A	D	0
8937145	A	H	-	A	A	0
8383147	A	H	-	A	A	0
8954314	A	H	-	A	-	0
8383650	A	H	-	A	D	0
9015895	A	H	-	C	A	0
8387363	A	H	-	C	D	0
8977646	A	H	-	A	A	0
8399988	A	H	-	A	D	0
8399992	A	H	-	A	D	0
9100498	A	H	-	A	A	0
8400000	A	H	-	A	A	0
9105299	B	H	-	A	B	0
8402098	A	-	-	A	A	0
9126484	A	H	-	A	A	0
8403041	A	H	-	A	A	0
8409474	-	-	-	-	D	0

CASE_ID	PEDESTRIAN	BICYCLE_AC	MOTORCYCLE	TRUCK_ACCI	NOT_PRIVAT	ALCOHOL_IN
8666255					Y	
8367988					Y	
8710565					Y	
8373706					Y	
8374484					Y	
8713716	Y				Y	
8744884	Y				Y	
8377724			Y		Y	
8781402					Y	
8374496					Y	Y
8374532					Y	
8783980	Y				Y	
8376150					Y	
8784336					Y	
8817233					Y	
8377728					Y	
8941064					Y	
8379184	Y				Y	
8937145					Y	
8383147					Y	
8954314					Y	
8383650	Y				Y	
9015895	Y				Y	
8387363					Y	
8977646					Y	
8399988					Y	
8399992					Y	
9100498					Y	
8400000					Y	
9105299					Y	
8402098					Y	Y
9126484					Y	
8403041			Y		Y	
8409474					Y	

CASE_ID	STWD_VEHTY	CHP_VEHTYP	COUNT_SEVE	COUNT_VISI	COUNT_COMP	COUNT_PED_
8666255	-	99	0	1	0	0
8367988	A	1	0	1	0	0
8710565	D	22	0	0	1	0
8373706	A	1	0	0	1	0
8374484	A	1	0	0	1	0
8713716	N	60	0	1	0	0
8744884	A	1	0	0	1	0
8377724	A	1	1	0	0	0
8781402	A	1	0	0	1	0
8374496	A	1	0	0	1	0
8374532	A	1	0	0	1	0
8783980	A	1	0	1	0	0
8376150	A	1	0	0	1	0
8784336	D	22	0	1	0	0
8817233	A	7	0	2	0	0
8377728	A	1	0	0	1	0
8941064	A	1	1	0	2	0
8379184	N	60	0	0	1	0
8937145	A	1	0	0	1	0
8383147	A	1	0	0	1	0
8954314	A	1	1	0	0	0
8383650	N	60	0	1	0	0
9015895	A	1	1	0	0	0
8387363	A	1	0	1	0	0
8977646	D	22	0	0	2	0
8399988	A	1	0	0	2	0
8399992	A	1	0	1	0	0
9100498	A	1	0	1	2	0
8400000	A	1	0	0	1	0
9105299	A	1	0	3	0	0
8402098	A	1	0	1	0	0
9126484	A	7	0	1	0	0
8403041	C	2	0	0	1	0
8409474	A	1	0	1	0	0

CASE_ID	COUNT_PED1	COUNT_BICY	COUNT_BI_1	COUNT_MC_K	COUNT_MC_I	PRIMARY_RA
8666255	0	0	0	0	0	-
8367988	0	0	0	0	0	-
8710565	0	0	0	0	0	-
8373706	0	0	0	0	0	-
8374484	0	0	0	0	0	-
8713716	1	0	0	0	0	-
8744884	1	0	0	0	0	-
8377724	0	0	0	0	1	-
8781402	0	0	0	0	0	-
8374496	0	0	0	0	0	-
8374532	0	0	0	0	0	-
8783980	1	0	0	0	0	-
8376150	0	0	0	0	0	-
8784336	0	0	0	0	0	-
8817233	0	0	0	0	0	-
8377728	0	0	0	0	0	-
8941064	0	0	0	0	0	-
8379184	1	0	0	0	0	-
8937145	0	0	0	0	0	-
8383147	0	0	0	0	0	-
8954314	0	0	0	0	0	-
8383650	1	0	0	0	0	-
9015895	1	0	0	0	0	-
8387363	0	0	0	0	0	-
8977646	0	0	0	0	0	-
8399988	0	0	0	0	1	-
8399992	0	0	0	0	0	-
9100498	0	0	0	0	0	-
8400000	0	0	0	0	0	-
9105299	0	0	0	0	0	-
8402098	0	0	0	0	0	-
9126484	0	0	0	0	0	-
8403041	0	0	0	0	1	-
8409474	0	0	0	0	0	-

CASE_ID	SECONDARY1	LATITUDE	LONGITUDE	COUNTY	CITY	POINT_X	POINT_Y	EPDO
8666255	-	34.01070023	-118.0810013	LOS ANGELES	PICO RIVERA	-118.0810318	34.0105896	11
8367988	-	0	0	LOS ANGELES	PICO RIVERA	-118.0727585	33.99596665	11
8710565	-	0	0	LOS ANGELES	PICO RIVERA	-118.0808868	34.01054382	6
8373706	-	0	0	LOS ANGELES	PICO RIVERA	-118.1046305	33.97080059	6
8374484	-	0	0	LOS ANGELES	PICO RIVERA	-118.1009891	33.97798109	6
8713716	-	33.98020172	-118.0992966	LOS ANGELES	PICO RIVERA	-118.0994492	33.98007584	11
8744884	-	33.96559906	-118.1140976	LOS ANGELES	PICO RIVERA	-118.1143417	33.96548843	6
8377724	-	0	0	LOS ANGELES	PICO RIVERA	-118.0709902	33.99462412	165
8781402	-	0	0	LOS ANGELES	PICO RIVERA	-118.0813217	34.01067734	6
8374496	-	0	0	LOS ANGELES	PICO RIVERA	-118.1052822	33.97051513	6
8374532	-	0	0	LOS ANGELES	PICO RIVERA	-118.1131257	33.97345092	6
8783980	-	34.01200104	-118.0823975	LOS ANGELES	PICO RIVERA	-118.0810242	34.01054001	11
8376150	-	0	0	LOS ANGELES	PICO RIVERA	-118.106415	33.9584722	6
8784336	-	0	0	LOS ANGELES	PICO RIVERA	-118.1050644	33.97093964	11
8817233	-	33.97101974	-118.1050797	LOS ANGELES	PICO RIVERA	-118.1050262	33.97092438	11
8377728	-	0	0	LOS ANGELES	PICO RIVERA	-118.10127	33.96976976	6
8941064	-	34.00146103	-118.0833986	LOS ANGELES	PICO RIVERA	-118.0839767	34.00131989	165
8379184	-	0	0	LOS ANGELES	PICO RIVERA	-118.0814721	34.01072523	6
8937145	-	0	0	LOS ANGELES	PICO RIVERA	-118.0856323	34.01204681	6
8383147	-	0	0	LOS ANGELES	PICO RIVERA	-118.1013162	33.97756953	6
8954314	-	33.98009109	-118.0992737	LOS ANGELES	PICO RIVERA	-118.0993576	33.98019028	165
8383650	-	0	0	LOS ANGELES	PICO RIVERA	-118.108445	33.95985935	11
9015895	-	33.96870041	-118.0973129	LOS ANGELES	PICO RIVERA	-118.097229	33.96854019	165
8387363	-	0	0	LOS ANGELES	PICO RIVERA	-118.084062	33.9993	11
8977646	-	34.01050186	-118.0808029	LOS ANGELES	PICO RIVERA	-118.0808029	34.01050186	6
8399988	-	0	0	LOS ANGELES	PICO RIVERA	-118.0959006	33.96814404	6
8399992	-	0	0	LOS ANGELES	PICO RIVERA	-118.094657	33.986486	11
9100498	-	33.97101974	-118.1049271	LOS ANGELES	PICO RIVERA	-118.1050873	33.97095108	11
8400000	-	0	0	LOS ANGELES	PICO RIVERA	-118.094243	33.987107	6
9105299	-	34.01200867	-118.0857925	LOS ANGELES	PICO RIVERA	-118.0857925	34.01200867	11
8402098	-	0	0	LOS ANGELES	PICO RIVERA	-118.0895695	34.00374421	11
9126484	-	33.96871185	-118.0974121	LOS ANGELES	PICO RIVERA	-118.0973053	33.96856308	11
8403041	-	0	0	LOS ANGELES	PICO RIVERA	-118.0981251	33.9837441	6
8409474	-	0	0	LOS ANGELES	PICO RIVERA	-118.0871468	33.97771534	11

CASE_ID	ACCIDENT_Y	PROC_DATE	JURIS	COLLISION_	COLLISION1	Hour	OFFICER_ID
8409475	2017	2017-07-25	1900	2017-05-31	1930	19	529141
9152722	2020	2020-10-28	1900	2020-08-21	1600	16	524199
8409584	2017	2017-07-26	1900	2017-06-06	1630	16	525863
9153572	2020	2020-10-14	1900	2020-08-13	2108	21	499039
9255336	2021	2021-05-11	1900	2021-04-03	2221	22	499039
8410018	2017	2017-07-24	1900	2017-06-16	910	9	455303
8410030	2017	2017-07-24	1900	2017-06-12	2205	22	499039
9255337	2021	2021-05-11	1900	2021-04-19	1210	12	430275
9265579	2021	2021-05-24	1900	2021-04-03	32	0	499039
8410034	2017	2017-07-24	1900	2017-06-04	35	0	499039
8410038	2017	2017-11-16	1900	2017-06-02	2335	23	5291U1
9265595	2021	2021-05-24	1900	2021-04-20	2208	22	646149
9276088	2021	2021-08-26	1900	2021-07-01	2100	21	523026
8419765	2017	2017-08-07	1900	2017-06-07	1810	18	489531
9286677	2021	2021-07-29	1900	2021-06-12	2315	23	499039
8421063	2017	2017-08-07	1900	2017-06-20	1700	17	526351
8421150	2017	2017-08-04	1900	2017-06-28	1400	14	455303
9300070	2021	2021-08-27	1900	2021-06-29	1410	14	430275
8421162	2017	2017-08-04	1900	2017-06-10	1850	18	529141
9300071	2021	2021-08-31	1900	2021-06-16	2122	21	536467
9351168	2021	2021-11-17	1900	2021-10-21	855	8	455303
8422793	2017	2017-08-16	1900	2017-06-08	1625	16	S29141
9351169	2021	2021-11-22	1900	2021-10-20	1130	11	455303
9351318	2021	2021-11-22	1900	2021-09-26	1611	16	523026
8441458	2017	2017-09-14	1900	2017-08-01	835	8	455303
9364411	2021	2021-12-02	1900	2021-10-23	310	3	621336
8441847	2017	2017-09-15	1900	2017-07-21	1325	13	530167
9381197	2021	2022-02-02	1900	2021-12-20	1430	14	529141
8441851	2017	2017-09-15	1900	2017-07-29	1425	14	453848
8441855	2017	2017-09-14	1900	2017-07-25	326	3	530376
8441863	2017	2017-09-14	1900	2017-07-04	1725	17	529141
8441871	2017	2017-09-14	1900	2017-07-21	1703	17	532522
8441875	2017	2017-09-27	1900	2017-07-12	1245	12	JRODRI
8467778	2017	2019-04-10	1900	2017-08-07	709	7	455303

CASE_ID	REPORTING_	DAY_OF_WEEK	CHP_SHIFT	POPULATION	CNTY_CITY_	SPECIAL_CO
8409475	1517	3	5	5	1954	0
9152722	1516	5	5	5	1954	0
8409584	1514	2	5	5	1954	0
9153572	1518	4	5	5	1954	0
9255336	1517	6	5	5	1954	0
8410018	1513	5	5	5	1954	0
8410030	1511	1	5	5	1954	0
9255337	1513	1	5	5	1954	0
9265579	1519	6	5	5	1954	0
8410034	1516	7	5	5	1954	0
8410038	1510	5	5	5	1954	0
9265595	1513	2	5	5	1954	0
9276088	1510	4	5	5	1954	0
8419765	1516	3	5	5	1954	0
9286677	1510	6	5	5	1954	0
8421063	1516	2	5	5	1954	0
8421150	1514	3	5	5	1954	0
9300070	1518	2	5	5	1954	0
8421162	1516	6	5	5	1954	0
9300071	1510	3	5	5	1954	0
9351168	1510	4	5	5	1954	0
8422793	1514	4	5	5	1954	0
9351169	1510	3	5	5	1954	0
9351318	1510	7	5	5	1954	0
8441458		2	5	5	1954	0
9364411	1513	6	5	5	1954	0
8441847	1510	5	5	5	1954	0
9381197	1511	1	5	5	1954	0
8441851	1511	6	5	5	1954	0
8441855	1513	2	5	5	1954	0
8441863	1520	2	5	5	1954	0
8441871	1510	5	5	5	1954	0
8441875	1516	3	5	5	1954	0
8467778	1520	1	5	5	1954	0

CASE_ID	BEAT_TYPE	CHP_BEAT_T	CITY_DIVIS	CHP_BEAT_C	BEAT_NUMBE	PRIMARY_RD
8409475	0	0		0	151T2	PASSONS BL
9152722	0	0		0	151T2	PARAMOUNT BL
8409584	0	0		0	OPM	WHITTIER BL
9153572	0	0		0	151T3	ROSEMEAD BL
9255336	0	0		0	151T3	SLAUSON AV
8410018	0	0		0	151T1	PARAMOUNT BL
8410030	0	0		0	151T3	GALLATIN RD
9255337	0	0		0	151T1	ROSEMEAD BL
9265579	0	0		0	151T3	SLAUSON AV
8410034	0	0		0	151T3	ROSEMEAD BL
8410038	0	0		0	151T3	WHITTIER BL
9265595	0	0		0	151T2	ROSEMEAD BL
9276088	0	0		0	151T2	BEVERLY BL
8419765	0	0		0	151T2	SLAUSON AV
9286677	0	0		0	151T3	BEVERLY BL
8421063	0	0		0	151T2	WASHINGTON BL
8421150	0	0		0	151T1	WHITTIER BL
9300070	0	0		0	151T1	ROSEMEAD BL
8421162	0	0		0	151T2	SLAUSON AV
9300071	0	0		0	151T2	BEVERLY BL
9351168	0	0		0	151T1	ROSEMEAD BL
8422793	0	0		0	151T2	WHITTIER BL
9351169	0	0		0	151T4	ROSEMEAD BL
9351318	0	0		0	151T2	ROSEMEAD BL
8441458	0	0		0		WHITTIER BL
9364411	0	0		0	151T3	BEVERLY BL
8441847	0	0		0	151T1	WHITTIER BL
9381197	0	0		0	151T1	BEVERLY BL
8441851	0	0		0	151T2	BEVERLY BL
8441855	0	0		0	151T3	PARAMOUNT BL
8441863	0	0		0	151T2	ROSEMEAD BL
8441871	0	0		0	151T2	WHITTIER BL
8441875	0	0		0	151T1	PARAMOUNT BL
8467778	0	0		0	151T1	WASHINGTON BL

CASE_ID	SECONDARY_	DISTANCE	DIRECTION	INTERSECTI	TJKM_Inter	WEATHER_1
8409475	CALL ST	5	S	N	Y	A
9152722	MAXINE ST	10	S	N	Y	A
8409584	ROSEMEAD BL	300		N	N	A
9153572	BEVERLY BL	17	N	N	Y	A
9255336	PASSONS BL	39	E	N	Y	A
8410018	MARIS AV	2	N	N	Y	A
8410030	ROSEMEAD BL	81	E	N	Y	A
9255337	WHITTIER BL	36	S	N	Y	A
9265579	PASSONS BL	0		Y	Y	A
8410034	BERMUDEZ ST	263	N	N	N	A
8410038	IVY ST	60	W	N	Y	A
9265595	WHITTIER BL	32	S	N	Y	A
9276088	PARAMOUNT BL	0		Y	Y	A
8419765	PARAMOUNT PL	30	W	N	Y	A
9286677	ROSEMEAD BL	34	W	N	Y	A
8421063	PARAMOUNT BL	20	W	N	Y	A
8421150	MILLUX AV	3	W	N	Y	A
9300070	SLAUSON AV	68	S	N	Y	A
8421162	BOLLENBACHER DR	4	E	N	Y	A
9300071	PARAMOUNT BL	37	W	N	Y	A
9351168	BEVERLY BL	10	N	N	Y	A
8422793	GREGG RD	15	W	N	Y	A
9351169	BEVERLY BL	10	N	N	Y	A
9351318	WHITTIER BL	0		Y	Y	A
8441458	MYRTLE ST	70	E	N	Y	B
9364411	ROSEMEAD BL	0		Y	Y	B
8441847	PARAMOUNT BL	200	W	N	Y	A
9381197	ROSEMEAD BL	20	W	N	Y	A
8441851	SANDOVAL AV	220	E	N	Y	A
8441855	DUNLAP CROSSING RD	125	S	N	Y	A
8441863	WASHINGTON BL	420	S	-	N	A
8441871	PARAMOUNT BL	389	W	N	N	A
8441875	WASHINGTON BL	148	S	N	Y	A
8467778	ROSEMEAD BL	84	W	N	Y	A

CASE_ID	WEATHER_2	STATE_HWY_	CALTRANS_C	CALTRANS_D	STATE_ROUT	ROUTE_SUFF
8409475	-	N				
9152722	-	N				
8409584	-	N				
9153572	-	N				
9255336	-	N				
8410018	-	N				
8410030	-	N				
9255337	-	N				
9265579	-	N				
8410034	-	N				
8410038	-	N				
9265595	-	N				
9276088	-	N				
8419765	-	N				
9286677	-	N				
8421063	-	N				
8421150	-	N				
9300070	-	N				
8421162	-	N				
9300071	-	N				
9351168	-	N				
8422793	-	N				
9351169	-	N				
9351318	-	N				
8441458	-	N				
9364411	-	N				
8441847	-	N				
9381197	-	N				
8441851	-	N				
8441855	-	N				
8441863	-	N				
8441871	-	N				
8441875	-	N				
8467778	-	N				

CASE_ID	POSTMILE_P	POSTMILE	LOCATION_T	RAMP_INTER	SIDE_OF_HW	TOW_AWAY
8409475						N
9152722						Y
8409584						Y
9153572						N
9255336						N
8410018						Y
8410030						Y
9255337						Y
9265579						N
8410034						Y
8410038						Y
9265595						N
9276088						Y
8419765						N
9286677						N
8421063						N
8421150						N
9300070						Y
8421162						Y
9300071						N
9351168						Y
8422793						N
9351169						Y
9351318						N
8441458						Y
9364411						Y
8441847						N
9381197						Y
8441851						Y
8441855						Y
8441863						N
8441871						N
8441875						
8467778						Y

CASE_ID	COLLISIO_1	NUMBER_KIL	NUMBER_INJ	PARTY_COUN	PRIMARY_CO	PCF_CODE_O
8409475	4	0	1	2	A	-
9152722	4	0	2	3	A	-
8409584	4	0	1	3	A	-
9153572	3	0	1	2	A	-
9255336	3	0	3	2	A	-
8410018	4	0	1	2	A	-
8410030	4	0	1	1	A	-
9255337	4	0	1	1	A	-
9265579	3	0	1	2	A	-
8410034	4	0	2	1	A	-
8410038	3	0	3	2	A	-
9265595	2	0	4	4	A	-
9276088	2	0	3	2	A	-
8419765	4	0	1	2	A	-
9286677	3	0	3	2	A	-
8421063	3	0	2	2	A	-
8421150	4	0	1	2	A	-
9300070	3	0	2	2	A	-
8421162	4	0	2	2	A	-
9300071	4	0	1	3	A	-
9351168	4	0	1	2	A	-
8422793	3	0	1	2	C	-
9351169	3	0	1	2	A	-
9351318	2	0	4	3	A	-
8441458	4	0	1	3	A	-
9364411	3	0	2	2	A	-
8441847	3	0	1	2	A	-
9381197	2	0	2	2	A	-
8441851	4	0	1	3	A	-
8441855	4	0	2	2	A	-
8441863	4	0	1	2	A	-
8441871	4	0	2	2	A	-
8441875	4	0	2	3	A	-
8467778	1	1	0	2	A	-

CASE_ID	PCF_VIOL_C	PCF_VIOLAT	PCF_VIOL_S	HIT_AND_RU	TYPE_OF_CO	MVIW	PED_ACTION
8409475	9	21802	A	N	D	C	A
9152722	3	22350		F	D	C	A
8409584	4	21703		N	-	C	A
9153572	8	22107		N	B	C	A
9255336	21	22106		N	C	C	A
8410018	3	22350		N	C	C	A
8410030	8	22107		N	E	I	A
9255337	3	22350		N	E	I	A
9265579	12	21453		M	D	C	A
8410034	8	22107		N	E	I	A
8410038	9	21801	A	N	D	C	A
9265595	3	22350		N	B	C	A
9276088	12	21453	A	N	D	C	A
8419765	9	21802	A	F	D	C	A
9286677	3	22350		M	C	C	A
8421063	8	22107		N	C	C	A
8421150	11	21954	A	N	B	B	E
9300070	9	21804	A	N	D	C	A
8421162	9	21801	A	N	D	C	A
9300071	4	21703		N	C	C	A
9351168	12	21453		N	D	C	A
8422793	18	0		N	G	B	D
9351169	12	21453		N	D	C	A
9351318	0	20001	A	M	C	C	A
8441458	3	22350		N	C	B	A
9364411	9	21801		M	D	C	A
8441847	5	21651		N	D	G	A
9381197	12	21453	A	N	D	C	A
8441851	4	21703		N	C	C	A
8441855	8	22107		F	A	C	A
8441863	9	21801	A	N	D	C	A
8441871	9	21801	A	N	D	C	A
8441875	8	22107		N	D	C	A
8467778	11	21955		N	A	B	D

CASE_ID	ROAD_SURFA	ROAD_COND_	ROAD_COND1	LIGHTING	CONTROL_DE	CHP_ROAD_T
8409475	A	H	-	B	A	0
9152722	A	H	-	A	D	0
8409584	A	H	-	A	A	0
9153572	A	H	-	C	D	0
9255336	A	H	-	B	A	0
8410018	A	H	-	A	D	0
8410030	A	H	-	C	D	0
9255337	A	H	-	A	A	0
9265579	A	H	-	C	A	0
8410034	A	H	-	C	D	0
8410038	A	H	-	C	D	0
9265595	A	H	-	C	A	0
9276088	A	H	-	C	A	0
8419765	A	H	-	A	A	0
9286677	A	H	-	C	D	0
8421063	A	H	-	A	A	0
8421150	A	H	-	A	D	0
9300070	A	H	-	A	D	0
8421162	A	H	-	A	D	0
9300071	A	H	-	C	A	0
9351168	A	D	-	A	A	0
8422793	A	H	-	A	A	0
9351169	A	H	-	A	A	0
9351318	A	H	-	A	A	0
8441458	A	H	-	A	A	0
9364411	A	D	-	C	A	0
8441847	A	H	-	A	A	0
9381197	A	H	-	A	A	0
8441851	A	H	-	A	A	0
8441855	A	H	-	C	D	0
8441863	A	H	-	A	D	0
8441871	A	H	-	A	A	0
8441875	A	H	-	A	D	0
8467778	A	H	-	A	A	0

CASE_ID	PEDESTRIAN	BICYCLE_AC	MOTORCYCLE	TRUCK_ACCI	NOT_PRIVAT	ALCOHOL_IN
8409475					Y	
9152722					Y	
8409584					Y	
9153572					Y	
9255336					Y	
8410018					Y	
8410030					Y	
9255337					Y	
9265579					Y	
8410034					Y	
8410038					Y	
9265595					Y	
9276088					Y	
8419765					Y	
9286677					Y	
8421063					Y	
8421150	Y				Y	
9300070					Y	
8421162					Y	
9300071					Y	
9351168					Y	
8422793	Y				Y	
9351169					Y	
9351318					Y	
8441458					Y	
9364411					Y	
8441847		Y			Y	
9381197					Y	
8441851					Y	
8441855					Y	
8441863					Y	
8441871					Y	
8441875					Y	
8467778	Y				Y	

CASE_ID	STWD_VEHTY	CHP_VEHTYP	COUNT_SEVE	COUNT_VISI	COUNT_COMP	COUNT_PED_
8409475	A	1	0	0	1	0
9152722	A	7	0	0	2	0
8409584	D	22	0	0	1	0
9153572	A	7	0	1	0	0
9255336	A	1	0	3	0	0
8410018	A	1	0	0	1	0
8410030	A	1	0	0	1	0
9255337	A	8	0	0	1	0
9265579	A	1	0	1	0	0
8410034	A	1	0	0	2	0
8410038	A	1	0	1	2	0
9265595	A	1	1	1	2	0
9276088	A	1	1	2	0	0
8419765	A	1	0	0	1	0
9286677	A	1	0	3	0	0
8421063	A	7	0	1	1	0
8421150	N	60	0	0	1	0
9300070	A	7	0	1	1	0
8421162	A	1	0	0	2	0
9300071	A	1	0	0	1	0
9351168	A	7	0	0	1	0
8422793	-	-	0	1	0	0
9351169	A	7	0	1	0	0
9351318	A	1	3	1	0	0
8441458	A	7	0	0	1	0
9364411	A	1	0	2	0	0
8441847	L	4	0	1	0	0
9381197	A	1	1	0	1	0
8441851	A	1	0	0	1	0
8441855	A	1	0	0	2	0
8441863	A	1	0	0	1	0
8441871	A	1	0	0	2	0
8441875	A	1	0	0	2	0
8467778	N	60	0	0	0	1

CASE_ID	COUNT_PED1	COUNT_BICY	COUNT_BI_1	COUNT_MC_K	COUNT_MC_I	PRIMARY_RA
8409475	0	0	0	0	0	-
9152722	0	0	0	0	0	-
8409584	0	0	0	0	0	-
9153572	0	0	0	0	0	-
9255336	0	0	0	0	0	-
8410018	0	0	0	0	0	-
8410030	0	0	0	0	0	-
9255337	0	0	0	0	0	-
9265579	0	0	0	0	0	-
8410034	0	0	0	0	0	-
8410038	0	0	0	0	0	-
9265595	0	0	0	0	0	-
9276088	0	0	0	0	0	-
8419765	0	0	0	0	0	-
9286677	0	0	0	0	0	-
8421063	0	0	0	0	0	-
8421150	1	0	0	0	0	-
9300070	0	0	0	0	0	-
8421162	0	0	0	0	0	-
9300071	0	0	0	0	0	-
9351168	0	0	0	0	0	-
8422793	1	0	0	0	0	-
9351169	0	0	0	0	1	-
9351318	0	0	0	0	0	-
8441458	0	0	0	0	0	-
9364411	0	0	0	0	0	-
8441847	0	0	1	0	0	-
9381197	0	0	0	0	0	-
8441851	0	0	0	0	0	-
8441855	0	0	0	0	0	-
8441863	0	0	0	0	0	-
8441871	0	0	0	0	0	-
8441875	0	0	0	0	0	-
8467778	0	0	0	0	0	-

CASE_ID	SECONDARY1	LATITUDE	LONGITUDE	COUNTY	CITY	POINT_X	POINT_Y	EPDO
8409475	-	0	0	LOS ANGELES	PICO RIVERA	-118.0945153	33.97257701	6
9152722	-	0	0	LOS ANGELES	PICO RIVERA	-118.1140594	33.9691658	6
8409584	-	0	0	LOS ANGELES	PICO RIVERA	-118.08398	34.0013201	6
9153572	-	34.01073837	-118.0809631	LOS ANGELES	PICO RIVERA	-118.0809937	34.01062393	11
9255336	-	33.96855927	-118.096962	LOS ANGELES	PICO RIVERA	-118.0971069	33.96850204	11
8410018	-	0	0	LOS ANGELES	PICO RIVERA	-118.097396	33.99271436	6
8410030	-	0	0	LOS ANGELES	PICO RIVERA	-118.078698	34.01694949	6
9255337	-	34.00130081	-118.0838013	LOS ANGELES	PICO RIVERA	-118.083992	34.0012207	6
9265579	-	33.96854019	-118.0972137	LOS ANGELES	PICO RIVERA	-118.097229	33.96854019	11
8410034	-	0	0	LOS ANGELES	PICO RIVERA	-118.1043501	33.97263335	6
8410038	-	0	0	LOS ANGELES	PICO RIVERA	-118.0957163	34.00647423	11
9265595	-	34.00109863	-118.0839462	LOS ANGELES	PICO RIVERA	-118.083992	34.00123215	165
9276088	-	34.0121994	-118.065918	LOS ANGELES	PICO RIVERA	-118.085907	34.01213074	165
8419765	-	0	0	LOS ANGELES	PICO RIVERA	-118.1116232	33.97301727	6
9286677	-	34.01068115	-118.0814972	LOS ANGELES	PICO RIVERA	-118.0811157	34.01061249	11
8421063	-	0	0	LOS ANGELES	PICO RIVERA	-118.1052825	33.98758307	11
8421150	-	0	0	LOS ANGELES	PICO RIVERA	-118.0752387	33.99754394	6
9300070	-	33.97079849	-118.1047974	LOS ANGELES	PICO RIVERA	-118.1051636	33.9707756	11
8421162	-	0	0	LOS ANGELES	PICO RIVERA	-118.1106076	33.97272623	6
9300071	-	34.01219177	-118.0864029	LOS ANGELES	PICO RIVERA	-118.0860214	34.01216507	6
9351168	-	34.01050186	-118.0810013	LOS ANGELES	PICO RIVERA	-118.0810013	34.01060486	6
8422793	-	0	0	LOS ANGELES	PICO RIVERA	-118.0740364	33.99686782	11
9351169	-	34.01050186	-118.0810013	LOS ANGELES	PICO RIVERA	-118.0810013	34.01060486	11
9351318	-	34.00175095	-118.0838776	LOS ANGELES	PICO RIVERA	-118.0839767	34.00131989	165
8441458	-	0	0	LOS ANGELES	PICO RIVERA	-118.0944381	34.00592746	6
9364411	-	34.00370026	-118.0450974	LOS ANGELES	PICO RIVERA	-118.0810089	34.01058197	11
8441847	-	0	0	LOS ANGELES	PICO RIVERA	-118.0892758	34.00362033	11
9381197	-	34.0104599	-118.0808487	LOS ANGELES	PICO RIVERA	-118.0810699	34.01060104	165
8441851	-	0	0	LOS ANGELES	PICO RIVERA	-118.0725568	34.00791747	6
8441855	-	0	0	LOS ANGELES	PICO RIVERA	-118.0926337	33.99703176	6
8441863	-	0	0	LOS ANGELES	PICO RIVERA	-118.097873	33.98223341	6
8441871	-	0	0	LOS ANGELES	PICO RIVERA	-118.0896177	34.00387686	6
8441875	-	0	0	LOS ANGELES	PICO RIVERA	-118.1054839	33.98720373	6
8467778	-	0	0	LOS ANGELES	PICO RIVERA	-118.0973915	33.98334592	165

CASE_ID	ACCIDENT_Y	PROC_DATE	JURIS	COLLISION_	COLLISION1	Hour	OFFICER_ID
8467783	2017	2017-10-19	1900	2017-06-12	2200	22	525203
8467494	2017	2017-10-23	1900	2017-09-05	1325	13	489531
8467514	2017	2017-10-20	1900	2017-08-17	830	8	531575
8467762	2017	2017-11-21	1900	2017-08-31	736	7	525145
8467765	2017	2017-12-13	1900	2017-04-05	1630	16	524199
8167560	2018	2020-05-26	1900	2018-02-11	400	4	529141
8467782	2017	2017-12-06	1900	2017-08-13	1630	16	279454
8465632	2018	2019-02-19	1900	2018-09-16	51	0	530070
8467811	2017	2017-10-19	1900	2017-07-18	1610	16	529141
8467815	2017	2017-10-19	1900	2017-07-31	1615	16	529141
8467820	2017	2017-10-16	1900	2017-09-01	1850	18	499039
8467827	2017	2017-10-19	1900	2017-08-22	1555	15	529141
8467828	2017	2017-10-16	1900	2017-09-04	620	6	455303
8467835	2017	2017-10-19	1900	2017-08-25	2024	20	499039
8469508	2018	2018-06-28	1900	2018-02-28	1732	17	279454
8473125	2017	2017-11-28	1900	2017-09-18	1635	16	529141
8473133	2017	2017-11-28	1900	2017-09-03	1530	15	529141
8473137	2017	2017-11-28	1900	2017-09-04	2120	21	529141
8482233	2017	2017-11-06	1900	2017-05-22	1230	12	434616
8485234	2017	2017-12-04	1900	2017-10-01	2225	22	499039
8485238	2017	2017-12-04	1900	2017-10-11	1230	12	455303
8485242	2017	2017-12-04	1900	2017-10-10	1857	18	530167
8485246	2017	2017-12-04	1900	2017-10-18	730	7	455303
8485250	2017	2017-12-04	1900	2017-10-17	1214	12	525145
8496577	2017	2018-02-17	1900	2017-10-11	750	7	455303
8503327	2017	2018-02-06	1900	2017-09-26	1530	15	529141
8504069	2017	2018-06-13	1900	2017-10-23	1700	17	525203
8504128	2017	2018-06-13	1900	2017-11-15	1915	19	487233
8506089	2017	2017-12-06	1900	2017-08-20	1016	10	527458
8517018	2017	2018-01-03	1900	2017-11-10	1741	17	499039
8517416	2017	2018-01-09	1900	2017-10-30	1856	18	524199
8519378	2017	2018-01-04	1900	2017-10-06	1910	19	499039
8526742	2017	2018-01-11	1900	2017-11-17	823	8	448685
8526746	2017	2018-01-12	1900	2017-11-18	438	4	517839

CASE_ID	REPORTING_	DAY_OF_WEEK	CHP_SHIFT	POPULATION	CNTY_CITY_	SPECIAL_CO
8467783	1516	1	5	5	1954	0
8467494	1519	2	5	5	1954	0
8467514	1516	4	5	5	1954	0
8467762	1513	4	5	5	1954	0
8467765	1510	3	5	5	1954	0
8167560	1512	7	5	5	1954	0
8467782	1519	7	5	5	1954	0
8465632	1517	7	5	5	1954	0
8467811	1516	2	5	5	1954	0
8467815	1512	1	5	5	1954	0
8467820	1512	5	5	5	1954	0
8467827	1515	2	5	5	1954	0
8467828	1511	1	5	5	1954	0
8467835	1513	5	5	5	1954	0
8469508	1513	3	5	5	1954	0
8473125	1519	1	5	5	1954	0
8473133	1513	7	5	5	1954	0
8473137	1512	1	5	5	1954	0
8482233	1517	1	5	5	1954	0
8485234	1518	7	5	5	1954	0
8485238	1514	3	5	5	1954	0
8485242	1517	2	5	5	1954	0
8485246	1511	3	5	5	1954	0
8485250	1514	2	5	5	1954	0
8496577	1515	3	5	5	1954	0
8503327	1517	2	5	5	1954	0
8504069	1516	1	5	5	1954	0
8504128	1514	3	5	5	1954	0
8506089		7	5	5	1954	0
8517018	1513	5	5	5	1954	0
8517416	1513	1	5	5	1954	0
8519378	1514	5	5	5	1954	0
8526742	1512	5	5	5	1954	0
8526746	1514	6	5	5	1954	0

CASE_ID	BEAT_TYPE	CHP_BEAT_T	CITY_DIVIS	CHP_BEAT_C	BEAT_NUMBE	PRIMARY_RD
8467783	0	0		0	1510	SLAUSON AV
8467494	0	0		0	151M2	SLAUSON AV
8467514	0	0		0	152K	ROSEMEAD BL
8467762	0	0		0	151T1	WASHINGTON BL
8467765	0	0		0	152E	WHITTIER BL
8167560	0	0		0	151B	WHITTIER BL
8467782	0	0		0	151T2	TELEGRAPH RD
8465632	0	0		0	151T3	PASSONS BL
8467811	0	0		0	151T2	PARAMOUNT BL
8467815	0	0		0	151T2	WHITTIER BL
8467820	0	0		0	151T2	BEVERLY BL
8467827	0	0		0	151T2	PASSONS BL
8467828	0	0		0	151T1	BEVERLY BL
8467835	0	0		0	151T2	WHITTIER BL
8469508	0	0		0	151M1	ROSEMEAD BL
8473125	0	0		0	151T2	TELEGRAPH RD
8473133	0	0		0	151T2	MINES AV
8473137	0	0		0	151T2	DURFEE AV
8482233	0	0		0	151T1	WASHINGTON BL
8485234	0	0		0	151T3	SLAUSON AV
8485238	0	0		0	151T1	WHITTIER BL
8485242	0	0		0	151T2	SLAUSON AV
8485246	0	0		0	151T1	BEVERLY BL
8485250	0	0		0	151T1	MILLUX AV
8496577	0	0		0	151T1	ROSEMEAD BL
8503327	0	0		0	151TZ	SLAUSON AV
8504069	0	0		0	151T2	PARAMOUNT BL
8504128	0	0		0	151T2	ROSEMEAD BL
8506089	0	0		0	151T1	ROSEMEAD BL
8517018	0	0		0	151T2	WHITTIER BL
8517416	0	0		0	151T2	PARAMOUNT BL
8519378	0	0		0	151T2	DURFEE AV
8526742	0	0		0	151T1	WHITTIER BL
8526746	0	0		0	151T3	ROSEMEAD BL

CASE_ID	SECONDARY_	DISTANCE	DIRECTION	INTERSECTI	TJKM_Inter	WEATHER_1
8467783	INDUSTRY AV	630	W	N	N	A
8467494	PASSONS BL	150	E	N	Y	A
8467514	TERRADELL ST	300	S	N	N	A
8467762	PARAMOUNT BL	270	E	N	N	A
8467765	CHURCH AV	50	E	N	Y	A
8167560	MILLUX AV	8	W	N	Y	A
8467782	TRUE AV	637	E	N	N	A
8465632	RIVERA RD	16	N	N	Y	A
8467811	SLAUSON AV	5	N	N	Y	A
8467815	GREGG RD	210	E	N	Y	A
8467820	DURFEE AV	126	W	N	Y	A
8467827	WASHINGTON BL	50	N	N	Y	A
8467828	DURFEE AV	39	E	N	Y	A
8467835	IVY ST	124	W	N	Y	A
8469508	MINES AV	430	S	N	N	A
8473125	KLINEDALE AV	4	E	N	Y	A
8473133	PARAMOUNT BL	60	E	N	Y	A
8473137	BEVERLY BL	2	N	N	Y	A
8482233	HASTY AV	89	E	N	Y	A
8485234	SERAPIS AV	193	W	N	Y	A
8485238	GREGG RD	18	W	N	Y	A
8485242	PASSONS BL	528	E	N	N	A
8485246	DELAND AV	15	E	N	Y	A
8485250	WHITTIER BL	2	S	N	Y	A
8496577	MARKET PL	7	N	N	Y	A
8503327	PASSONS BL	160	W	N	Y	A
8504069	TROJAN AV	15	S	N	Y	A
8504128	WHITTIER BL	300	S	N	N	A
8506089	MAXINE ST	30	S	N	Y	A
8517018	ROSEMEAD BL	229	W	N	Y	A
8517416	DUNLAP CROSSING RD	70	N	N	Y	A
8519378	WHITTIER BL	36	S	N	Y	A
8526742	ROSEMEAD BL	100	E	N	Y	A
8526746	WHITTIER BL	300	S	N	N	A

CASE_ID	WEATHER_2	STATE_HWY_	CALTRANS_C	CALTRANS_D	STATE_ROUT	ROUTE_SUFF
8467783	-	N				
8467494	-	N				
8467514	-	N				
8467762	-	N				
8467765	-	N				
8167560	-	N				
8467782	-	N				
8465632	-	N				
8467811	-	N				
8467815	-	N				
8467820	-	N				
8467827	-	N				
8467828	-	N				
8467835	-	N				
8469508	-	N				
8473125	-	N				
8473133	-	N				
8473137	-	N				
8482233	-	Y				
8485234	-	N				
8485238	-	N				
8485242	-	N				
8485246	-	N				
8485250	-	N				
8496577	-	N				
8503327	-	N				
8504069	-	N				
8504128	-	N				
8506089	-	N				
8517018	-	N				
8517416	-	N				
8519378	-	N				
8526742	-	N				
8526746	-	N				

CASE_ID	POSTMILE_P	POSTMILE	LOCATION_T	RAMP_INTER	SIDE_OF_HW	TOW_AWAY
8467783						Y
8467494						N
8467514						N
8467762						N
8467765						N
8167560						Y
8467782						Y
8465632						Y
8467811						N
8467815						N
8467820						Y
8467827						Y
8467828						Y
8467835						Y
8469508						Y
8473125						N
8473133						Y
8473137						Y
8482233						Y
8485234						Y
8485238						N
8485242						Y
8485246						Y
8485250						N
8496577						N
8503327						Y
8504069						N
8504128						N
8506089						Y
8517018						N
8517416						N
8519378						N
8526742						Y
8526746						Y

CASE_ID	COLLISIO_1	NUMBER_KIL	NUMBER_INJ	PARTY_COUN	PRIMARY_CO	PCF_CODE_O
8467783	2	0	1	1	A	-
8467494	4	0	1	2	D	-
8467514	4	0	1	3	A	-
8467762	4	0	1	2	A	-
8467765	4	0	2	3	A	-
8167560	1	1	0	4	A	-
8467782	4	0	1	2	A	-
8465632	1	1	1	1	A	-
8467811	4	0	1	2	A	-
8467815	3	0	1	2	A	-
8467820	4	0	2	2	A	-
8467827	4	0	1	2	A	-
8467828	4	0	1	2	A	-
8467835	4	0	1	3	A	-
8469508	3	0	1	3	A	-
8473125	4	0	1	2	A	-
8473133	4	0	1	2	A	-
8473137	4	0	1	2	A	-
8482233	4	0	1	1	A	-
8485234	4	0	1	1	A	-
8485238	4	0	1	2	A	-
8485242	4	0	1	2	A	-
8485246	3	0	1	3	A	-
8485250	4	0	1	2	A	-
8496577	3	0	1	2	A	-
8503327	4	0	2	2	A	-
8504069	3	0	1	2	A	-
8504128	4	0	1	2	D	-
8506089	4	0	1	2	A	-
8517018	4	0	2	3	A	-
8517416	4	0	1	3	A	-
8519378	4	0	1	2	A	-
8526742	4	0	1	2	A	-
8526746	3	0	1	1	A	-

CASE_ID	PCF_VIOL_C	PCF_VIOLAT	PCF_VIOL_S	HIT_AND_RU	TYPE_OF_CO	MVIW	PED_ACTION
8467783	3	22350		N	F	I	A
8467494	0	0		N	B	C	A
8467514	3	22350		N	C	C	A
8467762	3	22350		N	C	C	A
8467765	3	22350		M	C	D	A
8167560	1	23153	A	N	G	B	D
8467782	8	22107		F	B	C	A
8465632	1	23153	A	N	E	I	A
8467811	5	21650	1	N	H	G	A
8467815	11	21954	A	N	G	B	D
8467820	4	21703		N	C	C	A
8467827	5	21650		N	A	C	A
8467828	1	23153	A	N	C	C	A
8467835	1	23152	B	N	C	C	A
8469508	3	22350		N	C	C	A
8473125	9	21801	A	N	D	C	A
8473133	3	22350		N	E	I	A
8473137	5	21650		N	D	G	A
8482233	1	23152	A	M	E	I	A
8485234	8	22107		N	A	I	A
8485238	12	21453	A	F	B	B	B
8485242	9	21801	A	N	D	E	A
8485246	3	22350		N	C	C	A
8485250	5	21650	1	N	D	G	A
8496577	9	21801	A	N	B	B	B
8503327	8	22107		N	B	C	A
8504069	9	21801		N	H	C	A
8504128	0	0		M	H	A	A
8506089	3	22350		N	B	D	A
8517018	3	22350		N	C	E	A
8517416	3	22350		N	C	C	A
8519378	3	22350		F	C	C	A
8526742	3	22350		N	C	D	A
8526746	3	22350		N	A	I	A

CASE_ID	ROAD_SURFA	ROAD_COND_	ROAD_COND1	LIGHTING	CONTROL_DE	CHP_ROAD_T
8467783	A	H	-	C	D	0
8467494	A	H	-	A	D	0
8467514	A	-	-	A	A	0
8467762	A	-	-	A	D	0
8467765	A	H	-	C	A	0
8167560	A	H	-	C	D	0
8467782	A	H	-	A	D	0
8465632	A	H	-	C	A	0
8467811	A	H	-	A	A	0
8467815	A	H	-	A	D	0
8467820	A	H	-	A	D	0
8467827	A	H	-	A	A	0
8467828	A	H	-	A	A	0
8467835	A	H	-	C	D	0
8469508	A	H	-	A	A	0
8473125	A	H	-	A	D	0
8473133	A	H	-	A	A	0
8473137	A	H	-	C	A	0
8482233	A	G	-	A	D	0
8485234	A	H	-	C	D	0
8485238	A	H	-	A	A	0
8485242	A	H	-	C	A	0
8485246	A	H	-	A	A	0
8485250	A	H	-	A	D	0
8496577	A	H	-	A	A	0
8503327	A	H	-	A	D	0
8504069	A	H	-	A	D	0
8504128	A	H	-	C	-	0
8506089	-	-	-	A	A	0
8517018	A	H	-	C	D	0
8517416	A	H	-	C	D	0
8519378	A	H	-	C	D	0
8526742	A	H	-	A	D	0
8526746	A	H	-	C	D	0

CASE_ID	PEDESTRIAN	BICYCLE_AC	MOTORCYCLE	TRUCK_ACCI	NOT_PRIVAT	ALCOHOL_IN
8467783					Y	
8467494				Y	Y	
8467514					Y	
8467762					Y	
8467765					Y	
8167560	Y				Y	Y
8467782					Y	Y
8465632					Y	Y
8467811		Y			Y	Y
8467815	Y				Y	
8467820					Y	
8467827					Y	
8467828					Y	Y
8467835					Y	Y
8469508					Y	
8473125					Y	
8473133					Y	
8473137		Y			Y	
8482233					Y	Y
8485234					Y	
8485238	Y				Y	
8485242					Y	
8485246					Y	
8485250		Y			Y	
8496577	Y				Y	
8503327					Y	
8504069					Y	
8504128			Y		Y	
8506089			Y		Y	
8517018					Y	
8517416					Y	
8519378					Y	
8526742					Y	
8526746					Y	

CASE_ID	STWD_VEHTY	CHP_VEHTYP	COUNT_SEVE	COUNT_VISI	COUNT_COMP	COUNT_PED_
8467783	A	1	1	0	0	0
8467494	-	-	0	0	1	0
8467514	A	1	0	0	1	0
8467762	A	1	0	0	1	0
8467765	A	1	0	0	2	0
8167560	D	22	0	0	0	1
8467782	A	8	0	0	1	0
8465632	A	1	1	0	0	0
8467811	L	4	0	0	1	0
8467815	N	60	0	1	0	0
8467820	A	1	0	0	2	0
8467827	A	1	0	0	1	0
8467828	A	1	0	0	1	0
8467835	A	1	0	0	1	0
8469508	A	1	0	1	0	0
8473125	A	1	0	0	1	0
8473133	A	1	0	0	1	0
8473137	L	4	0	0	1	0
8482233	D	22	0	0	1	0
8485234	A	1	0	0	1	0
8485238	A	1	0	0	1	0
8485242	A	1	0	0	1	0
8485246	A	1	0	1	0	0
8485250	L	4	0	0	1	0
8496577	A	1	0	1	0	0
8503327	A	1	0	0	2	0
8504069	A	1	0	1	0	0
8504128	-	-	0	0	1	0
8506089	C	3	0	0	1	0
8517018	A	1	0	0	2	0
8517416	A	1	0	0	1	0
8519378	A	7	0	0	1	0
8526742	A	1	0	0	1	0
8526746	-	-	0	1	0	0

CASE_ID	COUNT_PED1	COUNT_BICY	COUNT_BI_1	COUNT_MC_K	COUNT_MC_I	PRIMARY_RA
8467783	0	0	0	0	0	-
8467494	0	0	0	0	0	-
8467514	0	0	0	0	0	-
8467762	0	0	0	0	0	-
8467765	0	0	0	0	0	-
8167560	0	0	0	0	0	-
8467782	0	0	0	0	0	-
8465632	0	0	0	0	0	-
8467811	0	0	1	0	0	-
8467815	1	0	0	0	0	-
8467820	0	0	0	0	0	-
8467827	0	0	0	0	0	-
8467828	0	0	0	0	0	-
8467835	0	0	0	0	0	-
8469508	0	0	0	0	0	-
8473125	0	0	0	0	0	-
8473133	0	0	0	0	0	-
8473137	0	0	1	0	0	-
8482233	0	0	0	0	0	-
8485234	0	0	0	0	0	-
8485238	1	0	0	0	0	-
8485242	0	0	0	0	0	-
8485246	0	0	0	0	0	-
8485250	0	0	1	0	0	-
8496577	1	0	0	0	0	-
8503327	0	0	0	0	0	-
8504069	0	0	0	0	0	-
8504128	0	0	0	0	0	-
8506089	0	0	0	0	1	-
8517018	0	0	0	0	0	-
8517416	0	0	0	0	0	-
8519378	0	0	0	0	0	-
8526742	0	0	0	0	0	-
8526746	0	0	0	0	0	-

CASE_ID	SECONDARY1	LATITUDE	LONGITUDE	COUNTY	CITY	POINT_X	POINT_Y	EPDO
8467783	-	0	0	LOS ANGELES	PICO RIVERA	-118.116671	33.9745344	165
8467494	-	0	0	LOS ANGELES	PICO RIVERA	-118.0967657	33.96840022	6
8467514	-	0	0	LOS ANGELES	PICO RIVERA	-118.1091272	33.96300691	6
8467762	-	0	0	LOS ANGELES	PICO RIVERA	-118.1044835	33.98714829	6
8467765	-	0	0	LOS ANGELES	PICO RIVERA	-118.0768932	33.99838805	6
8167560	-	33.99765015	-118.0752563	LOS ANGELES	PICO RIVERA	-118.0752563	33.99755096	165
8467782	-	0	0	LOS ANGELES	PICO RIVERA	-118.0947927	33.95093112	6
8465632	-	33.58126831	-118.0543594	LOS ANGELES	PICO RIVERA	-118.09552	33.97013092	165
8467811	-	0	0	LOS ANGELES	PICO RIVERA	-118.1129946	33.97342295	6
8467815	-	0	0	LOS ANGELES	PICO RIVERA	-118.0735098	33.99643416	11
8467820	-	0	0	LOS ANGELES	PICO RIVERA	-118.0767375	34.00923331	6
8467827	-	0	0	LOS ANGELES	PICO RIVERA	-118.0900034	33.97946763	6
8467828	-	0	0	LOS ANGELES	PICO RIVERA	-118.07623	34.00907191	6
8467835	-	0	0	LOS ANGELES	PICO RIVERA	-118.0959044	34.00655341	6
8469508	-	33.99119949	-118.0911407	LOS ANGELES	PICO RIVERA	-118.0911484	33.99133682	11
8473125	-	0	0	LOS ANGELES	PICO RIVERA	-118.0981701	33.95276275	6
8473133	-	0	0	LOS ANGELES	PICO RIVERA	-118.0946792	33.9950745	6
8473137	-	0	0	LOS ANGELES	PICO RIVERA	-118.0763484	34.00911531	6
8482233	-	0	0	LOS ANGELES	PICO RIVERA	-118.0873169	33.97763386	6
8485234	-	0	0	LOS ANGELES	PICO RIVERA	-118.1015749	33.96986551	6
8485238	-	0	0	LOS ANGELES	PICO RIVERA	-118.0740436	33.99687338	6
8485242	-	0	0	LOS ANGELES	PICO RIVERA	-118.0955949	33.96805027	6
8485246	-	0	0	LOS ANGELES	PICO RIVERA	-118.07732	34.00923	11
8485250	-	0	0	LOS ANGELES	PICO RIVERA	-118.0752329	33.99753508	6
8496577	-	0	0	LOS ANGELES	PICO RIVERA	-118.096098	33.984358	11
8503327	-	0	0	LOS ANGELES	PICO RIVERA	-118.0977259	33.96868744	6
8504069	-	0	0	LOS ANGELES	PICO RIVERA	-118.1117716	33.9758184	11
8504128	-	0	0	LOS ANGELES	PICO RIVERA	-118.0840873	34.00050293	6
8506089	-	0	0	LOS ANGELES	PICO RIVERA	-118.1078699	33.96537474	6
8517018	-	0	0	LOS ANGELES	PICO RIVERA	-118.084655	34.00159965	6
8517416	-	0	0	LOS ANGELES	PICO RIVERA	-118.0922358	33.99744669	6
8519378	-	0	0	LOS ANGELES	PICO RIVERA	-118.0794365	33.99923378	6
8526742	-	0	0	LOS ANGELES	PICO RIVERA	-118.0836935	34.00118512	6
8526746	-	0	0	LOS ANGELES	PICO RIVERA	-118.0840873	34.00050293	11

CASE_ID	ACCIDENT_Y	PROC_DATE	JURIS	COLLISION_	COLLISION1	Hour	OFFICER_ID
8526758	2017	2018-01-11	1900	2017-11-17	1647	16	529141
8526761	2017	2018-01-09	1900	2017-10-26	1820	18	529141
8544844	2017	2018-02-05	1900	2017-12-07	1740	17	455303
8544848	2017	2018-02-05	1900	2017-12-06	805	8	455303
8544852	2017	2018-02-06	1900	2017-12-25	1615	16	530373
8561174	2018	2018-02-27	1900	2018-01-09	1726	17	448685
8561182	2017	2018-03-06	1900	2017-12-20	2340	23	517839
8561209	2018	2018-02-23	1900	2018-01-11	1106	11	525145
8561217	2018	2018-02-23	1900	2018-01-16	1245	12	489531
8561221	2018	2018-02-23	1900	2018-01-08	1355	13	455303
8561754	2017	2018-02-23	1900	2017-12-16	1950	19	529141
8561999	2018	2018-02-26	1900	2018-01-31	805	8	507891
8576166	2018	2018-03-20	1900	2018-02-15	2310	23	499039
8576225	2017	2018-03-20	1900	2017-12-19	2016	20	496223
8576766	2018	2018-03-19	1900	2018-02-15	1244	12	525145
8576770	2018	2018-03-19	1900	2018-02-10	1438	14	525145
8576778	2018	2018-03-16	1900	2018-02-14	1455	14	529571
8576794	2018	2018-03-19	1900	2018-02-03	1200	12	525145
8577020	2017	2018-05-08	1900	2017-08-04	1043	10	525145
8577780	2018	2018-03-27	1900	2018-03-05	1200	12	455303
8577790	2018	2018-03-27	1900	2018-02-02	1222	12	525145
8577794	2018	2018-03-27	1900	2018-02-17	1836	18	623022
8587108	2018	2018-04-18	1900	2018-02-03	1333	13	525145
8597543	2018	2018-04-24	1900	2018-03-12	1649	16	529571
8603750	2018	2018-05-08	1900	2018-04-11	1720	17	529141
8603847	2018	2018-05-08	1900	2018-03-16	1050	10	525145
8610716	2018	2018-05-14	1900	2018-04-08	1131	11	525145
8610720	2018	2018-05-09	1900	2018-04-01	1112	11	525145
8617703	2018	2018-06-13	1900	2018-04-05	151	1	517839
8623091	2018	2018-05-31	1900	2018-04-23	845	8	525145
8623095	2018	2018-05-31	1900	2018-04-20	2350	23	529571
8623178	2018	2018-05-30	1900	2018-03-22	1237	12	525145
8624509	2018	2018-06-06	1900	2018-04-28	2330	23	529571
8624517	2018	2018-06-05	1900	2018-05-01	1815	18	448685

CASE_ID	REPORTING_	DAY_OF_WEEK	CHP_SHIFT	POPULATION	CNTY_CITY_	SPECIAL_CO
8526758	1513	5	5	5	1954	0
8526761	1510	4	5	5	1954	0
8544844	1513	4	5	5	1954	0
8544848	1516	3	5	5	1954	0
8544852	1517	1	5	5	1954	0
8561174	1516	2	5	5	1954	0
8561182	1514	3	5	5	1954	0
8561209	1515	4	5	5	1954	0
8561217	1517	2	5	5	1954	0
8561221	1513	1	5	5	1954	0
8561754	1515	6	5	5	1954	0
8561999	1813	3	5	5	1954	0
8576166	1518	4	5	5	1954	0
8576225	1510	2	5	5	1954	0
8576766	1519	4	5	5	1954	0
8576770	1517	6	5	5	1954	0
8576778	1518	3	5	5	1954	0
8576794	1511	6	5	5	1954	0
8577020	1514	5	5	5	1954	0
8577780	1515	1	5	5	1954	0
8577790	1516	5	5	5	1954	0
8577794	1516	6	5	5	1954	0
8587108	1517	6	5	5	1954	0
8597543	1519	1	5	5	1954	0
8603750	1516	3	5	5	1954	0
8603847	1512	5	5	5	1954	0
8610716	1510	7	5	5	1954	0
8610720	1513	7	5	5	1954	0
8617703	1516	4	5	5	1954	0
8623091	1510	1	5	5	1954	0
8623095	1516	5	5	5	1954	0
8623178	1518	4	5	5	1954	0
8624509	1517	6	5	5	1954	0
8624517	1513	2	5	5	1954	0

CASE_ID	BEAT_TYPE	CHP_BEAT_T	CITY_DIVIS	CHP_BEAT_C	BEAT_NUMBE	PRIMARY_RD
8526758	0	0		0	151T2	REX RD
8526761	0	0		0	151T2	ROSEMEAD BL
8544844	0	0		0	151T2	ROSEMEAD BL
8544848	0	0		0	151T1	PARAMOUNT BL
8544852	0	0		0	151T2	PASSONS BL
8561174	0	0		0	151T2	PARAMOUNT BL
8561182	0	0		0	151D	ROSEMEAD BL
8561209	0	0		0	151T1	WASHINGTON BL
8561217	0	0		0	151M2	SLAUSON AV
8561221	0	0		0	151T1	WASHINGTON BL
8561754	0	0		0	151T2	WASHINGTON BL
8561999	0	0		0	151T4	MINES AV
8576166	0	0		0	151B	ROSEMEAD BL
8576225	0	0		0	151T4	WHITTIER BL
8576766	0	0		0	151T1	SLAUSON AV
8576770	0	0		0	151T1	PASSONS BL
8576778	0	0		0	151T2	SLAUSON AV
8576794	0	0		0	151T1	BEVERLY BL
8577020	0	0		0	151T1	BRADHURST ST
8577780	0	0		0	151T1	WASHINGTON BL
8577790	0	0		0	151T1	WASHINGTON BL
8577794	0	0		0	152H	PARAMOUNT BL
8587108	0	0		0	151T1	ROSEMEAD BL
8597543	0	0		0	151T2	SLAUSON AV
8603750	0	0		0	151T2	SLAUSON AV
8603847	0	0		0	151T1	BEVERLY BL
8610716	0	0		0	151T1	PARAMOUNT BL
8610720	0	0		0	151T1	PARAMOUNT BL
8617703	0	0		0	151T3	PARAMOUNT BL
8623091	0	0		0	151T1	PARAMOUNT BL
8623095	0	0		0	151T2	SLAUSON AV
8623178	0	0		0	151T1	TELEGRAPH RD
8624509	0	0		0	151T2	ROSEMEAD BL
8624517	0	0		0	151T2	WHITTIER BL

CASE_ID	SECONDARY_	DISTANCE	DIRECTION	INTERSECTI	TJKM_Inter	WEATHER_1
8526758	ROSEMEAD BL	5	W	N	Y	A
8526761	IBSEN ST	52	S	N	Y	A
8544844	MARKET PL	76	N	N	Y	A
8544848	WARVALE ST	8	S	N	Y	A
8544852	RIVERA RD	92	N	N	Y	A
8561174	MERCURY LN	156	S	N	Y	C
8561182	SHENANDOAH AV	100	S	N	Y	A
8561209	ROSEMEAD BL	165	E	N	Y	A
8561217	PASSONS BL	430	E	N	N	A
8561221	CROSSWAY DR	3	W	N	Y	C
8561754	MILLUX AV	5	E	N	Y	A
8561999	ROSEMEAD BL	89	W	N	Y	A
8576166	MANZANAR AV	223	S	N	Y	-
8576225	PARAMOUNT BL	300	W	N	N	A
8576766	SERAPIS AV	4	E	N	Y	A
8576770	BASCOM ST	9	N	N	Y	A
8576778	SERAPIS AV	313	E	N	N	A
8576794	SANDOVAL AV	100	E	N	Y	A
8577020	ROSEMEAD BL	99	E	N	Y	B
8577780	BEQUETTE AV	177	W	N	Y	A
8577790	ROSEMEAD BL	43	W	N	Y	A
8577794	SLAUSON BL	60	N	N	Y	A
8587108	WASHINGTON BL	14		N	Y	A
8597543	PASSONS BL	375	E	N	N	A
8603750	PARAMOUNT BL	330	W	N	N	A
8603847	DURFEE AV	82	W	N	Y	A
8610716	OLYMPIC BL	30	N	N	Y	A
8610720	UNSER ST	30	N	N	Y	A
8617703	TELEGRAPH RD	65	N	N	Y	A
8623091	OLYMPIC BL	23	N	N	Y	A
8623095	PARAMOUNT BL	20	N	N	Y	A
8623178	CHANEY AV	329	E	N	N	C
8624509	REX RD	582	S	N	N	A
8624517	PARAMOUNT BL	412	E	N	N	A

CASE_ID	WEATHER_2	STATE_HWY_	CALTRANS_C	CALTRANS_D	STATE_ROUT	ROUTE_SUFF
8526758	-	N				
8526761	-	N				
8544844	-	N				
8544848	-	N				
8544852	-	N				
8561174	-	N				
8561182	-	N				
8561209	-	N				
8561217	-	N				
8561221	-	N				
8561754	-	N				
8561999	-	N				
8576166	-	N				
8576225	-	N				
8576766	-	N				
8576770	-	N				
8576778	-	N				
8576794	-	N				
8577020	-	N				
8577780	-	N				
8577790	-	N				
8577794	-	N				
8587108	-	N				
8597543	-	N				
8603750	-	N				
8603847	-	N				
8610716	-	N				
8610720	-	N				
8617703	-	N				
8623091	-	N				
8623095	-	N				
8623178	-	N				
8624509	-	N				
8624517	-	N				

CASE_ID	POSTMILE_P	POSTMILE	LOCATION_T	RAMP_INTER	SIDE_OF_HW	TOW_AWAY
8526758						N
8526761						N
8544844						N
8544848						N
8544852						Y
8561174						Y
8561182						N
8561209						Y
8561217						N
8561221						N
8561754						N
8561999						Y
8576166						Y
8576225						N
8576766						N
8576770						N
8576778						N
8576794						N
8577020						Y
8577780						N
8577790						N
8577794						N
8587108						N
8597543						N
8603750						N
8603847						N
8610716						N
8610720						N
8617703						Y
8623091						Y
8623095						N
8623178						N
8624509						N
8624517						Y

CASE_ID	COLLISIO_1	NUMBER_KIL	NUMBER_INJ	PARTY_COUN	PRIMARY_CO	PCF_CODE_O
8526758	4	0	1	2	D	-
8526761	4	0	1	2	A	-
8544844	4	0	1	2	A	-
8544848	4	0	1	2	A	-
8544852	4	0	1	2	A	-
8561174	3	0	1	2	A	-
8561182	3	0	2	2	A	-
8561209	4	0	3	4	A	-
8561217	3	0	2	2	A	-
8561221	4	0	1	2	A	-
8561754	4	0	1	2	D	-
8561999	3	0	1	2	A	-
8576166	4	0	1	2	A	-
8576225	4	0	1	2	A	-
8576766	4	0	1	2	A	-
8576770	4	0	1	2	A	-
8576778	4	0	1	2	A	-
8576794	4	0	1	2	A	-
8577020	4	0	1	2	A	-
8577780	4	0	2	2	A	-
8577790	4	0	1	2	A	-
8577794	4	0	2	2	A	-
8587108	4	0	2	2	A	-
8597543	3	0	1	2	A	-
8603750	4	0	1	2	A	-
8603847	3	0	1	2	A	-
8610716	3	0	3	2	A	-
8610720	4	0	1	2	A	-
8617703	4	0	1	4	A	-
8623091	4	0	3	2	A	-
8623095	2	0	1	2	A	-
8623178	2	0	4	2	A	-
8624509	2	0	1	1	A	-
8624517	4	0	3	3	A	-

CASE_ID	PCF_VIOL_C	PCF_VIOLAT	PCF_VIOL_S	HIT_AND_RU	TYPE_OF_CO	MVIW	PED_ACTION
8526758	0	0		N	G	B	B
8526761	7	21658	A	N	B	C	A
8544844	3	22350		N	C	C	A
8544848	3	22350		N	C	C	A
8544852	8	22107		N	A	C	A
8561174	3	22350		N	C	C	A
8561182	3	22350		N	A	C	A
8561209	9	21804	A	N	A	C	A
8561217	9	21804	A	N	D	C	A
8561221	21	22106		N	D	C	A
8561754	0	0		F	G	B	C
8561999	8	22107		N	B	C	A
8576166	9	21804	A	N	B	C	A
8576225	9	21804	A	N	C	C	A
8576766	9	21801	A	N	G	B	B
8576770	21	22106	A	N	G	B	E
8576778	9	21801	A	N	D	C	A
8576794	3	22350	A	N	C	C	A
8577020	8	22107		M	B	C	A
8577780	9	21801	A	N	D	C	A
8577790	3	22350		N	C	C	A
8577794	4	21703		N	C	C	A
8587108	3	22350		M	C	C	A
8597543	9	21801	A	N	D	C	A
8603750	21	22106		N	C	C	A
8603847	3	22350	A	N	C	C	A
8610716	9	21802	A	N	D	C	A
8610720	9	21802	A	N	D	C	A
8617703	8	22107		N	B	C	A
8623091	9	21802	A	N	D	C	A
8623095	12	21453	A	N	D	C	A
8623178	3	22350	A	N	C	E	A
8624509	7	21658	A	N	F	I	A
8624517	9	21801	A	N	D	D	A

CASE_ID	ROAD_SURFA	ROAD_COND_	ROAD_COND1	LIGHTING	CONTROL_DE	CHP_ROAD_T
8526758	A	H	-	A	A	0
8526761	A	H	-	B	D	0
8544844	A	H	-	C	A	0
8544848	A	H	-	A	A	0
8544852	A	H	-	A	A	0
8561174	B	H	-	C	A	0
8561182	A	H	-	D	D	0
8561209	A	H	-	A	D	0
8561217	A	H	-	A	D	0
8561221	B	H	-	A	A	0
8561754	A	H	-	C	D	0
8561999	A	H	-	A	D	0
8576166	-	-	-	C	D	0
8576225	A	H	-	C	D	0
8576766	A	H	-	A	A	0
8576770	A	H	-	A	D	0
8576778	A	H	-	A	D	0
8576794	A	H	-	A	D	0
8577020	-	-	-	-	D	0
8577780	A	H	-	A	B	0
8577790	A	H	-	A	A	0
8577794	A	H	-	C	A	0
8587108	A	H	-	A	A	0
8597543	A	H	-	A	A	0
8603750	A	H	-	A	A	0
8603847	A	H	-	A	D	0
8610716	A	-	-	A	D	0
8610720	A	H	-	A	D	0
8617703	A	H	-	C	D	0
8623091	A	H	-	A	D	0
8623095	-	H	-	C	A	0
8623178	B	H	-	A	D	0
8624509	A	H	-	C	D	0
8624517	A	H	-	A	D	0

CASE_ID	PEDESTRIAN	BICYCLE_AC	MOTORCYCLE	TRUCK_ACCI	NOT_PRIVAT	ALCOHOL_IN
8526758	Y				Y	
8526761					Y	
8544844					Y	
8544848					Y	
8544852					Y	
8561174					Y	
8561182					Y	
8561209					Y	
8561217					Y	
8561221					Y	
8561754	Y				Y	
8561999			Y		Y	
8576166					Y	
8576225					Y	Y
8576766	Y				Y	
8576770	Y				Y	
8576778			Y		Y	
8576794					Y	
8577020					Y	
8577780					Y	
8577790					Y	
8577794					Y	
8587108					Y	
8597543					Y	
8603750					Y	
8603847					Y	
8610716					Y	
8610720					Y	
8617703					Y	
8623091					Y	
8623095					Y	
8623178					Y	
8624509					Y	
8624517					Y	

CASE_ID	STWD_VEHTY	CHP_VEHTYP	COUNT_SEVE	COUNT_VISI	COUNT_COMP	COUNT_PED_
8526758	-	-	0	0	1	0
8526761	A	1	0	0	1	0
8544844	A	1	0	0	1	0
8544848	A	1	0	0	1	0
8544852	A	1	0	0	1	0
8561174	A	1	0	1	0	0
8561182	A	1	0	2	0	0
8561209	A	1	0	0	3	0
8561217	A	7	0	2	0	0
8561221	A	8	0	0	1	0
8561754	-	-	0	0	1	0
8561999	A	1	0	1	0	0
8576166	D	22	0	0	1	0
8576225	-	-	0	0	1	0
8576766	A	1	0	0	1	0
8576770	A	1	0	0	1	0
8576778	A	1	0	0	1	0
8576794	A	1	0	0	1	0
8577020	-	-	0	0	1	0
8577780	A	1	0	0	2	0
8577790	A	1	0	0	1	0
8577794	A	1	0	0	2	0
8587108	A	1	0	0	2	0
8597543	A	1	0	1	0	0
8603750	A	1	0	0	1	0
8603847	-	-	0	1	0	0
8610716	A	1	0	1	2	0
8610720	-	-	0	0	1	0
8617703	A	1	0	0	1	0
8623091	A	1	0	0	3	0
8623095	A	1	1	0	0	0
8623178	A	1	1	0	3	0
8624509	A	1	1	0	0	0
8624517	A	1	0	0	3	0

CASE_ID	COUNT_PED1	COUNT_BICY	COUNT_BI_1	COUNT_MC_K	COUNT_MC_I	PRIMARY_RA
8526758	1	0	0	0	0	-
8526761	0	0	0	0	0	-
8544844	0	0	0	0	0	-
8544848	0	0	0	0	0	-
8544852	0	0	0	0	0	-
8561174	0	0	0	0	0	-
8561182	0	0	0	0	0	-
8561209	0	0	0	0	0	-
8561217	0	0	0	0	0	-
8561221	0	0	0	0	0	-
8561754	1	0	0	0	0	-
8561999	0	0	0	0	1	-
8576166	0	0	0	0	0	-
8576225	0	0	0	0	0	-
8576766	1	0	0	0	0	-
8576770	1	0	0	0	0	-
8576778	0	0	0	0	1	-
8576794	0	0	0	0	0	-
8577020	0	0	0	0	0	-
8577780	0	0	0	0	0	-
8577790	0	0	0	0	0	-
8577794	0	0	0	0	0	-
8587108	0	0	0	0	0	-
8597543	0	0	0	0	0	-
8603750	0	0	0	0	0	-
8603847	0	0	0	0	0	-
8610716	0	0	0	0	0	-
8610720	0	0	0	0	0	-
8617703	0	0	0	0	0	-
8623091	0	0	0	0	0	-
8623095	0	0	0	0	0	-
8623178	0	0	0	0	0	-
8624509	0	0	0	0	0	-
8624517	0	0	0	0	0	-

CASE_ID	SECONDARY1	LATITUDE	LONGITUDE	COUNTY	CITY	POINT_X	POINT_Y	EPDO
8526758	-	0	0	LOS ANGELES	PICO RIVERA	-118.1014636	33.97740776	6
8526761	-	0	0	LOS ANGELES	PICO RIVERA	-118.0804833	34.01225206	6
8544844	-	33.98467	-118.09694	LOS ANGELES	PICO RIVERA	-118.096095	33.984584	6
8544848	-	0	0	LOS ANGELES	PICO RIVERA	-118.1111	33.97763	6
8544852	-	0	0	LOS ANGELES	PICO RIVERA	-118.0954401	33.97032798	6
8561174	-	33.59357071	-118.6269379	LOS ANGELES	PICO RIVERA	-118.1072159	33.98485565	11
8561182	-	33.9987	-118.08426	LOS ANGELES	PICO RIVERA	-118.0844198	33.9983862	11
8561209	-	33.98289871	-118.0965805	LOS ANGELES	PICO RIVERA	-118.0967026	33.98297501	6
8561217	-	33.96823883	-118.0957031	LOS ANGELES	PICO RIVERA	-118.0958939	33.96814346	11
8561221	-	0	0	LOS ANGELES	PICO RIVERA	-118.1003418	33.9848938	6
8561754	-	0	0	LOS ANGELES	PICO RIVERA	-118.087916	33.97811283	6
8561999	-	33.99264908	-118.0900497	LOS ANGELES	PICO RIVERA	-118.0903091	33.99226379	11
8576166	-	33.96648026	-118.1072006	LOS ANGELES	PICO RIVERA	-118.086174	33.99551773	6
8576225	-	0	0	LOS ANGELES	PICO RIVERA	-118.0895695	34.00374421	6
8576766	-	33.96968842	-118.1009064	LOS ANGELES	PICO RIVERA	-118.1009674	33.96967697	6
8576770	-	33.9719696	-118.0946884	LOS ANGELES	PICO RIVERA	-118.09478	33.9719429	6
8576778	-	33.96936035	-118.0999832	LOS ANGELES	PICO RIVERA	-118.1000137	33.96938705	6
8576794	-	34.00788879	-118.0725479	LOS ANGELES	PICO RIVERA	-118.0729218	34.00804138	6
8577020	-	0	0	LOS ANGELES	PICO RIVERA	-118.0880276	33.9930651	6
8577780	-	33.98236084	-118.0956879	LOS ANGELES	PICO RIVERA	-118.0955658	33.98234558	6
8577790	-	0	0	LOS ANGELES	PICO RIVERA	-118.0972748	33.983284	6
8577794	-	0	0	LOS ANGELES	PICO RIVERA	-118.1129303	33.97356415	6
8587108	-	33.78303146	-118.0971527	LOS ANGELES	PICO RIVERA	-118.0971603	33.98321915	6
8597543	-	33.96825027	-118.0957336	LOS ANGELES	PICO RIVERA	-118.0960693	33.96819687	11
8603750	-	33.97299957	-118.1139984	LOS ANGELES	PICO RIVERA	-118.1140137	33.97373962	6
8603847	-	33.99877167	-118.0778503	LOS ANGELES	PICO RIVERA	-118.0765991	34.00918961	11
8610716	-	34.00667953	-118.0865936	LOS ANGELES	PICO RIVERA	-118.0866623	34.00680923	11
8610720	-	0	0	LOS ANGELES	PICO RIVERA	-118.0991135	33.99058533	6
8617703	-	33.96770859	-118.1155624	LOS ANGELES	PICO RIVERA	-118.1156235	33.9671936	6
8623091	-	0	0	LOS ANGELES	PICO RIVERA	-118.0866699	34.00679016	6
8623095	-	33.96858978	-118.0920334	LOS ANGELES	PICO RIVERA	-118.11306	33.97343063	165
8623178	-	33.95692825	-118.1039734	LOS ANGELES	PICO RIVERA	-118.1036911	33.9565773	165
8624509	-	33.97592926	-118.1023331	LOS ANGELES	PICO RIVERA	-118.1023941	33.97601318	165
8624517	-	34.01390076	-118.5238495	LOS ANGELES	PICO RIVERA	-118.0875015	34.00282669	6

CASE_ID	ACCIDENT_Y	PROC_DATE	JURIS	COLLISION_	COLLISION1	Hour	OFFICER_ID
8624899	2018	2018-08-20	1900	2018-05-22	1611	16	525865
8626640	2018	2018-06-06	1900	2018-04-26	1815	18	529571
8629762	2018	2018-06-06	1900	2018-04-29	330	3	499039
8629770	2018	2018-06-06	1900	2018-04-15	200	2	499039
8629986	2018	2018-06-05	1900	2018-05-02	2250	22	529571
8629994	2018	2018-06-05	1900	2018-05-07	1520	15	530373
8638727	2018	2018-06-21	1900	2018-04-17	2345	23	499039
8641246	2018	2018-07-03	1900	2018-06-01	1120	11	455303
8648591	2018	2019-02-13	1900	2018-10-15	1400	14	430275
8657602	2018	2018-08-23	1900	2018-07-03	1435	14	455303
8657925	2018	2018-08-14	1900	2018-06-28	1710	17	529141
8657961	2018	2018-08-14	1900	2018-06-21	550	5	534714
8657965	2018	2018-08-14	1900	2018-06-21	1305	13	455303
8658042	2018	2018-09-27	1900	2018-07-16	920	9	455303
8658046	2018	2018-09-27	1900	2018-07-13	1730	17	532522
8658062	2018	2018-09-27	1900	2018-07-09	1445	14	455303
8664582	2018	2018-07-31	1900	2018-06-02	1023	10	507891
8664586	2018	2018-07-31	1900	2018-06-15	1915	19	430275
8664637	2018	2018-07-26	1900	2018-05-30	1220	12	455303
8666243	2018	2018-07-31	1900	2018-06-14	445	4	530376
8666247	2018	2018-07-31	1900	2018-06-12	555	5	499039
8682002	2018	2018-09-17	1900	2018-07-25	2034	20	529141
8682006	2018	2018-09-17	1900	2018-07-31	1740	17	430275
8682010	2018	2018-09-17	1900	2018-07-15	1353	13	455303
8682014	2018	2018-09-17	1900	2018-07-26	700	7	529141
8682018	2018	2018-09-17	1900	2018-07-14	230	2	496487
8682034	2018	2018-09-14	1900	2018-07-31	720	7	45530
8682119	2018	2018-09-18	1900	2018-08-05	1920	19	430275
8682123	2018	2018-09-18	1900	2018-08-08	1900	19	430275
8682127	2018	2018-09-18	1900	2018-08-09	2210	22	499039
8710532	2018	2018-10-18	1900	2018-08-28	2111	21	499039
8710536	2018	2018-10-18	1900	2018-08-24	1700	17	499039
8710570	2018	2018-10-23	1900	2018-08-26	25	0	517839
8713712	2018	2018-10-18	1900	2018-09-20	625	6	430275

CASE_ID	REPORTING_	DAY_OF_WEEK	CHP_SHIFT	POPULATION	CNTY_CITY_	SPECIAL_CO
8624899	1516	2	5	5	1954	0
8626640	1510	4	5	5	1954	0
8629762	1519	7	5	5	1954	0
8629770	1515	7	5	5	1954	0
8629986	1510	3	5	5	1954	0
8629994		1	5	5	1954	0
8638727	1513	2	5	5	1954	0
8641246	1514	5	5	5	1954	0
8648591	1517	1	5	5	1954	0
8657602	1517	2	5	5	1954	0
8657925	1517	4	5	5	1954	0
8657961	1511	4	5	5	1954	0
8657965	1513	4	5	5	1954	0
8658042	1516	1	5	5	1954	0
8658046	1510	5	5	5	1954	0
8658062	1518	1	5	5	1954	0
8664582	1518	6	5	5	1954	0
8664586	1516	5	5	5	1954	0
8664637	1516	3	5	5	1954	0
8666243	1517	4	5	5	1954	0
8666247	1516	2	5	5	1954	0
8682002	1518	3	5	5	1954	0
8682006	1517	2	5	5	1954	0
8682010	1516	7	5	5	1954	0
8682014	1518	4	5	5	1954	0
8682018	1518	6	5	5	1954	0
8682034	1510	2	5	5	1954	0
8682119	1512	7	5	5	1954	0
8682123	1511	3	5	5	1954	0
8682127	1511	4	5	5	1954	0
8710532	1511	2	5	5	1954	0
8710536	1517	5	5	5	1954	0
8710570	1517	7	5	5	1954	0
8713712	1516	4	5	5	1954	0

CASE_ID	BEAT_TYPE	CHP_BEAT_T	CITY_DIVIS	CHP_BEAT_C	BEAT_NUMBE	PRIMARY_RD
8624899	0	0		0	152B	PARAMOUNT BL
8626640	0	0		0	151T2	PARAMOUNT BL
8629762	0	0		0	151B	TELEGRAPH RD
8629770	0	0		0	151B	ROSEMEAD BL
8629986	0	0		0	151T2	PARAMOUNT BL
8629994	0	0		0	151T2	PASSONS BL
8638727	0	0		0	151T3	ROSEMEAD BL
8641246	0	0		0	151T1	ROSEMEAD BL
8648591	0	0		0	151T1	SLAUSON AV
8657602	0	0		0	151T1	SLAUSON AV
8657925	0	0		0	151	SLAUSON AV
8657961	0	0		0	151T3	SAN GABRIEL RIVER PKWY
8657965	0	0		0	151T1	ROSEMEAD BL
8658042	0	0		0	151T1	TELEGRAPH RD
8658046	0	0		0	151T2	WHITTIER BL
8658062	0	0		0	151T1	SLAUSON AV
8664582	0	0		0	151T1	TELEGRAPH RD
8664586	0	0		0	151T2	SLAUSON AV
8664637	0	0		0	151T1	PARAMOUNT BL
8666243	0	0		0	151D	SLAUSON AV
8666247	0	0		0	151T3	SLAUSON AV
8682002	0	0		0	151T1	PARAMOUNT BL
8682006	0	0		0	151T2	SLAUSON AV
8682010	0	0		0	151T1	ROSEMEAD BL
8682014	0	0		0	151T1	TELEGRAPH RD
8682018	0	0		0	151T3	ROSEMEAD BL
8682034	0	0		0	151T1	BEVERLY RD
8682119	0	0		0	151T2	BEVERLY BL
8682123	0	0		0	151T2	ROSEMEAD BL
8682127	0	0		0	151T3	BEVERLY BL
8710532	0	0		0	151T3	SAN GABRIEL RIVER PKWY
8710536	0	0		0	151T2	WASHINGTON BL
8710570	0	0		0	151T3	ROSEMEAD BL
8713712	0	0		0	151T1	SLAUSON AV

CASE_ID	SECONDARY_	DISTANCE	DIRECTION	INTERSECTI	TJKM_Inter	WEATHER_1
8624899	MERCURY LN	360	S	N	N	A
8626640	BEVERLY RD	15	N	N	Y	A
8629762	TRUE AV	800	E	N	N	A
8629770	WASHINGTON BL	378	N	N	N	A
8629986	BEVERLY BL	42	S	N	Y	A
8629994	REX RD	200	N	N	Y	A
8638727	WASHINGTON BL	210	N	N	Y	A
8641246	HAVENWOOD AV	44	N	N	Y	A
8648591	PASSONS BL	387	E	N	N	A
8657602	PASSONS BL	428	E	N	N	A
8657925	SERAPIS AV	145	W	N	Y	A
8657961	BEVERLY BL	150	N	N	Y	B
8657965	MINES AV	197	N	N	Y	A
8658042	SERAPIS AV	59	E	N	Y	A
8658046	COLUMBIA AV	83	W	N	Y	A
8658062	BEQUETTE AV	307	E	N	N	A
8664582	ROSEMEAD BL	56	W	N	Y	A
8664586	ROSEMEAD BL	410	W	N	N	A
8664637	REX RD	582	S	N	N	B
8666243	REEVE RD	25	E	N	Y	A
8666247	INDUSTRIAL AV	659	W	N	N	A
8682002	REX RD	20	N	N	Y	A
8682006	BEQUETTE AV	150	W	N	Y	A
8682010	REX RD	578	S	N	N	A
8682014	CHANEY AV	3	W	N	Y	A
8682018	TERRADELL ST	215	S	N	Y	A
8682034	ROSEMEAD BL	49	W	N	Y	A
8682119	DURFEE AV	85	W	N	Y	A
8682123	GALLATIN RD	26	S	N	Y	A
8682127	PARAMOUNT BL	26	W	N	Y	A
8710532	ROSEHILLS RD	11308	S	N	N	A
8710536	KILGARRY AV	110	E	N	Y	A
8710570	REX RD	16	S	N	Y	A
8713712	INDUSTRY AV	21	E	N	Y	B

CASE_ID	WEATHER_2	STATE_HWY_	CALTRANS_C	CALTRANS_D	STATE_ROUT	ROUTE_SUFF
8624899	-	N				
8626640	-	N				
8629762	-	N				
8629770	-	N				
8629986	-	N				
8629994	-	N				
8638727	-	N				
8641246	-	N				
8648591	-	N				
8657602	-	N				
8657925	-	N				
8657961	-	N				
8657965	-	N				
8658042	-	N				
8658046	-	N				
8658062	-	N				
8664582	-	N				
8664586	-	N				
8664637	-	N				
8666243	-	N				
8666247	-	N				
8682002	-	N				
8682006	-	N				
8682010	-	N				
8682014	-	N				
8682018	-	N				
8682034	-	N				
8682119	-	N				
8682123	-	N				
8682127	-	N				
8710532	-	N				
8710536	-	N				
8710570	-	N				
8713712	-	N				

CASE_ID	POSTMILE_P	POSTMILE	LOCATION_T	RAMP_INTER	SIDE_OF_HW	TOW_AWAY
8624899						N
8626640						N
8629762						Y
8629770						N
8629986						N
8629994						Y
8638727						Y
8641246						N
8648591						Y
8657602						Y
8657925						N
8657961						N
8657965						N
8658042						N
8658046						Y
8658062						N
8664582						N
8664586						Y
8664637						Y
8666243						N
8666247						Y
8682002						Y
8682006						Y
8682010						Y
8682014						Y
8682018						Y
8682034						Y
8682119						N
8682123						N
8682127						N
8710532						N
8710536						N
8710570						Y
8713712						Y

CASE_ID	COLLISIO_1	NUMBER_KIL	NUMBER_INJ	PARTY_COUN	PRIMARY_CO	PCF_CODE_O
8624899	4	0	1	2	A	-
8626640	3	0	2	3	A	-
8629762	4	0	1	2	A	-
8629770	2	0	1	2	A	-
8629986	2	0	1	2	A	-
8629994	4	0	1	4	A	-
8638727	2	0	3	2	A	-
8641246	4	0	1	2	D	-
8648591	1	1	2	2	A	-
8657602	3	0	2	2	A	-
8657925	4	0	2	2	A	-
8657961	4	0	1	2	A	-
8657965	3	0	1	2	A	-
8658042	4	0	1	2	A	-
8658046	4	0	5	3	A	-
8658062	4	0	1	2	A	-
8664582	4	0	3	4	A	-
8664586	3	0	4	2	A	-
8664637	3	0	1	2	A	-
8666243	4	0	1	2	A	-
8666247	4	0	2	2	A	-
8682002	2	0	1	2	A	-
8682006	3	0	2	4	A	-
8682010	2	0	2	3	A	-
8682014	3	0	1	2	A	-
8682018	4	0	1	4	A	-
8682034	4	0	1	2	A	-
8682119	4	0	1	2	A	-
8682123	4	0	1	2	A	-
8682127	3	0	2	2	A	-
8710532	3	0	1	2	A	-
8710536	2	0	1	3	C	-
8710570	4	0	4	2	A	-
8713712	4	0	1	1	A	-

CASE_ID	PCF_VIOL_C	PCF_VIOLAT	PCF_VIOL_S	HIT_AND_RU	TYPE_OF_CO	MVIW	PED_ACTION
8624899	4	21703		N	C	C	A
8626640	9	21801	A	N	A	C	A
8629762	8	22107		F	B	C	A
8629770	8	22107		F	B	C	A
8629986	3	22350		N	D	C	A
8629994	8	22107		N	B	C	A
8638727	8	22107		N	F	C	A
8641246	0	0		N	G	B	E
8648591	8	22107		N	A	C	A
8657602	9	21801	A	N	D	C	A
8657925	4	21703		N	C	C	A
8657961	9	21801	A	N	D	C	A
8657965	3	22350		N	C	C	A
8658042	3	22350		N	C	C	A
8658046	3	22350		N	C	C	A
8658062	5	21650	1	N	A	G	A
8664582	16	24002	A	N	C	C	A
8664586	3	22350		N	C	C	A
8664637	3	22350		N	C	C	A
8666243	21	22106		N	A	C	A
8666247	9	21801	A	N	D	C	A
8682002	3	22350		N	G	C	A
8682006	3	22350		N	C	C	A
8682010	8	22107		N	G	B	F
8682014	8	22107		N	E	C	A
8682018	1	23152	A	N	B	E	A
8682034	0	16028		N	D	C	A
8682119	7	21658	A	N	B	C	A
8682123	3	22350		N	-	C	A
8682127	3	22350		F	C	C	A
8710532	8	22107		N	C	I	A
8710536	18	0		N	C	C	A
8710570	3	22350		N	C	C	A
8713712	8	22107		N	E	I	A

CASE_ID	ROAD_SURFA	ROAD_COND_	ROAD_COND1	LIGHTING	CONTROL_DE	CHP_ROAD_T
8624899	A	H	-	A	A	0
8626640	A	H	-	A	A	0
8629762	A	H	-	C	D	0
8629770	A	-	-	C	D	0
8629986	A	H	-	C	A	0
8629994	A	H	-	A	A	0
8638727	A	-	-	C	D	0
8641246	A	H	-	A	D	0
8648591	A	H	-	A	D	0
8657602	A	H	-	A	A	0
8657925	A	H	-	A	D	0
8657961	A	D	-	A	A	0
8657965	A	H	-	A	A	0
8658042	A	H	-	A	A	0
8658046	A	H	-	A	A	0
8658062	-	H	-	A	D	0
8664582	A	H	-	A	D	0
8664586	A	H	-	A	D	0
8664637	A	H	-	A	D	0
8666243	A	H	-	C	D	0
8666247	A	-	-	A	D	0
8682002	A	H	-	C	A	0
8682006	A	H	-	A	D	0
8682010	A	H	-	A	D	0
8682014	A	H	-	A	D	0
8682018	-	H	-	C	D	0
8682034	A	H	-	A	A	0
8682119	A	H	-	B	A	0
8682123	A	H	-	A	A	0
8682127	A	-	-	C	D	0
8710532	A	-	-	C	D	0
8710536	A	-	-	A	D	0
8710570	A	H	-	C	A	0
8713712	A	H	-	B	D	0

CASE_ID	PEDESTRIAN	BICYCLE_AC	MOTORCYCLE	TRUCK_ACCI	NOT_PRIVAT	ALCOHOL_IN
8624899					Y	
8626640					Y	
8629762					Y	
8629770					Y	
8629986					Y	
8629994					Y	
8638727					Y	
8641246	Y				Y	
8648591					Y	
8657602					Y	
8657925					Y	
8657961					Y	
8657965					Y	
8658042					Y	
8658046					Y	
8658062		Y			Y	
8664582					Y	
8664586					Y	
8664637				Y	Y	
8666243			Y		Y	
8666247					Y	
8682002					Y	Y
8682006					Y	
8682010	Y				Y	
8682014					Y	
8682018					Y	
8682034					Y	
8682119					Y	
8682123					Y	
8682127					Y	
8710532					Y	
8710536					Y	
8710570					Y	
8713712					Y	

CASE_ID	STWD_VEHTY	CHP_VEHTYP	COUNT_SEVE	COUNT_VISI	COUNT_COMP	COUNT_PED_
8624899	A	1	0	0	1	0
8626640	A	1	0	2	0	0
8629762	A	1	0	0	1	0
8629770	A	1	1	0	0	0
8629986	A	1	1	0	0	0
8629994	A	1	0	0	1	0
8638727	A	1	2	1	0	0
8641246	-	-	0	0	1	0
8648591	A	7	0	1	1	0
8657602	A	1	0	2	0	0
8657925	A	1	0	0	2	0
8657961	-	-	0	0	1	0
8657965	A	8	0	1	0	0
8658042	A	1	0	0	1	0
8658046	A	1	0	0	5	0
8658062	L	4	0	0	1	0
8664582	D	22	0	0	3	0
8664586	A	1	0	1	3	0
8664637	M	47	0	1	0	0
8666243	A	1	0	0	1	0
8666247	A	1	0	0	2	0
8682002	-	-	1	0	0	0
8682006	A	1	0	1	1	0
8682010	A	1	1	1	0	0
8682014	A	1	0	1	0	0
8682018	A	1	0	0	1	0
8682034	A	1	0	0	1	0
8682119	A	1	0	0	1	0
8682123	A	1	0	0	1	0
8682127	A	1	0	2	0	0
8710532	A	1	0	1	0	0
8710536	-	-	1	0	0	0
8710570	A	1	0	0	4	0
8713712	A	1	0	0	1	0

CASE_ID	COUNT_PED1	COUNT_BICY	COUNT_BI_1	COUNT_MC_K	COUNT_MC_I	PRIMARY_RA
8624899	0	0	0	0	0	-
8626640	0	0	0	0	0	-
8629762	0	0	0	0	0	-
8629770	0	0	0	0	0	-
8629986	0	0	0	0	0	-
8629994	0	0	0	0	0	-
8638727	0	0	0	0	0	-
8641246	1	0	0	0	0	-
8648591	0	0	0	0	0	-
8657602	0	0	0	0	0	-
8657925	0	0	0	0	0	-
8657961	0	0	0	0	0	-
8657965	0	0	0	0	0	-
8658042	0	0	0	0	0	-
8658046	0	0	0	0	0	-
8658062	0	0	1	0	0	-
8664582	0	0	0	0	0	-
8664586	0	0	0	0	0	-
8664637	0	0	0	0	0	-
8666243	0	0	0	0	1	-
8666247	0	0	0	0	0	-
8682002	0	0	0	0	0	-
8682006	0	0	0	0	0	-
8682010	2	0	0	0	0	-
8682014	0	0	0	0	0	-
8682018	0	0	0	0	0	-
8682034	0	0	0	0	0	-
8682119	0	0	0	0	0	-
8682123	0	0	0	0	0	-
8682127	0	0	0	0	0	-
8710532	0	0	0	0	0	-
8710536	0	0	0	0	0	-
8710570	0	0	0	0	0	-
8713712	0	0	0	0	0	-

CASE_ID	SECONDARY1	LATITUDE	LONGITUDE	COUNTY	CITY	POINT_X	POINT_Y	EPDO
8624899	-	0	0	LOS ANGELES	PICO RIVERA	-118.1075592	33.984375	6
8626640	-	34.00888824	-118.0863876	LOS ANGELES	PICO RIVERA	-118.0863571	34.00897217	11
8629762	-	33.95069885	-118.0941467	LOS ANGELES	PICO RIVERA	-118.0943146	33.95073318	6
8629770	-	33.98416901	-118.0963135	LOS ANGELES	PICO RIVERA	-118.096489	33.98409271	165
8629986	-	34.00902939	-118.0863724	LOS ANGELES	PICO RIVERA	-118.0859222	34.0120163	165
8629994	-	0	0	LOS ANGELES	PICO RIVERA	-118.0940247	33.97377014	6
8638727	-	33.00893021	-118.0863419	LOS ANGELES	PICO RIVERA	-118.0967865	33.98370361	165
8641246	-	33.88584137	-118.0847321	LOS ANGELES	PICO RIVERA	-118.0855408	33.99605556	6
8648591	-	33.96849823	-119.0970993	LOS ANGELES	PICO RIVERA	-118.0960312	33.96818542	165
8657602	-	33.96825027	-118.0957184	LOS ANGELES	PICO RIVERA	-118.0959015	33.96814346	11
8657925	-	33.96989822	-118.1014023	LOS ANGELES	PICO RIVERA	-118.1014252	33.96981812	6
8657961	-	34.00774002	-118.0707703	LOS ANGELES	PICO RIVERA	-118.0707321	34.00777435	6
8657965	-	33.99237823	-118.0895309	LOS ANGELES	PICO RIVERA	-118.089592	33.99246597	11
8658042	-	0	0	LOS ANGELES	PICO RIVERA	-118.1062927	33.95838547	6
8658046	-	34.0026207	-118.0866013	LOS ANGELES	PICO RIVERA	-118.0865936	34.00259018	6
8658062	-	33.9699707	-118.1020813	LOS ANGELES	PICO RIVERA	-118.1020813	33.97002411	6
8664582	-	33.96160889	-118.110878	LOS ANGELES	PICO RIVERA	-118.1102905	33.96113968	6
8664586	-	33.9715004	-118.1069031	LOS ANGELES	PICO RIVERA	-118.1063385	33.97137451	11
8664637	-	0	0	LOS ANGELES	PICO RIVERA	-118.1098022	33.98009109	11
8666243	-	0	0	LOS ANGELES	PICO RIVERA	-118.0988541	33.96902847	6
8666247	-	33.97470093	-118.1169128	LOS ANGELES	PICO RIVERA	-118.116717	33.974665	6
8682002	-	33.98184967	-118.109108	LOS ANGELES	PICO RIVERA	-118.1091843	33.98166275	165
8682006	-	33.97029877	-118.1035004	LOS ANGELES	PICO RIVERA	-118.1034927	33.97045135	11
8682010	-	33.97586823	-118.102478	LOS ANGELES	PICO RIVERA	-118.1023941	33.97602463	165
8682014	-	33.95719147	-118.1045532	LOS ANGELES	PICO RIVERA	-118.104538	33.95715714	11
8682018	-	0	0	LOS ANGELES	PICO RIVERA	-118.1090164	33.96321869	6
8682034	-	34.00769043	-118.0822067	LOS ANGELES	PICO RIVERA	-118.0818939	34.00794601	6
8682119	-	34.01063156	-118.0813293	LOS ANGELES	PICO RIVERA	-118.0766144	34.00919342	6
8682123	-	0	0	LOS ANGELES	PICO RIVERA	-118.0789871	34.016922	6
8682127	-	34.01227951	-118.0864487	LOS ANGELES	PICO RIVERA	-118.0859909	34.01215363	11
8710532	-	34.01543045	-118.0560684	LOS ANGELES	PICO RIVERA	-118.0709076	34.00738907	11
8710536	-	33.98001099	-118.091362	LOS ANGELES	PICO RIVERA	-118.0915833	33.97996902	165
8710570	-	33.97732925	-118.1012726	LOS ANGELES	PICO RIVERA	-118.1014786	33.97736359	6
8713712	-	33.97529984	-118.1164017	LOS ANGELES	PICO RIVERA	-118.1146545	33.97393036	6

CASE_ID	ACCIDENT_Y	PROC_DATE	JURIS	COLLISION_	COLLISION1	Hour	OFFICER_ID
8713724	2018	2018-10-18	1900	2018-09-18	1608	16	529571
8713728	2018	2018-10-18	1900	2018-09-10	925	9	455303
8713747	2018	2018-10-19	1900	2018-08-31	1500	15	430275
8713751	2018	2018-10-19	1900	2018-08-29	1520	15	529141
8741877	2018	2018-11-30	1900	2018-10-22	255	2	499039
8741881	2018	2018-12-10	1900	2018-10-29	1210	12	430275
8741922	2018	2018-12-03	1900	2018-10-04	2025	20	499039
8741930	2018	2018-12-03	1900	2018-10-04	900	9	468968
8741934	2018	2019-01-03	1900	2018-10-02	2220	22	530376
8741938	2018	2018-12-03	1900	2018-10-19	815	8	455303
8744892	2018	2018-12-03	1900	2018-10-29	830	8	430275
8744896	2018	2018-12-03	1900	2018-10-25	750	7	453303
8758422	2018	2019-01-19	1900	2018-11-13	1615	16	529571
8759362	2018	2018-12-19	1900	2018-10-13	143	1	517839
8776563	2018	2019-01-17	1900	2018-12-19	730	7	430275
8780916	2018	2019-01-23	1900	2018-11-16	915	9	434616
8781306	2018	2019-01-30	1900	2018-12-02	1500	15	430275
8783943	2018	2020-05-22	1900	2018-12-01	1805	18	529141
8784328	2019	2019-02-15	1900	2019-01-02	1325	13	455303
8784360	2019	2019-02-15	1900	2019-01-16	1150	11	453303
8784534	2019	2019-02-13	1900	2019-01-02	1620	16	529141
8784538	2019	2019-02-13	1900	2019-01-13	815	8	434616
8784724	2018	2019-02-28	1900	2018-12-27	1810	18	499039
8784792	2018	2019-02-15	1900	2018-12-31	255	2	499039
8792482	2019	2019-02-21	1900	2019-01-17	2300	23	499039
8811955	2018	2019-03-12	1900	2018-12-20	1820	18	430275
8813407	2019	2019-03-08	1900	2019-02-06	1625	16	529141
8813489	2019	2019-03-07	1900	2019-02-08	2154	21	499039
8813576	2019	2019-03-20	1900	2019-02-03	2159	21	517839
8813640	2019	2019-03-07	1900	2019-01-22	710	7	529141
8817201	2019	2019-03-19	1900	2019-02-15	1843	18	499039
8817538	2019	2019-03-15	1900	2019-02-02	1650	16	515181
8817540	2019	2019-03-15	1900	2019-02-14	1754	17	515181
8817548	2019	2019-03-15	1900	2019-02-12	1820	18	529141

CASE_ID	REPORTING_	DAY_OF_WEEK	CHP_SHIFT	POPULATION	CNTY_CITY_	SPECIAL_CO
8713724	1518	2	5	5	1954	0
8713728	1518	1	5	5	1954	0
8713747	1515	5	5	5	1954	0
8713751	1510	3	5	5	1954	0
8741877	1513	1	5	5	1954	0
8741881	1517	1	5	5	1954	0
8741922	1517	4	5	5	1954	0
8741930	1515	4	5	5	1954	0
8741934	1513	2	5	5	1954	0
8741938	1518	5	5	5	1954	0
8744892	1517	1	5	5	1954	0
8744896	1512	4	5	5	1954	0
8758422	1513	2	5	5	1954	0
8759362	1513	6	5	5	1954	0
8776563	1511	3	5	5	1954	0
8780916	1515	5	5	5	1954	0
8781306	1515	7	5	5	1954	0
8783943	1519	6	5	5	1954	0
8784328	1517	3	5	5	1954	0
8784360	1516	3	5	5	1954	0
8784534	1512	3	5	5	1954	0
8784538	1515	7	5	5	1954	0
8784724	1517	4	5	5	1954	0
8784792	1517	1	5	5	1954	0
8792482	1513	4	5	5	1954	0
8811955	1512	4	5	5	1954	0
8813407	1513	3	5	5	1954	0
8813489	1513	5	5	5	1954	0
8813576	1517	7	5	5	1954	0
8813640	1514	2	5	5	1954	0
8817201	1518	5	5	5	1954	0
8817538	1520	6	5	5	1954	0
8817540	1516	4	5	5	1954	0
8817548	1515	2	5	5	1954	0

CASE_ID	BEAT_TYPE	CHP_BEAT_T	CITY_DIVIS	CHP_BEAT_C	BEAT_NUMBE	PRIMARY_RD
8713724	0	0		0	151T2	SLAUSON AV
8713728	0	0		0	151T1	TELEGRAPH RD
8713747	0	0		0	151T1	WASHINGTON BL
8713751	0	0		0	151T2	PARAMOUNT BL
8741877	0	0		0	151T3	ROSEMEAD BL
8741881	0	0		0	151T1	WASHINGTON BL
8741922	0	0		0	151T2	PASSONS BL
8741930	0	0		0	151T1	WASHINGTON BL
8741934	0	0		0	151T3	CANDACE AV
8741938	0	0		0	151T1	TELEGRAPH RD
8744892	0	0		0	151T1	PASSONS BL
8744896	0	0		0	151T1	DURFEE AV
8758422	0	0		0	151T1	WHITTIER BL
8759362	0	0		0	151T3	WHITTIER BL
8776563	0	0		0	151T1	ROSEMEAD BL
8780916	0	0		0	151T3	WASHINGTON BL
8781306	0	0		0	151T1	ROSEMEAD BL
8783943	0	0		0	151	MYRON ST
8784328	0	0		0	151T1	PASSONS BL
8784360	0	0		0	151T1	PARAMOUNT BL
8784534	0	0		0	15T2	WHITTIER BL
8784538	0	0		0	151T1	DUNLAP CROSSING RD
8784724	0	0		0	151T2	WASHINGTON BL
8784792	0	0		0	151T3	PASSONS BL
8792482	0	0		0	151T3	WASHINGTON BL
8811955	0	0		0	151T4	WHITTIER BL
8813407	0	0		0	151T2	WASHINGTON BL
8813489	0	0		0	151T2	ROSEMEAD BL
8813576	0	0		0	151T3	SLAUSON AV
8813640	0	0		0	151T1	WHITTIER BL
8817201	0	0		0	151T2	TELEGRAPH RD
8817538	0	0		0	151T2	ROSEMEAD BL
8817540	0	0		0	151T2	ROSEMEAD BL
8817548	0	0		0	151	MINES AV

CASE_ID	SECONDARY_	DISTANCE	DIRECTION	INTERSECTI	TJKM_Inter	WEATHER_1
8713724	SERAPIS AV	86	E	N	Y	A
8713728	SERAPIS AV	29	E	N	Y	A
8713747	PASSONS BL	148	W	N	Y	A
8713751	BEVERLY BL	325	N	N	N	A
8741877	MANZANAR AV	277	N	N	N	A
8741881	LOCH ALENE AV	180	W	N	Y	A
8741922	BASCOM ST	15	N	N	Y	A
8741930	ROSEMEAD BL	300	E	N	N	A
8741934	CARRON ST	150	S	N	Y	A
8741938	ARRINGTON AV	22	E	N	Y	A
8744892	BASCOM ST	28	N	N	Y	E
8744896	WHITTIER BL	257	N	N	N	A
8758422	PARAMOUNT BL	290	W	N	N	A
8759362	PARAMOUNT BL	74	W	N	Y	A
8776563	LAS POSAS ST	210	N	N	Y	A
8780916	PASSONS BL	155	E	N	Y	A
8781306	MINES AV	50	S	N	Y	A
8783943	PASSONS BL	14	E	N	Y	A
8784328	BASCOM ST	51	N	N	Y	A
8784360	TROJAN	74	S	N	Y	C
8784534	DELAND AV	5	E	N	Y	A
8784538	ROSEMEAD BL	3	E	N	Y	A
8784724	KILGARRY AV	179	W	N	Y	A
8784792	SLAUSON AV	470	N	N	N	A
8792482	CANDACE AV	54	N	N	Y	A
8811955	ESPERANZA AV	104	W	N	Y	A
8813407	CROSSWAY DR	15		N	Y	A
8813489	WASHINGTON BL	700	N	N	N	A
8813576	PASSONS BL	87	E	N	Y	A
8813640	PASSONS BL	30	W	N	Y	A
8817201	CHANEY AV	159	W	N	Y	A
8817538	WASHINGTON BL	500	S	N	N	C
8817540	AERO DR	100	S	N	Y	C
8817548	ROSEMEAD BL	19	E	N	Y	A

CASE_ID	WEATHER_2	STATE_HWY_	CALTRANS_C	CALTRANS_D	STATE_ROUT	ROUTE_SUFF
8713724	-	N				
8713728	-	N				
8713747	-	N				
8713751	-	N				
8741877	-	N				
8741881	-	N				
8741922	-	N				
8741930	-	N				
8741934	-	N				
8741938	-	N				
8744892	-	N				
8744896	-	N				
8758422	-	N				
8759362	-	N				
8776563	-	N				
8780916	-	N				
8781306	-	N				
8783943	-	N				
8784328	-	N				
8784360	-	N				
8784534	-	N				
8784538	-	N				
8784724	-	N				
8784792	-	N				
8792482	-	N				
8811955	-	N				
8813407	-	N				
8813489	-	N				
8813576	-	N				
8813640	-	N				
8817201	-	N				
8817538	-	N				
8817540	-	N				
8817548	-	N				

CASE_ID	POSTMILE_P	POSTMILE	LOCATION_T	RAMP_INTER	SIDE_OF_HW	TOW_AWAY
8713724						N
8713728						N
8713747						Y
8713751						N
8741877						Y
8741881						Y
8741922						N
8741930						Y
8741934						N
8741938						Y
8744892						N
8744896						N
8758422						N
8759362						Y
8776563						Y
8780916						Y
8781306						N
8783943						N
8784328						Y
8784360						Y
8784534						N
8784538						N
8784724						N
8784792						N
8792482						N
8811955						Y
8813407						Y
8813489						N
8813576						N
8813640						N
8817201						N
8817538						Y
8817540						N
8817548						N

CASE_ID	COLLISIO_1	NUMBER_KIL	NUMBER_INJ	PARTY_COUN	PRIMARY_CO	PCF_CODE_O
8713724	4	0	1	2	A	-
8713728	4	0	1	2	A	-
8713747	3	0	2	3	A	-
8713751	4	0	1	2	-	-
8741877	2	0	3	1	A	-
8741881	4	0	1	2	A	-
8741922	4	0	1	2	A	-
8741930	4	0	1	2	A	-
8741934	4	0	1	2	A	-
8741938	3	0	1	2	A	-
8744892	4	0	1	2	A	-
8744896	3	0	1	2	D	-
8758422	4	0	1	2	A	-
8759362	4	0	1	1	A	-
8776563	4	0	1	3	A	-
8780916	4	0	1	3	A	-
8781306	4	0	2	2	A	-
8783943	1	1	0	2	A	-
8784328	4	0	1	3	A	-
8784360	3	0	1	1	A	-
8784534	4	0	1	2	A	-
8784538	3	0	1	2	D	-
8784724	3	0	2	4	A	-
8784792	2	0	1	1	A	-
8792482	3	0	1	2	A	-
8811955	4	0	2	2	A	-
8813407	4	0	1	3	A	-
8813489	4	0	1	2	A	-
8813576	4	0	1	2	A	-
8813640	3	0	2	2	A	-
8817201	4	0	3	3	A	-
8817538	4	0	1	2	A	-
8817540	4	0	1	2	A	-
8817548	4	0	1	2	A	-

CASE_ID	PCF_VIOL_C	PCF_VIOLAT	PCF_VIOL_S	HIT_AND_RU	TYPE_OF_CO	MVIW	PED_ACTION
8713724	3	22350		N	-	C	A
8713728	21	22106		N	C	C	A
8713747	3	22350		N	E	I	A
8713751	0	0		N	C	C	A
8741877	8	22107		N	F	J	A
8741881	7	21658	A	N	B	C	A
8741922	4	21703		N	C	C	A
8741930	9	21801	A	N	D	C	A
8741934	11	21954	A	N	G	B	E
8741938	9	21801	A	N	D	C	A
8744892	3	22350		N	C	C	A
8744896	0	0		N	A	G	A
8758422	9	21801		N	D	C	A
8759362	8	22107		N	A	I	A
8776563	3	22350		N	C	C	A
8780916	8	22107		N	B	C	A
8781306	3	22350		N	C	C	A
8783943	1	23153	F	F	G	B	B
8784328	8	22107		N	C	E	A
8784360	3	22350		N	A	I	A
8784534	12	22450	A	F	G	B	B
8784538	0	0		N	G	B	B
8784724	4	21703		N	C	-	A
8784792	3	22350		N	E	I	A
8792482	8	22107		F	C	E	A
8811955	8	22107		N	D	C	A
8813407	4	21703		N	C	C	A
8813489	8	22107		M	B	C	A
8813576	8	22107		N	B	C	A
8813640	4	21703		N	C	C	A
8817201	1	23152	A	F	C	C	A
8817538	9	21801	A	N	D	C	A
8817540	7	21658	A	N	C	C	A
8817548	11	21453	D	N	G	B	B

CASE_ID	ROAD_SURFA	ROAD_COND_	ROAD_COND1	LIGHTING	CONTROL_DE	CHP_ROAD_T
8713724	A	H	-	A	A	0
8713728	A	H	-	A	A	0
8713747	A	H	-	A	D	0
8713751	A	H	-	A	D	0
8741877	A	-	-	C	D	0
8741881	A	H	-	A	D	0
8741922	A	-	-	C	D	0
8741930	A	H	-	A	D	0
8741934	A	H	-	C	D	0
8741938	A	H	-	A	A	0
8744892	A	H	-	A	D	0
8744896	A	H	-	A	D	0
8758422	A	H	-	A	D	0
8759362	B	H	-	C	D	0
8776563	A	H	-	B	D	0
8780916	A	H	-	A	D	0
8781306	A	H	-	A	A	0
8783943	A	H	-	C	D	0
8784328	A	H	-	A	D	0
8784360	B	H	-	A	D	0
8784534	A	H	-	A	A	0
8784538	A	H	-	A	A	0
8784724	A	-	-	C	D	0
8784792	A	-	-	C	D	0
8792482	A	-	-	C	D	0
8811955	A	H	-	C	D	0
8813407	A	H	-	A	A	0
8813489	A	-	-	C	D	0
8813576	B	H	-	C	D	0
8813640	A	H	-	A	A	0
8817201	B	-	-	C	D	0
8817538	B	H	-	A	D	0
8817540	B	H	-	C	D	0
8817548	A	H	-	C	A	0

CASE_ID	PEDESTRIAN	BICYCLE_AC	MOTORCYCLE	TRUCK_ACCI	NOT_PRIVAT	ALCOHOL_IN
8713724					Y	
8713728					Y	
8713747					Y	
8713751					Y	
8741877					Y	
8741881				Y	Y	
8741922					Y	
8741930					Y	
8741934	Y				Y	Y
8741938					Y	
8744892					Y	
8744896		Y			Y	
8758422					Y	
8759362					Y	
8776563					Y	
8780916					Y	
8781306					Y	
8783943	Y				Y	Y
8784328					Y	
8784360					Y	
8784534	Y				Y	
8784538	Y				Y	
8784724					Y	
8784792					Y	
8792482					Y	
8811955					Y	
8813407					Y	
8813489					Y	
8813576					Y	
8813640					Y	
8817201					Y	Y
8817538					Y	
8817540					Y	
8817548	Y				Y	

CASE_ID	STWD_VEHTY	CHP_VEHTYP	COUNT_SEVE	COUNT_VISI	COUNT_COMP	COUNT_PED_
8713724	A	1	0	0	1	0
8713728	A	1	0	0	1	0
8713747	A	1	0	1	1	0
8713751	-	-	0	0	1	0
8741877	D	22	1	2	0	0
8741881	F	27	0	0	1	0
8741922	A	1	0	0	1	0
8741930	A	1	0	0	1	0
8741934	N	60	0	0	1	0
8741938	A	1	0	1	0	0
8744892	A	7	0	0	1	0
8744896	-	-	0	1	0	0
8758422	A	1	0	0	1	0
8759362	A	1	0	0	1	0
8776563	A	1	0	0	1	0
8780916	A	8	0	0	1	0
8781306	A	1	0	0	2	0
8783943	A	1	0	0	0	1
8784328	A	7	0	0	1	0
8784360	D	22	0	1	0	0
8784534	-	-	0	0	1	0
8784538	-	-	0	1	0	0
8784724	A	1	0	2	0	0
8784792	A	1	1	0	0	0
8792482	-	-	0	1	0	0
8811955	A	1	0	0	2	0
8813407	-	-	0	0	1	0
8813489	A	1	0	0	1	0
8813576	A	1	0	0	1	0
8813640	A	1	0	1	1	0
8817201	D	22	0	0	3	0
8817538	A	1	0	0	1	0
8817540	A	1	0	0	1	0
8817548	N	60	0	0	1	0

CASE_ID	COUNT_PED1	COUNT_BICY	COUNT_BI_1	COUNT_MC_K	COUNT_MC_I	PRIMARY_RA
8713724	0	0	0	0	0	-
8713728	0	0	0	0	0	-
8713747	0	0	0	0	0	-
8713751	0	0	0	0	0	-
8741877	0	0	0	0	0	-
8741881	0	0	0	0	0	-
8741922	0	0	0	0	0	-
8741930	0	0	0	0	0	-
8741934	1	0	0	0	0	-
8741938	0	0	0	0	0	-
8744892	0	0	0	0	0	-
8744896	0	0	1	0	0	-
8758422	0	0	0	0	0	-
8759362	0	0	0	0	0	-
8776563	0	0	0	0	0	-
8780916	0	0	0	0	0	-
8781306	0	0	0	0	0	-
8783943	0	0	0	0	0	-
8784328	0	0	0	0	0	-
8784360	0	0	0	0	0	-
8784534	1	0	0	0	0	-
8784538	1	0	0	0	0	-
8784724	0	0	0	0	0	-
8784792	0	0	0	0	0	-
8792482	0	0	0	0	0	-
8811955	0	0	0	0	0	-
8813407	0	0	0	0	0	-
8813489	0	0	0	0	0	-
8813576	0	0	0	0	0	-
8813640	0	0	0	0	0	-
8817201	0	0	0	0	0	-
8817538	0	0	0	0	0	-
8817540	0	0	0	0	0	-
8817548	1	0	0	0	0	-

CASE_ID	SECONDARY1	LATITUDE	LONGITUDE	COUNTY	CITY	POINT_X	POINT_Y	EPDO
8713724	-	33.9695816	-118.1007004	LOS ANGELES	PICO RIVERA	-118.1007156	33.96960449	6
8713728	-	33.9584198	-118.1062927	LOS ANGELES	PICO RIVERA	-118.106369	33.95843887	6
8713747	-	33.98220062	-118.089798	LOS ANGELES	PICO RIVERA	-118.0905304	33.97960663	11
8713751	-	0	0	LOS ANGELES	PICO RIVERA	-118.0858383	34.01301956	6
8741877	-	33.99599838	-118.0849991	LOS ANGELES	PICO RIVERA	-118.0854263	33.99673843	165
8741881	-	33.98120117	-118.0938034	LOS ANGELES	PICO RIVERA	-118.0945358	33.98178864	6
8741922	-	33.9720192	-118.09478	LOS ANGELES	PICO RIVERA	-118.0947723	33.97195816	6
8741930	-	33.98273087	-118.0960388	LOS ANGELES	PICO RIVERA	-118.0963364	33.98276901	6
8741934	-	33.98878098	-118.1018524	LOS ANGELES	PICO RIVERA	-118.1020584	33.98834991	6
8741938	-	33.95793152	-118.106163	LOS ANGELES	PICO RIVERA	-118.1084061	33.95983124	11
8744892	-	33.9720993	-118.094902	LOS ANGELES	PICO RIVERA	-118.0947571	33.97199249	6
8744896	-	34.00014877	-118.0790787	LOS ANGELES	PICO RIVERA	-118.0791855	34.00000763	11
8758422	-	34.00460052	-118.0910034	LOS ANGELES	PICO RIVERA	-118.0895386	34.00373077	6
8759362	-	34.00299835	-118.0889969	LOS ANGELES	PICO RIVERA	-118.0889053	34.00346375	6
8776563	-	34.01567078	-118.0795898	LOS ANGELES	PICO RIVERA	-118.079895	34.01408005	6
8780916	-	33.58399963	-118.5240021	LOS ANGELES	PICO RIVERA	-118.0897598	33.97909927	6
8781306	-	33.99969864	-118.0843964	LOS ANGELES	PICO RIVERA	-118.09021	33.99202347	6
8783943	-	33.99599838	-118.0981979	LOS ANGELES	PICO RIVERA	-118.09832	33.96603775	165
8784328	-	33.97200012	-118.9459991	LOS ANGELES	PICO RIVERA	-118.0947342	33.97205353	6
8784360	-	33.97499847	-119.1110001	LOS ANGELES	PICO RIVERA	-118.1118927	33.97569275	11
8784534	-	33.99990082	-118.0802994	LOS ANGELES	PICO RIVERA	-118.0803375	33.99986267	6
8784538	-	33.99200058	-118.0887985	LOS ANGELES	PICO RIVERA	-118.0893021	33.9926796	11
8784724	-	33.98040009	-118.0920715	LOS ANGELES	PICO RIVERA	-118.0920715	33.98023987	11
8784792	-	33.96940994	-118.0962677	LOS ANGELES	PICO RIVERA	-118.0961075	33.96935272	165
8792482	-	33.98672867	-118.1035309	LOS ANGELES	PICO RIVERA	-118.1036377	33.98669052	11
8811955	-	33.99480057	-118.0710983	LOS ANGELES	PICO RIVERA	-118.0709381	33.99458694	6
8813407	-	33.98490143	-118.100502	LOS ANGELES	PICO RIVERA	-118.1003265	33.98488998	6
8813489	-	33.98498917	-118.0958328	LOS ANGELES	PICO RIVERA	-118.0959091	33.98483276	6
8813576	-	33.96847153	-118.0959015	LOS ANGELES	PICO RIVERA	-118.096962	33.96846008	6
8813640	-	0	0	LOS ANGELES	PICO RIVERA	-118.07798	33.99868011	11
8817201	-	33.9575386	-118.1049881	LOS ANGELES	PICO RIVERA	-118.1049347	33.95742798	6
8817538	-	33.98194885	-118.0981216	LOS ANGELES	PICO RIVERA	-118.0980072	33.98204422	6
8817540	-	33.96762848	-118.1066971	LOS ANGELES	PICO RIVERA	-118.1066208	33.96773911	6
8817548	-	33.9919014	-118.0898972	LOS ANGELES	PICO RIVERA	-118.0900345	33.99207687	6

CASE_ID	ACCIDENT_Y	PROC_DATE	JURIS	COLLISION_	COLLISION1	Hour	OFFICER_ID
8851980	2019	2019-05-17	1900	2019-04-04	1300	13	430275
8851988	2019	2019-05-22	1900	2019-03-26	2102	21	517839
8851992	2019	2019-05-09	1900	2019-03-24	556	5	499039
8852697	2019	2019-05-07	1900	2019-03-12	1652	16	532522
8852705	2019	2019-05-07	1900	2019-03-25	2130	21	499039
8852709	2019	2019-05-07	1900	2019-03-31	1639	16	529571
8864316	2019	2019-05-31	1900	2019-04-01	1300	13	455303
8868802	2019	2019-06-11	1900	2019-05-03	1240	12	455303
8869258	2019	2019-06-05	1900	2019-05-04	1650	16	499039
8869262	2019	2019-06-05	1900	2019-05-02	1533	15	523026
8872970	2019	2019-06-13	1900	2019-05-16	1030	10	448685
8875632	2019	2019-09-23	1900	2019-05-29	1718	17	530167
8881496	2019	2019-06-26	1900	2019-06-05	2307	23	496487
8891808	2019	2019-11-01	1900	2019-10-04	1450	14	430275
8894500	2019	2019-07-18	1900	2019-06-09	14	0	499039
8895857	2019	2019-07-18	1900	2019-03-11	2331	23	S17839
8895861	2019	2019-07-18	1900	2019-03-11	1520	15	529571
8897214	2019	2019-07-19	1900	2019-06-20	755	7	455303
8897218	2019	2019-07-19	1900	2019-06-17	1948	19	525145
8897222	2019	2019-07-19	1900	2019-06-19	1225	12	430275
8897226	2019	2019-07-19	1900	2019-06-12	1505	15	455303
8898851	2019	2019-07-25	1900	2019-06-16	1235	12	430275
8905346	2019	2019-09-19	1900	2019-08-02	2250	22	499039
8906877	2019	2019-08-30	1900	2019-07-10	900	9	455303
8910856	2020	2020-03-23	1900	2020-01-13	1552	15	529571
8939308	2019	2021-05-28	1900	2019-08-12	2227	22	529571
8946331	2019	2019-10-02	1900	2019-06-29	2115	21	499039
8917088	2019	2019-08-19	1900	2019-07-18	1320	13	430275
8917184	2019	2019-09-03	1900	2019-07-11	1523	15	515181
8930790	2019	2019-09-10	1900	2019-08-04	1125	11	455303
8930993	2019	2019-09-16	1900	2019-08-06	1850	18	499039
8931137	2019	2019-09-11	1900	2019-07-29	617	6	525145
8937234	2019	2019-09-19	1900	2019-08-26	605	6	499039
8937242	2019	2019-09-19	1900	2019-08-24	1621	16	529571

CASE_ID	REPORTING_	DAY_OF_WEEK	CHP_SHIFT	POPULATION	CNTY_CITY_	SPECIAL_CO
8851980	1512	4	5	5	1954	0
8851988	1518	2	5	5	1954	0
8851992	1512	7	5	5	1954	0
8852697	1511	2	5	5	1954	0
8852705	1515	1	5	5	1954	0
8852709	1519	7	5	5	1954	0
8864316	1510	1	5	5	1954	0
8868802	1515	5	5	5	1954	0
8869258	1510	6	5	5	1954	0
8869262	DOWNE	4	5	5	1954	0
8872970	1513	4	5	5	1954	0
8875632	1513	3	5	5	1954	0
8881496	1513	3	5	5	1954	0
8891808	1519	5	5	5	1954	0
8894500	1513	7	5	5	1954	0
8895857	1513	1	5	5	1954	0
8895861	1519	1	5	5	1954	0
8897214	1513	4	5	5	1954	0
8897218	1516	1	5	5	1954	0
8897222	1517	3	5	5	1954	0
8897226	1513	3	5	5	1954	0
8898851	1513	7	5	5	1954	0
8905346	1516	5	5	5	1954	0
8906877		3	5	5	1954	0
8910856	1510	1	5	5	1954	0
8939308	1513	1	5	5	1954	0
8946331	1517	6	5	5	1954	0
8917088	1517	4	5	5	1954	0
8917184	1518	4	5	5	1954	0
8930790	1512	7	5	5	1954	0
8930993	1518	2	5	5	1954	0
8931137	1516	1	5	5	1954	0
8937234	1516	1	5	5	1954	0
8937242	1517	6	5	5	1954	0

CASE_ID	BEAT_TYPE	CHP_BEAT_T	CITY_DIVIS	CHP_BEAT_C	BEAT_NUMBE	PRIMARY_RD
8851980	0	0		0	151T1	STEPHENS ST
8851988	0	0		0	151T3	ROSEMEAD BL
8851992	0	0		0	151T3	DURFEE AV
8852697	0	0		0	151T2	BEVERLY BL
8852705	0	0		0	151T3	WASHINGTON BL
8852709	0	0		0	151T2	TELEGRAPH RD
8864316	0	0		0	151T1	PARAMOUNT BL
8868802	0	0		0	151T1	ROSEMEAD BL
8869258	0	0		0	151T2	WHITTIER BL
8869262	0	0		0	152B	PASSONS BL
8872970	0	0		0	151T1	ROSEMEAD BL
8875632	0	0		0	151T2	ROSEMEAD BL
8881496	0	0		0	151T3	PARAMOUNT BL
8891808	0	0		0	151T1	TELEGRAPH RD
8894500	0	0		0	151T3	PARAMOUNT BL
8895857	0	0		0	151T3	PARAMOUNT BL
8895861	0	0		0	151T2	SLAUSON AV
8897214	0	0		0	151T1	WASHINGTON BL
8897218	0	0		0	151T2	ROSEMEAD BL
8897222	0	0		0	151T1	ROSEMEAD BL
8897226	0	0		0	151T1	WHITTIER BL
8898851	0	0		0	151T1	ROSEMEAD BL
8905346	0	0		0	151T3	PARAMOUNT BL
8906877	0	0		0	151T1	ROSEMEAD BL
8910856	0	0		0	151T2	BEVERLY BL
8939308	0	0		0	151K3	ROSEMEAD BL
8946331	0	0		0	151T3	WASHINGTON BL
8917088	0	0		0	151T1	SLAUSON AV
8917184	0	0		0	151T2	ROSEMEAD BL
8930790	0	0		0	151T1	WHITTIER BL
8930993	0	0		0	151T4	SLAUSON AV
8931137	0	0		0	151T11	PARAMOUNT BL
8937234	0	0		0	151T1	PARAMOUNT BL
8937242	0	0		0	151T2	WASHINGTON BL

CASE_ID	SECONDARY_	DISTANCE	DIRECTION	INTERSECTI	TJKM_Inter	WEATHER_1
8851980	DURFEE BL	30	E	N	Y	B
8851988	MAXINE ST	178	N	N	Y	A
8851992	OLYMPIC BL	76	S	N	Y	A
8852697	DURFEE AV	110	W	N	Y	A
8852705	ROSEMEAD BL	33	W	N	Y	A
8852709	TRUE AV	673	E	N	N	A
8864316	BEVERLY BL	172	S	N	Y	A
8868802	THE MARKET PLACE	2	N	N	Y	A
8869258	IVY ST	220	W	N	Y	-
8869262	WASHINGTON BL	13	N	N	Y	A
8872970	WHITTIER BL	158	S	N	Y	B
8875632	CARRON DR	236	N	N	Y	A
8881496	DUNLAP CROSSING RD	70	N	N	Y	A
8891808	CHANEY AV	54	W	N	Y	A
8894500	ADVENT AV	358	N	N	N	A
8895857	ROSEHEDGE DR	203	S	N	Y	C
8895861	PASSONS BL	453	W	N	N	A
8897214	PARAMOUNT BL	178	E	N	Y	B
8897218	TELEGRAPH RD	30	N	N	Y	A
8897222	DANBRIDGE ST	500	S	N	N	A
8897226	PARAMOUNT BL	390	W	N	N	A
8898851	DUNLAP CROSSING RD	111	N	N	Y	A
8905346	TELEGRAPH RD	49	E	N	Y	A
8906877	GALLATIN RD	21	S	N	Y	A
8910856	PARAMOUNT BL	288	E	N	N	A
8939308	WHITTIER BL	261	S	N	N	A
8946331	HASTY AV	37	E	N	Y	A
8917088	PASSONS BL	240	E	N	Y	A
8917184	BURKE ST	420	S	N	N	A
8930790	TOBIAS AV	20	W	N	Y	A
8930993	REEVE RD	37	W	N	Y	A
8931137	SLAUSON AV	316	S	N	N	A
8937234	TROJAN ST	192	S	N	Y	A
8937242	PASSONS BL	12	W	N	Y	A

CASE_ID	WEATHER_2	STATE_HWY_	CALTRANS_C	CALTRANS_D	STATE_ROUT	ROUTE_SUFF
8851980	-	N				
8851988	-	N				
8851992	-	N				
8852697	-	N				
8852705	-	N				
8852709	-	N				
8864316	-	N				
8868802	-	N				
8869258	-	N				
8869262	-	N				
8872970	C	N				
8875632	-	N				
8881496	-	N				
8891808	-	N				
8894500	-	N				
8895857	-	N				
8895861	-	N				
8897214	-	N				
8897218	-	N				
8897222	-	N				
8897226	-	N				
8898851	-	N				
8905346	-	N				
8906877	-	N				
8910856	-	N				
8939308	-	N				
8946331	-	N				
8917088	-	N				
8917184	-	N				
8930790	-	N				
8930993	-	N				
8931137	-	N				
8937234	-	N				
8937242	-	N				

CASE_ID	POSTMILE_P	POSTMILE	LOCATION_T	RAMP_INTER	SIDE_OF_HW	TOW_AWAY
8851980						Y
8851988						N
8851992						N
8852697						N
8852705						N
8852709						N
8864316						Y
8868802						N
8869258						Y
8869262						Y
8872970						Y
8875632						N
8881496						Y
8891808						Y
8894500						N
8895857						Y
8895861						N
8897214						N
8897218						N
8897222						N
8897226						Y
8898851						Y
8905346						N
8906877						Y
8910856						Y
8939308						Y
8946331						N
8917088						Y
8917184						N
8930790						Y
8930993						N
8931137						N
8937234						N
8937242						N

CASE_ID	COLLISIO_1	NUMBER_KIL	NUMBER_INJ	PARTY_COUN	PRIMARY_CO	PCF_CODE_O
8851980	4	0	1	2	A	-
8851988	3	0	1	2	A	-
8851992	4	0	2	2	A	-
8852697	4	0	2	4	A	-
8852705	4	0	3	2	A	-
8852709	2	0	5	3	A	-
8864316	2	0	1	4	A	-
8868802	3	0	1	2	A	-
8869258	4	0	2	2	A	-
8869262	4	0	2	2	A	-
8872970	3	0	1	1	A	-
8875632	4	0	1	3	A	-
8881496	3	0	1	1	A	-
8891808	4	0	1	3	A	-
8894500	2	0	2	1	A	-
8895857	3	0	3	1	A	-
8895861	4	0	2	2	A	-
8897214	3	0	1	2	A	-
8897218	2	0	2	2	A	-
8897222	3	0	1	2	A	-
8897226	3	0	1	2	A	-
8898851	4	0	2	3	A	-
8905346	4	0	1	2	A	-
8906877	3	0	1	3	A	-
8910856	4	0	1	2	A	-
8939308	1	1	0	2	A	-
8946331	2	0	1	3	A	-
8917088	3	0	1	2	A	-
8917184	4	0	1	2	A	-
8930790	4	0	2	3	A	-
8930993	4	0	2	2	A	-
8931137	4	0	1	2	-	-
8937234	4	0	2	2	A	-
8937242	4	0	1	2	A	-

CASE_ID	PCF_VIOL_C	PCF_VIOLAT	PCF_VIOL_S	HIT_AND_RU	TYPE_OF_CO	MVIW	PED_ACTION
8851980	3	22350		N	C	C	A
8851988	8	22107		N	B	E	A
8851992	8	22107		N	C	C	A
8852697	3	22350		M	C	-	A
8852705	4	21703		M	C	C	A
8852709	8	22107		N	A	C	A
8864316	8	22107		N	C	C	A
8868802	9	21801		N	G	B	B
8869258	8	22107		N	B	C	A
8869262	3	22350		N	C	D	A
8872970	3	22350	A	N	D	I	A
8875632	8	22107		M	B	D	A
8881496	3	22350		N	E	I	A
8891808	8	22107		N	C	E	A
8894500	3	22350		N	E	I	A
8895857	3	22350	A	N	B	I	A
8895861	8	22107		N	D	C	A
8897214	5	21650	1	N	D	G	A
8897218	3	22350		N	B	C	A
8897222	11	21954	A	N	G	B	D
8897226	6	21755		N	D	C	A
8898851	3	22350		N	-	C	A
8905346	9	21804	A	N	D	C	A
8906877	12	21453	A	N	D	C	A
8910856	8	22107		N	B	E	A
8939308	0	21954		N	A	B	D
8946331	9	21801	A	N	D	C	A
8917088	8	22107		N	D	C	A
8917184	3	22350		N	C	C	A
8930790	3	22350		N	C	C	A
8930993	8	22107		N	B	C	A
8931137	0	0		N	C	E	A
8937234	4	21703		N	C	C	A
8937242	3	22350		N	C	C	A

CASE_ID	ROAD_SURFA	ROAD_COND_	ROAD_COND1	LIGHTING	CONTROL_DE	CHP_ROAD_T
8851980	A	H	-	A	A	0
8851988	A	H	-	C	D	0
8851992	A	-	-	A	D	0
8852697	A	-	-	A	D	0
8852705	A	-	-	C	D	0
8852709	A	H	-	A	D	0
8864316	A	H	-	A	A	0
8868802	A	H	-	A	A	0
8869258	-	-	-	A	D	0
8869262	A	H	-	A	A	0
8872970	B	H	-	A	D	0
8875632	A	G	-	A	A	0
8881496	A	H	-	C	D	0
8891808	A	H	-	A	D	0
8894500	A	-	-	C	D	0
8895857	B	H	-	C	D	0
8895861	A	H	-	A	D	0
8897214	A	H	-	A	D	0
8897218	A	H	-	B	A	0
8897222	A	H	-	A	D	0
8897226	A	H	-	A	A	0
8898851	A	H	-	A	D	0
8905346	A	H	-	C	D	0
8906877	A	H	-	A	A	0
8910856	A	H	-	A	D	0
8939308	A	H	-	C	A	0
8946331	A	H	-	C	D	0
8917088	A	H	-	A	D	0
8917184	A	H	-	A	D	0
8930790	A	H	-	A	A	0
8930993	A	H	-	A	D	0
8931137	A	H	-	A	D	0
8937234	A	H	-	A	D	0
8937242	A	H	-	A	-	0

CASE_ID	PEDESTRIAN	BICYCLE_AC	MOTORCYCLE	TRUCK_ACCI	NOT_PRIVAT	ALCOHOL_IN
8851980					Y	
8851988					Y	
8851992					Y	
8852697					Y	
8852705					Y	
8852709					Y	Y
8864316					Y	Y
8868802	Y				Y	
8869258					Y	
8869262					Y	
8872970					Y	
8875632					Y	
8881496					Y	
8891808					Y	
8894500					Y	
8895857					Y	
8895861					Y	
8897214				Y	Y	
8897218					Y	
8897222	Y				Y	
8897226					Y	
8898851					Y	
8905346					Y	
8906877					Y	
8910856					Y	
8939308	Y				Y	
8946331					Y	
8917088					Y	
8917184					Y	
8930790					Y	
8930993					Y	
8931137					Y	
8937234					Y	
8937242					Y	

CASE_ID	STWD_VEHTY	CHP_VEHTYP	COUNT_SEVE	COUNT_VISI	COUNT_COMP	COUNT_PED_
8851980	A	1	0	0	1	0
8851988	A	1	0	1	0	0
8851992	A	1	0	0	2	0
8852697	A	1	0	0	2	0
8852705	A	7	0	0	3	0
8852709	A	1	3	2	0	0
8864316	A	7	1	0	0	0
8868802	D	22	0	1	0	0
8869258	A	8	0	0	2	0
8869262	A	1	0	0	2	0
8872970	D	22	0	1	0	0
8875632	A	7	0	0	1	0
8881496	D	22	0	1	0	0
8891808	A	1	0	0	1	0
8894500	D	22	1	1	0	0
8895857	A	1	0	1	2	0
8895861	A	1	0	0	2	0
8897214	L	4	0	1	0	0
8897218	-		1	0	1	0
8897222	N	60	0	1	0	0
8897226	A	1	0	1	0	0
8898851	A	1	0	0	2	0
8905346	A	1	0	0	1	0
8906877	D	22	0	1	0	0
8910856	A	1	0	0	1	0
8939308	N	60	0	0	0	1
8946331	A	1	1	0	0	0
8917088	D	22	0	1	0	0
8917184	A	1	0	0	1	0
8930790	A	1	0	0	2	0
8930993	A	1	0	0	2	0
8931137	-	-	0	0	1	0
8937234	A	8	0	0	2	0
8937242	A	1	0	0	1	0

CASE_ID	COUNT_PED1	COUNT_BICY	COUNT_BI_1	COUNT_MC_K	COUNT_MC_I	PRIMARY_RA
8851980	0	0	0	0	0	-
8851988	0	0	0	0	0	-
8851992	0	0	0	0	0	-
8852697	0	0	0	0	0	-
8852705	0	0	0	0	0	-
8852709	0	0	0	0	0	-
8864316	0	0	0	0	0	-
8868802	1	0	0	0	0	-
8869258	0	0	0	0	0	-
8869262	0	0	0	0	0	-
8872970	0	0	0	0	0	-
8875632	0	0	0	0	0	-
8881496	0	0	0	0	0	-
8891808	0	0	0	0	0	-
8894500	0	0	0	0	0	-
8895857	0	0	0	0	0	-
8895861	0	0	0	0	0	-
8897214	0	0	1	0	0	-
8897218	0	0	0	0	0	-
8897222	1	0	0	0	0	-
8897226	0	0	0	0	0	-
8898851	0	0	0	0	0	-
8905346	0	0	0	0	0	-
8906877	0	0	0	0	0	-
8910856	0	0	0	0	0	-
8939308	0	0	0	0	0	-
8946331	0	0	0	0	0	-
8917088	0	0	0	0	0	-
8917184	0	0	0	0	0	-
8930790	0	0	0	0	0	-
8930993	0	0	0	0	0	-
8931137	0	0	0	0	0	-
8937234	0	0	0	0	0	-
8937242	0	0	0	0	0	-

CASE_ID	SECONDARY1	LATITUDE	LONGITUDE	COUNTY	CITY	POINT_X	POINT_Y	EPDO
8851980	-	34.00220108	-118.0781021	LOS ANGELES	PICO RIVERA	-118.0784225	34.00215912	6
8851988	-	33.96619034	-118.1073914	LOS ANGELES	PICO RIVERA	-118.1075974	33.96589661	11
8851992	-	34.00428009	-118.0780106	LOS ANGELES	PICO RIVERA	-118.0778275	34.00434875	6
8852697	-	34.00918961	-118.0767975	LOS ANGELES	PICO RIVERA	-118.0766907	34.00921631	6
8852705	-	33.98334122	-118.0973587	LOS ANGELES	PICO RIVERA	-118.0972519	33.98326874	6
8852709	-	33.95077896	-118.0942688	LOS ANGELES	PICO RIVERA	-118.0946884	33.95088577	165
8864316	-	34.0115509	-118.0860519	LOS ANGELES	PICO RIVERA	-118.085968	34.01166153	165
8868802	-	33.98443985	-118.0961075	LOS ANGELES	PICO RIVERA	-118.0961075	33.98434067	11
8869258	-	34.00600052	-118.0960007	LOS ANGELES	PICO RIVERA	-118.0961838	34.00667191	6
8869262	-	33.58399963	-118.5230026	LOS ANGELES	PICO RIVERA	-118.0900955	33.97940445	6
8872970	-	34.03900146	-118.5155029	LOS ANGELES	PICO RIVERA	-118.0840454	34.00088882	11
8875632	-	33.98529816	-118.0956116	LOS ANGELES	PICO RIVERA	-118.095192	33.98575592	6
8881496	-	33.99713898	-118.0919037	LOS ANGELES	PICO RIVERA	-118.0922394	33.99744797	11
8891808	-	33.95729828	-118.1044006	LOS ANGELES	PICO RIVERA	-118.1046677	33.95724487	6
8894500	-	33.98936081	-118.1020889	LOS ANGELES	PICO RIVERA	-118.1019592	33.98927689	165
8895857	-	33.99797058	-118.0917969	LOS ANGELES	PICO RIVERA	-118.0921097	33.99764633	11
8895861	-	33.96900177	-118.098877	LOS ANGELES	PICO RIVERA	-118.0986328	33.96896362	6
8897214	-	33.98736954	-118.1044464	LOS ANGELES	PICO RIVERA	-118.1047363	33.98728561	11
8897218	-	0	0	LOS ANGELES	PICO RIVERA	-118.1101151	33.96111679	165
8897222	-	33.97880173	-118.0999985	LOS ANGELES	PICO RIVERA	-118.1002197	33.97901917	11
8897226	-	34.0038681	-118.0899887	LOS ANGELES	PICO RIVERA	-118.0896149	34.00387573	11
8898851	-	33.99259949	-118.0886993	LOS ANGELES	PICO RIVERA	-118.0890274	33.99288177	6
8905346	-	33.96720123	-118.1155396	LOS ANGELES	PICO RIVERA	-118.1156616	33.96716309	6
8906877	-	34.01705933	-118.0789719	LOS ANGELES	PICO RIVERA	-118.0789795	34.01693344	11
8910856	-	34.01160049	-118.0838928	LOS ANGELES	PICO RIVERA	-118.085022	34.01185226	6
8939308	-	34.00040817	-118.8415298	LOS ANGELES	PICO RIVERA	-118.0840759	34.00061035	165
8946331	-	33.97785187	-118.0874481	LOS ANGELES	PICO RIVERA	-118.0874557	33.97771454	165
8917088	-	33.96989822	-118.0932999	LOS ANGELES	PICO RIVERA	-118.096489	33.96831512	11
8917184	-	33.96884155	-118.1058426	LOS ANGELES	PICO RIVERA	-118.1059875	33.96899796	6
8930790	-	33.99819183	-118.0764618	LOS ANGELES	PICO RIVERA	-118.0763397	33.99815369	6
8930993	-	33.96915817	-118.098938	LOS ANGELES	PICO RIVERA	-118.0990448	33.96908569	6
8931137	-	0	0	LOS ANGELES	PICO RIVERA	-118.1132278	33.9725647	6
8937234	-	33.97539139	-118.1120682	LOS ANGELES	PICO RIVERA	-118.11203	33.97539139	6
8937242	-	33.97945023	-118.0904312	LOS ANGELES	PICO RIVERA	-118.0901642	33.97939682	6

CASE_ID	ACCIDENT_Y	PROC_DATE	JURIS	COLLISION_	COLLISION1	Hour	OFFICER_ID
8938660	2019	2019-10-04	1900	2019-08-30	1410	14	430275
8940884	2019	2019-10-03	1900	2019-08-15	954	9	430275
8940896	2019	2019-10-02	1900	2019-08-14	1405	14	430275
8940904	2019	2019-10-01	1900	2019-07-22	1745	17	526351
8949386	2019	2019-10-11	1900	2019-09-13	1315	13	430275
8949445	2019	2019-11-05	1900	2019-10-06	1828	18	529571
8954243	2019	2019-10-10	1900	2019-08-28	1204	12	507891
9015919	2019	2020-01-10	1900	2019-11-30	2118	21	499039
8954318	2019	2019-10-09	1900	2019-08-21	1705	17	515181
9019102	2019	2020-02-04	1900	2019-12-24	1730	17	499039
8973255	2019	2019-11-14	1900	2019-10-11	1130	11	455303
8973940	2019	2019-11-19	1900	2019-10-16	750	7	455303
8978665	2019	2019-11-25	1900	2019-09-25	2310	23	499039
8978669	2019	2019-11-25	1900	2019-09-16	800	8	540705
8979510	2019	2019-12-18	1900	2019-10-20	400	4	499039
8979866	2019	2019-11-25	1900	2019-10-17	1430	14	448685
8979870	2019	2019-11-25	1900	2019-10-28	745	7	430275
9006415	2019	2020-01-09	1900	2019-10-28	1900	19	529141
9015887	2019	2020-01-09	1900	2019-11-06	1215	12	455303
9015899	2019	2020-01-10	1900	2019-11-12	1825	18	430275
9015907	2019	2020-01-10	1900	2019-11-18	2020	20	529141
9015911	2019	2020-01-10	1900	2019-11-28	1036	10	530167
9015915	2019	2020-01-10	1900	2019-11-27	2318	23	531724
8911418	2020	2020-08-12	1900	2020-06-14	2142	21	542530
9018799	2020	2020-03-12	1900	2020-01-04	255	2	531724
9018909	2019	2020-02-05	1900	2019-12-28	1310	13	525145
9019044	2019	2020-01-24	1900	2019-10-04	1750	17	509018
9019086	2019	2020-02-04	1900	2019-12-31	1745	17	499039
8911945	2020	2021-01-21	1900	2020-10-27	2105	21	499039
9022368	2019	2020-02-27	1900	2019-12-03	1840	18	602946
9024088	2019	2020-02-14	1900	2019-12-03	745	7	430275
9040610	2020	2020-02-26	1900	2020-01-24	1840	18	499039
9040614	2020	2020-02-26	1900	2020-01-25	1810	18	499039
9040622	2020	2020-02-26	1900	2020-01-24	1511	15	430275

CASE_ID	REPORTING_	DAY_OF_WEEK	CHP_SHIFT	POPULATION	CNTY_CITY_	SPECIAL_CO
8938660	1511	5	5	5	1954	0
8940884	1516	4	5	5	1954	0
8940896	15116	3	5	5	1954	0
8940904	1517	1	5	5	1954	0
8949386	1513	5	5	5	1954	0
8949445	1516	7	5	5	1954	0
8954243	1513	3	5	5	1954	0
9015919	1512	6	5	5	1954	0
8954318	1518	3	5	5	1954	0
9019102	1517	2	5	5	1954	0
8973255	1510	5	5	5	1954	0
8973940	1511	3	5	5	1954	0
8978665	1512	3	5	5	1954	0
8978669	1512	1	5	5	1954	0
8979510	1512	7	5	5	1954	0
8979866	1519	4	5	5	1954	0
8979870	1516	1	5	5	1954	0
9006415	1513	1	5	5	1954	0
9015887	1511	3	5	5	1954	0
9015899	1516	2	5	5	1954	0
9015907	1514	1	5	5	1954	0
9015911	1513	4	5	5	1954	0
9015915	1512	3	5	5	1954	0
8911418	1513	7	5	5	1954	0
9018799	1511	6	5	5	1954	0
9018909	1515	6	5	5	1954	0
9019044	1513	5	5	5	1954	0
9019086	1514	2	5	5	1954	0
8911945	1513	2	5	5	1954	0
9022368	1514	2	5	5	1954	0
9024088	1512	2	5	5	1954	0
9040610	1516	5	5	5	1954	0
9040614	1512	6	5	5	1954	0
9040622	1513	5	5	5	1954	0

CASE_ID	BEAT_TYPE	CHP_BEAT_T	CITY_DIVIS	CHP_BEAT_C	BEAT_NUMBE	PRIMARY_RD
8938660	0	0		0	151T1	BEVERLY BL
8940884	0	0		0	151T1	SLAUSON AV
8940896	0	0		0	151T1	ROSEMEAD BL
8940904	0	0		0	151T2	SLAUSON AV
8949386	0	0		0	151T1	PARAMOUNT BL
8949445	0	0		0	151T2	SLAUSON AV
8954243	0	0		0	151K1	PARAMOUNT BL
9015919	0	0		0	151T3	WHITTIER BL
8954318	0	0		0	151T2	TELEGRAPH RD
9019102	0	0		0	151T2	WASHINGTON BL
8973255	0	0		0	151T1	WHITTIER BL
8973940	0	0		0	151T1	BEVERLY BL
8978665	0	0		0	151T3	BEVERLY RD
8978669	0	0		0	151T1	WASHINGTON BL
8979510	0	0		0	151T3	WHITTIER BL
8979866	0	0		0	151T1	TELEGRAPH RD
8979870	0	0		0	151T1	SLAUSON AV
9006415	0	0		0	151T3	WHITTIER BL
9015887	0	0		0	151T4	BEVERLY BL
9015899	0	0		0	151T2	PARAMOUNT BL
9015907	0	0		0	151T2	WHITTIER BL
9015911	0	0		0	151T1	WASHINGTON BL
9015915	0	0		0	151T3	WHITTIER BL
8911418	0	0		0	151T2	WASHINGTON BL
9018799	0	0		0	151T3	BEVERLY BL
9018909	0	0		0	151T1	WASHINGTON BL
9019044	0	0		0	151T2	PARAMOUNT BL
9019086	0	0		0	151T2	WHITTIER BL
8911945	0	0		0	151T3	PARAMOUNT BL
9022368	0	0		0	151T2	WHITTIER BL
9024088	0	0		0	151T1	ROSEMEAD BL
9040610	0	0		0	151T2	WASHINGTON BL
9040614	0	0		0	151T2	WHITTIER BL
9040622	0	0		0	151T1	ROSEMEAD BL

CASE_ID	SECONDARY_	DISTANCE	DIRECTION	INTERSECTI	TJKM_Inter	WEATHER_1
8938660	DELAND AV	35	W	N	Y	A
8940884	CROSSWAY DR	378	E	N	N	A
8940896	REX RD	75	S	N	Y	A
8940904	PASSONS BL	250	E	N	Y	A
8949386	WASHINGTON BL	90	N	N	Y	A
8949445	PARAMOUNT BL	48	E	N	Y	A
8954243	MARIS AV	3	S	N	Y	A
9015919	GREGG RD	436	W	N	N	A
8954318	ARRINGTON AV	285	E	N	N	A
9019102	PASSONS BL	304	W	N	N	A
8973255	PARAMOUNT BL	152	W	N	Y	A
8973940	MANNING RD	155	E	N	Y	A
8978665	CANAL WY	300	W	N	N	A
8978669	PASSONS BL	36	W	N	Y	B
8979510	TOBIAS AV	523	E	N	N	A
8979866	TRUE AV	5	E	N	Y	A
8979870	PARAMOUNT BL	120	W	N	Y	A
9006415	PARAMOUNT BL	395	W	N	N	A
9015887	DURFEE AV	527	E	N	N	A
9015899	MERCURY LN	240	S	N	Y	A
9015907	ROSEMEAD BL	60	E	N	Y	A
9015911	PARAMOUNT BL	30	W	N	Y	C
9015915	GREGG RD	128	W	N	Y	C
8911418	CANDACE AV	125	W	N	Y	A
9018799	LAYMAN AV	1	W	N	Y	A
9018909	ROSEMEAD BL	40	E	N	Y	A
9019044	MINES AV	62	S	N	Y	A
9019086	LINDSEY AV	45	W	N	Y	A
8911945	SILVERETTE DR	157	S	N	Y	A
9022368	LINDSEY AV	335	W	N	N	C
9024088	OLYMPIC BL	85	S	N	Y	B
9040610	PARAMOUNT BL	45	W	N	Y	A
9040614	GREGG RD	522	E	N	N	A
9040622	BEXLEY DR	61	N	N	Y	B

CASE_ID	WEATHER_2	STATE_HWY_	CALTRANS_C	CALTRANS_D	STATE_ROUT	ROUTE_SUFF
8938660	-	N				
8940884	-	N				
8940896	-	N				
8940904	-	N				
8949386	-	N				
8949445	-	N				
8954243	-	N				
9015919	-	N				
8954318	-	N				
9019102	-	N				
8973255	-	N				
8973940	-	N				
8978665	-	N				
8978669	-	N				
8979510	-	N				
8979866	-	N				
8979870	-	N				
9006415	-	N				
9015887	-	N				
9015899	-	N				
9015907	-	N				
9015911	-	N				
9015915	-	N				
8911418	-	N				
9018799	-	N				
9018909	-	N				
9019044	-	N				
9019086	-	N				
8911945	-	N				
9022368	-	N				
9024088	-	N				
9040610	-	N				
9040614	-	N				
9040622	-	N				

CASE_ID	POSTMILE_P	POSTMILE	LOCATION_T	RAMP_INTER	SIDE_OF_HW	TOW_AWAY
8938660						N
8940884						Y
8940896						Y
8940904						Y
8949386						Y
8949445						N
8954243						Y
9015919						N
8954318						N
9019102						N
8973255						Y
8973940						Y
8978665						N
8978669						N
8979510						N
8979866						N
8979870						Y
9006415						N
9015887						Y
9015899						Y
9015907						N
9015911						N
9015915						Y
8911418						N
9018799						Y
9018909						N
9019044						N
9019086						N
8911945						Y
9022368						N
9024088						Y
9040610						N
9040614						N
9040622						Y

CASE_ID	COLLISIO_1	NUMBER_KIL	NUMBER_INJ	PARTY_COUN	PRIMARY_CO	PCF_CODE_O
8938660	4	0	1	3	A	-
8940884	3	0	1	2	A	-
8940896	3	0	1	1	C	-
8940904	4	0	1	3	A	-
8949386	4	0	1	2	A	-
8949445	3	0	1	2	A	-
8954243	4	0	1	2	A	-
9015919	2	0	1	1	A	-
8954318	4	0	1	2	A	-
9019102	2	0	1	2	A	-
8973255	3	0	1	1	A	-
8973940	3	0	1	3	A	-
8978665	3	0	2	2	A	-
8978669	3	0	1	2	A	-
8979510	3	0	1	2	A	-
8979866	4	0	1	2	A	-
8979870	3	0	1	2	A	-
9006415	3	0	1	2	A	-
9015887	3	0	1	1	A	-
9015899	4	0	2	4	A	-
9015907	3	0	1	2	A	-
9015911	3	0	1	2	A	-
9015915	3	0	1	1	A	-
8911418	1	1	0	2	A	-
9018799	3	0	2	4	A	-
9018909	4	0	1	3	A	-
9019044	4	0	1	2	A	-
9019086	3	0	1	2	A	-
8911945	1	2	1	2	A	-
9022368	4	0	1	2	A	-
9024088	4	0	1	2	A	-
9040610	4	0	1	2	A	-
9040614	2	0	1	4	D	-
9040622	3	0	1	3	A	-

CASE_ID	PCF_VIOL_C	PCF_VIOLAT	PCF_VIOL_S	HIT_AND_RU	TYPE_OF_CO	MVIW	PED_ACTION
8938660	3	22350		N	C	C	A
8940884	8	22107		N	E	C	A
8940896	18	0		N	E	I	A
8940904	8	22107		N	B	C	A
8949386	9	21804	A	N	D	C	A
8949445	1	23152	A	N	A	C	A
8954243	3	22350	A	N	C	C	A
9015919	3	22350		N	E	I	A
8954318	9	21804	A	N	D	C	A
9019102	4	21703		N	C	C	A
8973255	9	21801	A	N	D	I	A
8973940	3	22350		N	C	C	A
8978665	21	22106		N	B	C	A
8978669	3	22350		N	C	C	A
8979510	8	22107		M	E	I	A
8979866	9	21800	A	N	D	G	A
8979870	3	22350		N	C	C	A
9006415	5	21650		N	D	G	A
9015887	8	22107		N	A	I	A
9015899	3	22350		N	C	C	A
9015907	8	22107		N	C	G	A
9015911	11	21956	A	N	G	B	E
9015915	3	22350	A	N	E	I	A
8911418	11	21950	B	F	G	B	D
9018799	3	22350		N	C	C	A
9018909	3	22350		N	C	C	A
9019044	0	21703	A	N	C	C	A
9019086	4	21703		N	C	C	A
8911945	3	22350		N	D	C	A
9022368	10	21950		N	G	B	D
9024088	7	21658	A	N	B	C	A
9040610	0	0		N	B	C	A
9040614	3	22350		N	C	C	A
9040622	21	22106		N	B	C	A

CASE_ID	ROAD_SURFA	ROAD_COND_	ROAD_COND1	LIGHTING	CONTROL_DE	CHP_ROAD_T
8938660	A	H	-	A	A	0
8940884	A	H	-	A	D	0
8940896	A	H	-	A	D	0
8940904	A	D	-	A	A	0
8949386	A	H	-	A	D	0
8949445	A	H	-	C	A	0
8954243	A	H	-	A	D	0
9015919	A	-	-	C	D	0
8954318	A	H	-	A	D	0
9019102	A	H	-	C	D	0
8973255	A	H	-	A	A	0
8973940	A	H	-	A	D	0
8978665	A	H	-	C	D	0
8978669	A	H	-	A	A	0
8979510	A	H	-	A	D	0
8979866	A	H	-	A	A	0
8979870	A	H	-	A	A	0
9006415	A	H	-	C	D	0
9015887	A	H	-	A	D	0
9015899	A	H	-	C	D	0
9015907	A	H	-	C	D	0
9015911	B	H	-	A	D	0
9015915	B	G	-	C	D	0
8911418	A	H	-	C	D	0
9018799	A	H	-	C	D	0
9018909	A	H	-	A	A	0
9019044	A	H	-	B	A	0
9019086	A	H	-	C	D	0
8911945	A	H	-	C	D	0
9022368	B	H	-	C	D	0
9024088	A	H	-	A	A	0
9040610	A	H	-	C	D	0
9040614	A	H	-	C	D	0
9040622	A	H	-	A	D	0

CASE_ID	PEDESTRIAN	BICYCLE_AC	MOTORCYCLE	TRUCK_ACCI	NOT_PRIVAT	ALCOHOL_IN
8938660					Y	
8940884				Y	Y	
8940896					Y	
8940904			Y		Y	
8949386					Y	
8949445			Y		Y	Y
8954243					Y	
9015919					Y	
8954318					Y	
9019102					Y	
8973255					Y	
8973940					Y	
8978665					Y	
8978669					Y	
8979510				Y	Y	
8979866		Y			Y	
8979870					Y	
9006415		Y			Y	
9015887					Y	
9015899					Y	
9015907					Y	
9015911	Y				Y	
9015915					Y	
8911418	Y				Y	
9018799					Y	
9018909					Y	
9019044					Y	
9019086					Y	
8911945					Y	
9022368	Y				Y	
9024088					Y	
9040610			Y		Y	
9040614					Y	
9040622					Y	

CASE_ID	STWD_VEHTY	CHP_VEHTYP	COUNT_SEVE	COUNT_VISI	COUNT_COMP	COUNT_PED_
8938660	A	1	0	0	1	0
8940884	D	22	0	1	0	0
8940896	-	-	0	1	0	0
8940904	C	2	0	0	1	0
8949386	D	22	0	0	1	0
8949445	C	2	0	1	0	0
8954243	A	1	0	0	1	0
9015919	A	1	1	0	0	0
8954318	A	1	0	0	1	0
9019102	A	1	1	0	0	0
8973255	D	22	0	1	0	0
8973940	A	7	0	1	0	0
8978665	A	1	0	1	1	0
8978669	A	1	0	1	0	0
8979510	G	26	0	1	0	0
8979866	-	-	0	0	1	0
8979870	A	1	0	1	0	0
9006415	L	4	0	1	0	0
9015887	A	1	0	1	0	0
9015899	-	99	0	0	2	0
9015907	A	1	0	1	0	0
9015911	N	60	0	1	0	0
9015915	A	1	0	1	0	0
8911418	N	60	0	0	0	1
9018799	D	22	0	2	0	0
9018909	A	1	0	0	1	0
9019044	C	2	0	0	1	0
9019086	A	8	0	1	0	0
8911945	A	1	1	0	0	0
9022368	A	1	0	0	1	0
9024088	A	1	0	0	1	0
9040610	-	-	0	0	1	0
9040614	A	1	1	0	0	0
9040622	A	8	0	1	0	0

CASE_ID	COUNT_PED1	COUNT_BICY	COUNT_BI_1	COUNT_MC_K	COUNT_MC_I	PRIMARY_RA
8938660	0	0	0	0	0	-
8940884	0	0	0	0	0	-
8940896	0	0	0	0	0	-
8940904	0	0	0	0	1	-
8949386	0	0	0	0	0	-
8949445	0	0	0	0	0	-
8954243	0	0	0	0	0	-
9015919	0	0	0	0	0	-
8954318	0	0	0	0	0	-
9019102	0	0	0	0	0	-
8973255	0	0	0	0	0	-
8973940	0	0	0	0	0	-
8978665	0	0	0	0	0	-
8978669	0	0	0	0	0	-
8979510	0	0	0	0	0	-
8979866	0	0	1	0	0	-
8979870	0	0	0	0	0	-
9006415	0	0	1	0	0	-
9015887	0	0	0	0	0	-
9015899	0	0	0	0	0	-
9015907	0	0	1	0	0	-
9015911	1	0	0	0	0	-
9015915	0	0	0	0	0	-
8911418	0	0	0	0	0	-
9018799	0	0	0	0	0	-
9018909	0	0	0	0	0	-
9019044	0	0	0	0	1	-
9019086	0	0	0	0	0	-
8911945	0	0	0	0	0	-
9022368	1	0	0	0	0	-
9024088	0	0	0	0	1	-
9040610	0	0	0	0	0	-
9040614	0	0	0	0	0	-
9040622	0	0	0	0	0	-

CASE_ID	SECONDARY1	LATITUDE	LONGITUDE	COUNTY	CITY	POINT_X	POINT_Y	EPDO
8938660	-	34.00960159	-118.0779037	LOS ANGELES	PICO RIVERA	-118.0774307	34.0092659	6
8940884	-	33.97309875	-118.108902	LOS ANGELES	PICO RIVERA	-118.1076965	33.97182465	11
8940896	-	33.97740173	-118.1010971	LOS ANGELES	PICO RIVERA	-118.1015854	33.97722626	11
8940904	-	33.96842957	-118.0958862	LOS ANGELES	PICO RIVERA	-118.0964584	33.9683075	6
8949386	-	33.97930145	-118.1051025	LOS ANGELES	PICO RIVERA	-118.1050949	33.98756409	6
8949445	-	33.97354126	-118.1129303	LOS ANGELES	PICO RIVERA	-118.112854	33.97336578	11
8954243	-	33.59334946	-118.0550919	LOS ANGELES	PICO RIVERA	-118.0974045	33.99270248	6
9015919	-	33.99694061	-118.0742264	LOS ANGELES	PICO RIVERA	-118.0751801	33.99751282	165
8954318	-	33.95943832	-118.1076813	LOS ANGELES	PICO RIVERA	-118.1077423	33.95936584	6
9019102	-	33.97990036	-118.0911636	LOS ANGELES	PICO RIVERA	-118.0909576	33.97984695	165
8973255	-	34.00374985	-118.0891495	LOS ANGELES	PICO RIVERA	-118.0891342	34.00356293	11
8973940	-	34.00714874	-118.0763321	LOS ANGELES	PICO RIVERA	-118.0704346	34.0072403	11
8978665	-	34.00548172	-118.0756836	LOS ANGELES	PICO RIVERA	-118.0756836	34.00548172	11
8978669	-	0	0	LOS ANGELES	PICO RIVERA	-118.0902252	33.97943497	11
8979510	-	0	0	LOS ANGELES	PICO RIVERA	-118.0747528	33.99747086	11
8979866	-	33.5705986	-118.054718	LOS ANGELES	PICO RIVERA	-118.0966339	33.95173264	6
8979870	-	33.97269821	-118.1143036	LOS ANGELES	PICO RIVERA	-118.1133652	33.97352982	11
9006415	-	0	0	LOS ANGELES	PICO RIVERA	-118.0895996	34.00387955	11
9015887	-	34.00516129	-118.0448303	LOS ANGELES	PICO RIVERA	-118.0747528	34.008564	11
9015899	-	33.98519897	-118.1067963	LOS ANGELES	PICO RIVERA	-118.1073608	33.98465729	6
9015907	-	34.00109863	-118.0836029	LOS ANGELES	PICO RIVERA	-118.0838089	34.00123596	11
9015911	-	0	0	LOS ANGELES	PICO RIVERA	-118.1053085	33.98759842	11
9015915	-	33.99729919	-118.0743179	LOS ANGELES	PICO RIVERA	-118.0743179	33.99707413	11
8911418	-	33.98672867	-118.1036377	LOS ANGELES	PICO RIVERA	-118.1038361	33.98679733	165
9018799	-	34.00997162	-118.078949	LOS ANGELES	PICO RIVERA	-118.0789566	34.00971985	11
9018909	-	0	0	LOS ANGELES	PICO RIVERA	-118.0970459	33.98316193	6
9019044	-	33.99493027	-118.0950165	LOS ANGELES	PICO RIVERA	-118.0949707	33.99504089	6
9019086	-	34.00020981	-118.0814819	LOS ANGELES	PICO RIVERA	-118.0813828	34.00014877	11
8911945	-	33.99021149	-118.0996323	LOS ANGELES	PICO RIVERA	-118.0995102	33.99019623	165
9022368	-	33.99980164	-118.0826035	LOS ANGELES	PICO RIVERA	-118.082222	34.00053024	6
9024088	-	34.00569916	-118.0821991	LOS ANGELES	PICO RIVERA	-118.0826111	34.0055809	6
9040610	-	33.99591064	-118.0726395	LOS ANGELES	PICO RIVERA	-118.1053467	33.98762512	6
9040614	-	33.99591064	-118.0726395	LOS ANGELES	PICO RIVERA	-118.0727005	33.9959259	165
9040622	-	33.99509811	-118.0852966	LOS ANGELES	PICO RIVERA	-118.0862656	33.99536896	11

CASE_ID	ACCIDENT_Y	PROC_DATE	JURIS	COLLISION_	COLLISION1	Hour	OFFICER_ID
9040626	2020	2020-02-26	1900	2020-01-21	1450	14	455303
9042552	2020	2020-02-19	1900	2020-01-21	1707	17	499039
9054886	2020	2020-02-28	1900	2020-01-18	1930	19	1518928
9055617	2020	2020-06-05	1900	2020-02-11	945	9	455303
9061679	2020	2020-05-20	1900	2020-02-20	1250	12	430275
9062989	2020	2020-07-07	1900	2020-03-09	1025	10	525145
9063093	2020	2020-06-30	1900	2020-03-17	2200	22	499039
9067324	2020	2020-07-31	1900	2020-02-25	806	8	455303
9067328	2020	2020-03-19	1900	2020-02-24	1105	11	455303
9067823	2020	2020-05-19	1900	2020-02-25	805	8	455303
9067827	2020	2020-05-19	1900	2020-02-17	753	7	525145
9074591	2020	2020-07-20	1900	2020-04-20	2110	21	651288
9078898	2020	2020-10-13	1900	2020-03-07	1945	19	530376
9086564	2020	2020-06-24	1900	2020-03-06	335	3	499039
9099101	2020	2020-08-05	1900	2020-04-18	1010	10	455303
9100682	2020	2020-10-30	1900	2020-05-01	1410	14	455303
9104603	2020	2020-11-10	1900	2020-05-18	1550	15	609650
9104604	2020	2020-11-10	1900	2020-05-04	2250	22	499039
9126361	2020	2020-09-14	1900	2020-06-23	1755	17	448685
9126488	2020	2020-09-12	1900	2020-06-01	1310	13	430275
9126496	2020	2020-09-15	1900	2020-06-15	2349	23	499039
9126500	2020	2020-09-15	1900	2020-06-11	1250	12	455303
9134299	2020	2020-10-05	1900	2020-07-22	155	1	499039
9140450	2020	2020-10-15	1900	2020-08-01	203	2	499039
9140532	2020	2020-09-29	1900	2020-07-19	1600	16	430275
9142932	2020	2020-09-03	1900	2020-06-19	1952	19	627713
9147066	2020	2020-10-15	1900	2020-08-08	2000	20	656739
9147078	2020	2020-10-19	1900	2020-08-07	2109	21	499039
9152700	2020	2020-10-21	1900	2020-08-31	1135	11	455303
9152721	2020	2020-10-21	1900	2020-08-17	1240	12	455303
9152861	2020	2020-10-24	1900	2020-08-20	1912	19	499039
9152865	2020	2020-10-23	1900	2020-08-20	2110	21	499039
9153568	2020	2020-10-14	1900	2020-08-19	1330	13	430275
9153569	2020	2020-10-14	1900	2020-08-08	154	1	499039

CASE_ID	REPORTING_	DAY_OF_WEEK	CHP_SHIFT	POPULATION	CNTY_CITY_	SPECIAL_CO
9040626	1516	2	5	5	1954	0
9042552	1514	2	5	5	1954	0
9054886	2	6	5	5	1954	0
9055617	1518	2	5	5	1954	0
9061679	1512	4	5	5	1954	0
9062989	1517	1	5	5	1954	0
9063093	1514	2	5	5	1954	0
9067324	1516	2	5	5	1954	0
9067328	1516	1	5	5	1954	0
9067823	1515	2	5	5	1954	0
9067827	1510	1	5	5	1954	0
9074591	1517	1	5	5	1954	0
9078898	1520	6	5	5	1954	0
9086564	1516	5	5	5	1954	0
9099101	1518	6	5	5	1954	0
9100682	1514	5	5	5	1954	0
9104603	1518	1	5	5	1954	0
9104604	1518	1	5	5	1954	0
9126361	1515	2	5	5	1954	0
9126488	1512	1	5	5	1954	0
9126496	1510	1	5	5	1954	0
9126500	1517	4	5	5	1954	0
9134299	1513	3	5	5	1954	0
9140450	1515	6	5	5	1954	0
9140532	1516	7	5	5	1954	0
9142932	1517	5	5	5	1954	0
9147066	151F	6	5	5	1954	0
9147078	1518	5	5	5	1954	0
9152700	1516	1	5	5	1954	0
9152721	1520	1	5	5	1954	0
9152861	1512	4	5	5	1954	0
9152865	1516	4	5	5	1954	0
9153568	1516	3	5	5	1954	0
9153569	1518	6	5	5	1954	0

CASE_ID	BEAT_TYPE	CHP_BEAT_T	CITY_DIVIS	CHP_BEAT_C	BEAT_NUMBE	PRIMARY_RD
9040626	0	0		0	151T1	PARAMOUNT BL
9042552	0	0		0	151T2	WHITTIER BL
9054886	0	0		0	1	BEVERLY RD
9055617	0	0		0	151T1	TELEGRAPH RD
9061679	0	0		0	151T1	MANNING RD
9062989	0	0		0	151T1	SLAUSON AV
9063093	0	0		0	151T3	WHITTIER BL
9067324	0	0		0	151T1	SLAUSON AV
9067328	0	0		0	151T1	PARAMOUNT BL
9067823	0	0		0	151T1	WASHINGTON BL
9067827	0	0		0	151T1	BEVERLY BL
9074591	0	0		0	151K2	WASHINGTON BL
9078898	0	0		0	151T2	WASHINGTON BL
9086564	0	0		0	151T3	PARAMOUNT BL
9099101	0	0		0	151T1	ROSEMEAD BL
9100682	0	0		0	151T1	ROSEMEAD BL
9104603	0	0		0	151T2	SERAPIS AV
9104604	0	0		0	151T3	PASSONS BL
9126361	0	0		0	151T2	ROSEMEAD BL
9126488	0	0		0	151T1	WHITTIER BL
9126496	0	0		0	151T3	WHITTIER BL
9126500	0	0		0	151T1	ROSEMEAD BL
9134299	0	0		0	151T3	ROSEMEAD BL
9140450	0	0		0	151T3	ROSEMEAD BL
9140532	0	0		0	151T1	WASHINGTON BL
9142932	0	0		0	151T2	WASHINGTON BL
9147066	0	0		0		SLAUSON AV
9147078	0	0		0	151T3	TELEGRAPH RD
9152700	0	0		0	N151T1	PARAMOUNT BL
9152721	0	0		0	151T1	WASHINGTON BL
9152861	0	0		0	151T2	BEVERLY BL
9152865	0	0		0	151T3	SLAUSON AV
9153568	0	0		0	151T1	ROSEMEAD BL
9153569	0	0		0	151T3	ROSEMEAD BL

CASE_ID	SECONDARY_	DISTANCE	DIRECTION	INTERSECTI	TJKM_Inter	WEATHER_1
9040626	REX RD	3	N	N	Y	A
9042552	LINDSEY AV	54	W	N	Y	A
9054886	PARAMOUNT BL	10	E	N	Y	A
9055617	SERAPIS AV	276	E	N	N	A
9061679	BEVERLY BL	5	S	N	Y	A
9062989	ROSEMEAD BL	130	E	N	Y	A
9063093	GREGG RD	226	E	N	Y	A
9067324	INDUSTRY AV	27	E	N	Y	A
9067328	MERCURY LN	28	S	N	Y	A
9067823	ROSEMEAD BL	166	E	N	Y	A
9067827	ROSEMEAD BL	315	W	N	N	A
9074591	ROSEMEAD BL	29	W	N	Y	A
9078898	ROSEMEAD BL	320	W	N	N	A
9086564	REX RD	453	N	N	N	A
9099101	SHADE LN	174	S	N	Y	B
9100682	HAVENWOOD DR	44	S	N	Y	A
9104603	CLAYMORE ST	308	S	N	N	A
9104604	MYRON ST	173	N	N	Y	A
9126361	MINES AV	95		N	Y	A
9126488	ESPERANZA AV	214	W	N	Y	A
9126496	PARAMOUNT BL	399	W	N	N	A
9126500	TERRAZAS WY	47	N	N	Y	A
9134299	BRADHURST ST	65	S	N	Y	A
9140450	CARRON DR	74	S	N	Y	A
9140532	ROSEMEAD BL	955	W	N	N	A
9142932	CORD AV	80	N	N	Y	A
9147066	SERAPIS AV	30	E	N	Y	A
9147078	KLINDALE AV	192	W	N	Y	A
9152700	TROJAN	193	N	N	Y	A
9152721	TOWN CENTER DR	316	W	N	N	A
9152861	SANDOVAL AV	240	E	N	Y	A
9152865	CROSSWAY DR	170	E	N	Y	A
9153568	REX RD	60	S	N	Y	A
9153569	TELEGRAPH RD	182	N	N	Y	A

CASE_ID	WEATHER_2	STATE_HWY_	CALTRANS_C	CALTRANS_D	STATE_ROUT	ROUTE_SUFF
9040626	-	N				
9042552	-	N				
9054886	-	N				
9055617	-	N				
9061679	-	N				
9062989	-	N				
9063093	-	N				
9067324	-	N				
9067328	-	N				
9067823	-	N				
9067827	-	N				
9074591	-	N				
9078898	-	N				
9086564	-	N				
9099101	-	N				
9100682	-	N				
9104603	-	N				
9104604	-	N				
9126361	-	N				
9126488	-	N				
9126496	-	N				
9126500	-	N				
9134299	-	N				
9140450	-	N				
9140532	-	N				
9142932	-	N				
9147066	-	N				
9147078	-	N				
9152700	-	N				
9152721	-	N				
9152861	-	N				
9152865	-	N				
9153568	-	N				
9153569	-	N				

CASE_ID	POSTMILE_P	POSTMILE	LOCATION_T	RAMP_INTER	SIDE_OF_HW	TOW_AWAY
9040626						N
9042552						N
9054886						N
9055617						N
9061679						Y
9062989						Y
9063093						N
9067324						Y
9067328						Y
9067823						N
9067827						N
9074591						N
9078898						N
9086564						N
9099101						Y
9100682						Y
9104603						N
9104604						N
9126361						Y
9126488						N
9126496						N
9126500						Y
9134299						N
9140450						N
9140532						N
9142932						Y
9147066						N
9147078						N
9152700						Y
9152721						N
9152861						N
9152865						N
9153568						Y
9153569						N

CASE_ID	COLLISIO_1	NUMBER_KIL	NUMBER_INJ	PARTY_COUN	PRIMARY_CO	PCF_CODE_O
9040626	3	0	1	2	A	-
9042552	4	0	1	2	A	-
9054886	4	0	1	2	A	-
9055617	3	0	1	2	A	-
9061679	3	0	1	1	A	-
9062989	4	0	2	2	A	-
9063093	4	0	2	2	A	-
9067324	3	0	1	2	A	-
9067328	4	0	1	2	A	-
9067823	3	0	1	2	A	-
9067827	4	0	1	2	A	-
9074591	4	0	1	2	A	-
9078898	3	0	1	2	A	-
9086564	4	0	1	2	A	-
9099101	3	0	1	4	A	-
9100682	3	0	1	3	A	-
9104603	3	0	1	2	A	-
9104604	2	0	1	2	A	-
9126361	3	0	1	1	A	-
9126488	4	0	2	2	A	-
9126496	3	0	1	3	A	-
9126500	3	0	1	1	A	-
9134299	4	0	1	3	A	-
9140450	3	0	2	2	A	-
9140532	3	0	1	2	A	-
9142932	3	0	1	2	A	-
9147066	4	0	1	2	A	-
9147078	2	0	1	2	A	-
9152700	3	0	1	2	A	-
9152721	4	0	1	3	A	-
9152861	3	0	1	2	A	-
9152865	3	0	1	2	A	-
9153568	3	0	2	2	A	-
9153569	3	0	2	2	A	-

CASE_ID	PCF_VIOL_C	PCF_VIOLAT	PCF_VIOL_S	HIT_AND_RU	TYPE_OF_CO	MVIW	PED_ACTION
9040626	3	22350		N	C	C	A
9042552	4	21703		N	C	C	A
9054886	8	22107		F	H	G	A
9055617	3	22350		N	C	C	A
9061679	3	22350		N	E	I	A
9062989	3	22350	A	N	C	C	A
9063093	8	22107		N	B	C	A
9067324	9	21801	A	N	D	C	A
9067328	3	22350		N	C	C	A
9067823	8	22107		N	D	G	A
9067827	9	21801		N	D	C	A
9074591	3	22350		N	C	C	A
9078898	11	21950	B	N	D	B	D
9086564	3	22350		M	B	C	A
9099101	21	22106		N	D	C	A
9100682	3	22350		N	C	C	A
9104603	11	21954	A	N	A	B	D
9104604	8	22107		F	C	G	A
9126361	8	22107		N	E	I	A
9126488	3	22350		N	C	C	A
9126496	3	22350		N	C	A	A
9126500	8	22107		N	A	I	A
9134299	1	23152	A	N	C	E	A
9140450	1	23152	A	N	A	C	A
9140532	3	22350		M	C	C	A
9142932	4	21703		N	C	-	A
9147066	3	22350	A	N	C	C	A
9147078	3	22350		N	C	E	A
9152700	3	22350		N	B	C	A
9152721	3	22350		N	C	C	A
9152861	4	21703		N	C	-	A
9152865	0	23109		F	B	C	A
9153568	7	21658	A	N	B	C	A
9153569	3	22350		N	C	E	A

CASE_ID	ROAD_SURFA	ROAD_COND_	ROAD_COND1	LIGHTING	CONTROL_DE	CHP_ROAD_T
9040626	A	H	-	A	A	0
9042552	A	H	-	B	D	0
9054886	A	H	-	A	A	0
9055617	A	H	-	A	A	0
9061679	A	H	-	A	A	0
9062989	A	H	-	A	A	0
9063093	A	H	-	C	D	0
9067324	A	H	-	A	D	0
9067328	A	H	-	A	A	0
9067823	A	H	-	A	D	0
9067827	A	H	-	A	D	0
9074591	A	H	-	C	A	0
9078898	A	-	-	B	D	0
9086564	A	H	-	C	D	0
9099101	A	C	-	A	D	0
9100682	A	H	-	A	A	0
9104603	A	H	-	A	D	0
9104604	A	H	-	C	D	0
9126361	A	H	-	A	D	0
9126488	A	H	-	A	D	0
9126496	-	H	-	C	D	0
9126500	A	H	-	A	A	0
9134299	A	-	-	C	D	0
9140450	A	H	-	C	D	0
9140532	A	H	-	A	D	0
9142932	-	H	-	A	D	0
9147066	A	H	-	B	A	0
9147078	A	H	-	C	D	0
9152700	A	H	-	A	D	0
9152721	A	H	-	A	A	0
9152861	A	H	-	A	D	0
9152865	A	H	-	C	D	0
9153568	A	H	-	A	A	0
9153569	A	H	-	C	D	0

CASE_ID	PEDESTRIAN	BICYCLE_AC	MOTORCYCLE	TRUCK_ACCI	NOT_PRIVAT	ALCOHOL_IN
9040626					Y	
9042552					Y	
9054886		Y			Y	
9055617					Y	
9061679					Y	
9062989					Y	
9063093					Y	
9067324					Y	
9067328					Y	
9067823		Y			Y	
9067827					Y	
9074591					Y	
9078898	Y				Y	
9086564					Y	
9099101					Y	
9100682					Y	
9104603	Y				Y	
9104604		Y			Y	
9126361					Y	
9126488					Y	
9126496					Y	
9126500				Y	Y	
9134299					Y	
9140450					Y	Y
9140532			Y		Y	
9142932					Y	
9147066					Y	
9147078					Y	Y
9152700					Y	
9152721					Y	
9152861				Y	Y	
9152865					Y	
9153568					Y	
9153569					Y	

CASE_ID	STWD_VEHTY	CHP_VEHTYP	COUNT_SEVE	COUNT_VISI	COUNT_COMP	COUNT_PED_
9040626	A	8	0	1	0	0
9042552	D	22	0	0	1	0
9054886	A	1	0	0	1	0
9055617	A	1	0	1	0	0
9061679	A	1	0	1	0	0
9062989	-		0	0	2	0
9063093	D	22	0	0	2	0
9067324	-		0	1	0	0
9067328	D	22	0	0	1	0
9067823	L	4	0	1	0	0
9067827	-		0	0	1	0
9074591	A	1	0	0	1	0
9078898	N	60	0	1	0	0
9086564	A	1	0	0	1	0
9099101	A	1	0	1	0	0
9100682	D	22	0	1	0	0
9104603	N	60	0	1	0	0
9104604	A	7	1	0	0	0
9126361	A	1	0	1	0	0
9126488	D	22	0	0	2	0
9126496	A	1	0	1	0	0
9126500	F	27	0	1	0	0
9134299	A	1	0	0	1	0
9140450	A	1	0	2	0	0
9140532	-	99	0	1	0	0
9142932	A	1	0	1	0	0
9147066	A	1	0	0	1	0
9147078	A	1	1	0	0	0
9152700	A	1	0	1	0	0
9152721	-		0	0	1	0
9152861	F	21	0	1	0	0
9152865	D	22	0	1	0	0
9153568	A	1	0	1	1	0
9153569	A	1	0	2	0	0

CASE_ID	COUNT_PED1	COUNT_BICY	COUNT_BI_1	COUNT_MC_K	COUNT_MC_I	PRIMARY_RA
9040626	0	0	0	0	0	-
9042552	0	0	0	0	0	-
9054886	0	0	1	0	0	-
9055617	0	0	0	0	0	-
9061679	0	0	0	0	0	-
9062989	0	0	0	0	0	-
9063093	0	0	0	0	0	-
9067324	0	0	0	0	0	-
9067328	0	0	0	0	0	-
9067823	0	0	1	0	0	-
9067827	0	0	0	0	0	-
9074591	0	0	0	0	0	-
9078898	1	0	0	0	0	-
9086564	0	0	0	0	0	-
9099101	0	0	0	0	0	-
9100682	0	0	0	0	0	-
9104603	1	0	0	0	0	-
9104604	0	0	1	0	0	-
9126361	0	0	0	0	0	-
9126488	0	0	0	0	0	-
9126496	0	0	0	0	0	-
9126500	0	0	0	0	0	-
9134299	0	0	0	0	0	-
9140450	0	0	0	0	0	-
9140532	0	0	0	0	1	-
9142932	0	0	0	0	0	-
9147066	0	0	0	0	0	-
9147078	0	0	0	0	0	-
9152700	0	0	0	0	0	-
9152721	0	0	0	0	0	-
9152861	0	0	0	0	0	-
9152865	0	0	0	0	0	-
9153568	0	0	0	0	0	-
9153569	0	0	0	0	0	-

CASE_ID	SECONDARY1	LATITUDE	LONGITUDE	COUNTY	CITY	POINT_X	POINT_Y	EPDO
9040626	-	33.98178101	-118.109169	LOS ANGELES	PICO RIVERA	-118.1092072	33.98161697	11
9042552	-	34.00019073	-118.0814438	LOS ANGELES	PICO RIVERA	-118.0814056	34.00016022	6
9054886	-	34.00875854	-118.0860367	LOS ANGELES	PICO RIVERA	-118.0863266	34.00891876	6
9055617	-	33.95798111	-118.1056595	LOS ANGELES	PICO RIVERA	-118.1057434	33.95800018	11
9061679	-	34.00519943	-118.0715027	LOS ANGELES	PICO RIVERA	-118.0709152	34.00737762	11
9062989	-	0	0	LOS ANGELES	PICO RIVERA	-118.1046906	33.97081757	6
9063093	-	33.99649048	-118.0735474	LOS ANGELES	PICO RIVERA	-118.0734711	33.99640274	6
9067324	-	33.97404099	-118.1147232	LOS ANGELES	PICO RIVERA	-118.1146393	33.97392273	11
9067328	-	33.98503876	-118.1069489	LOS ANGELES	PICO RIVERA	-118.1069946	33.9851532	6
9067823	-	33.98300171	-118.0964508	LOS ANGELES	PICO RIVERA	-118.0967026	33.98297119	11
9067827	-	0	0	LOS ANGELES	PICO RIVERA	-118.0819778	34.01088333	6
9074591	-	33.98320007	-118.0972977	LOS ANGELES	PICO RIVERA	-118.0972366	33.98326492	6
9078898	-	33.98389816	-118.0984726	LOS ANGELES	PICO RIVERA	-118.0980453	33.9836998	11
9086564	-	33.98292923	-118.1086426	LOS ANGELES	PICO RIVERA	-118.1086578	33.9827652	6
9099101	-	33.96657181	-118.1070786	LOS ANGELES	PICO RIVERA	-118.1072235	33.96661377	11
9100682	-	33.59725952	-118.0515671	LOS ANGELES	PICO RIVERA	-118.0856781	33.99584198	11
9104603	-	33.96038818	-118.1057129	LOS ANGELES	PICO RIVERA	-118.1062698	33.95868683	11
9104604	-	33.96654892	-118.0982132	LOS ANGELES	PICO RIVERA	-118.0981674	33.96649551	165
9126361	-	33.59495926	-118.0543518	LOS ANGELES	PICO RIVERA	-118.0900803	33.99211121	11
9126488	-	0	0	LOS ANGELES	PICO RIVERA	-118.0712128	33.99478531	6
9126496	-	34.00405884	-118.089859	LOS ANGELES	PICO RIVERA	-118.0895844	34.00387955	11
9126500	-	33.98178864	-118.097847	LOS ANGELES	PICO RIVERA	-118.0980148	33.98203278	11
9134299	-	33.9934082	-118.0883484	LOS ANGELES	PICO RIVERA	-118.088356	33.99319077	6
9140450	-	33.9849205	-118.0956421	LOS ANGELES	PICO RIVERA	-118.0957413	33.98504257	11
9140532	-	0	0	LOS ANGELES	PICO RIVERA	-118.0997162	33.98472214	11
9142932	-	33.9786911	-118.0886993	LOS ANGELES	PICO RIVERA	-118.0885086	33.97874069	11
9147066	-	33.96966171	-118.1004105	LOS ANGELES	PICO RIVERA	-118.1008835	33.96965408	6
9147078	-	33.95323181	-118.0987091	LOS ANGELES	PICO RIVERA	-118.0986862	33.95308685	165
9152700	-	33.97595978	-118.1160889	LOS ANGELES	PICO RIVERA	-118.111496	33.97633743	11
9152721	-	0	0	LOS ANGELES	PICO RIVERA	-118.101181	33.98534393	6
9152861	-	34.00782013	-118.0724869	LOS ANGELES	PICO RIVERA	-118.0724945	34.00789642	11
9152865	-	33.97201157	-118.1083603	LOS ANGELES	PICO RIVERA	-118.1083374	33.97202682	11
9153568	-	33.97740173	-118.1013031	LOS ANGELES	PICO RIVERA	-118.1015549	33.97726059	11
9153569	-	33.9615593	-118.1097412	LOS ANGELES	PICO RIVERA	-118.1099167	33.96150208	11

CASE_ID	ACCIDENT_Y	PROC_DATE	JURIS	COLLISION_	COLLISION1	Hour	OFFICER_ID
9153570	2020	2020-10-14	1900	2020-08-09	2207	22	621336
9153571	2020	2020-10-14	1900	2020-08-12	1330	13	430275
9153573	2020	2020-10-14	1900	2020-08-09	1656	16	627713
9160511	2020	2021-01-14	1900	2020-10-03	50	0	499039
9160512	2020	2021-01-14	1900	2020-10-11	2211	22	499039
9167068	2020	2020-11-07	1900	2020-09-01	1010	10	455303
9167268	2020	2020-11-20	1900	2020-09-08	1631	16	499039
9180380	2020	2021-01-16	1900	2020-10-07	1330	13	540304
9194426	2020	2021-01-27	1900	2020-11-19	1908	19	627713
9194989	2020	2021-01-15	1900	2020-11-06	550	5	496487
9195039	2020	2021-01-15	1900	2020-11-12	1814	18	627713
9202722	2020	2021-01-26	1900	2020-11-20	1042	10	499039
9206345	2021	2021-03-19	1900	2021-01-24	1620	16	523026
9214568	2020	2021-02-23	1900	2020-12-09	1512	15	627713
9214779	2020	2021-02-05	1900	2020-12-26	2355	23	499039
9219419	2021	2021-03-09	1900	2021-01-24	700	7	455303
9227146	2020	2021-03-15	1900	2020-12-21	1050	10	529141
9229923	2021	2021-03-19	1900	2021-01-08	1931	19	646149
9229924	2021	2021-03-19	1900	2021-01-23	735	7	430275
9231959	2021	2021-05-03	1900	2021-03-28	325	3	531724
9239731	2021	2021-03-25	1900	2021-02-15	1917	19	523026
9241253	2021	2021-04-02	1900	2021-02-16	608	6	461716
9251456	2021	2021-04-17	1900	2021-03-04	1827	18	646149
9251458	2021	2021-04-17	1900	2021-03-14	1407	14	448685
9251459	2021	2021-04-17	1900	2021-03-09	2336	23	499039
9255334	2021	2021-05-11	1900	2021-04-19	1258	12	430275
9255335	2021	2021-05-11	1900	2021-04-14	830	8	40275
9257311	2021	2021-05-07	1900	2021-03-26	1410	14	430275
9257340	2021	2021-04-29	1900	2021-03-02	1825	18	627713
9257341	2021	2021-04-28	1900	2021-02-13	2350	23	461716
9257408	2021	2021-04-29	1900	2021-04-05	1730	17	448685
9265465	2021	2021-06-01	1900	2021-04-09	1300	13	455303
9265583	2021	2021-05-24	1900	2021-04-08	1723	17	621336
9281260	2021	2021-08-28	1900	2021-07-15	550	5	430275

CASE_ID	REPORTING_	DAY_OF_WEEK	CHP_SHIFT	POPULATION	CNTY_CITY_	SPECIAL_CO
9153570	1516	7	5	5	1954	0
9153571	1513	3	5	5	1954	0
9153573	1513	7	5	5	1954	0
9160511	1516	6	5	5	1954	0
9160512	1514	7	5	5	1954	0
9167068	1513	2	5	5	1954	0
9167268	1513	2	5	5	1954	0
9180380	1513	3	5	5	1954	0
9194426	1516	4	5	5	1954	0
9194989	1516	5	5	5	1954	0
9195039	1511	4	5	5	1954	0
9202722	1510	5	5	5	1954	0
9206345	1518	7	5	5	1954	0
9214568	1513	3	5	5	1954	0
9214779	1516	6	5	5	1954	0
9219419	1516	7	5	5	1954	0
9227146	1512	1	5	5	1954	0
9229923	1511	5	5	5	1954	0
9229924	1515	6	5	5	1954	0
9231959	1518	7	5	5	1954	0
9239731	1516	1	5	5	1954	0
9241253	1515	2	5	5	1954	0
9251456	1514	4	5	5	1954	0
9251458	1518	7	5	5	1954	0
9251459	1513	2	5	5	1954	0
9255334	1510	1	5	5	1954	0
9255335	1517	3	5	5	1954	0
9257311	1510	5	5	5	1954	0
9257340	1513	2	5	5	1954	0
9257341	1510	6	5	5	1954	0
9257408	1517	1	5	5	1954	0
9265465		5	5	5	1954	0
9265583	1519	4	5	5	1954	0
9281260	1510	4	5	5	1954	0

CASE_ID	BEAT_TYPE	CHP_BEAT_T	CITY_DIVIS	CHP_BEAT_C	BEAT_NUMBE	PRIMARY_RD
9153570	0	0		0	152H	PARAMOUNT BL
9153571	0	0		0	151T1	WHITTIER BL
9153573	0	0		0	151T2	WHITTIER BL
9160511	0	0		0	151T3	SLAUSON AV
9160512	0	0		0	151T3	ROSEMEAD BL
9167068	0	0		0	151T1	PARAMOUNT BL
9167268	0	0		0	151T2	WASHINGTON BL
9180380	0	0		0	151T1	PARAMOUNT BL
9194426	0	0		0	151T2	REX RD
9194989	0	0		0	151T3	PARAMOUNT BL
9195039	0	0		0	151T2	BEVERLY BL
9202722	0	0		0	151T1	ROSEMEAD BL
9206345	0	0		0	151T2	TELEGRAPH RD
9214568	0	0		0	151T2	WHITTIER BL
9214779	0	0		0	151T3	ROSEMEAD BL
9219419	0	0		0	151T1	ROSEMEAD BL
9227146	0	0		0	121T1	PASSONS BL
9229923	0	0		0	151T2	BEVERLY BL
9229924	0	0		0	151T1	LINDSEY AV
9231959	0	0		0	151B	TELEGRAPH RD
9239731	0	0		0	151T2	SLAUSON AV
9241253	0	0		0	151T3	WHITTIER AV
9251456	0	0		0	151T2	WHITTIER BL
9251458	0	0		0	151T1	ROSEMEAD BL
9251459	0	0		0	151T3	PARAMOUNT BL
9255334	0	0		0	151T1	WHITTIER BL
9255335	0	0		0	151T1	SLAUSON AV
9257311	0	0		0	151T1	WHITTIER BL
9257340	0	0		0	151T2	BEVERLY BL
9257341	0	0		0	151T3	ROSEMEAD BL
9257408	0	0		0	151T2	SLAUSON AV
9265465	0	0		0	151T1	TELEGRAPH RD
9265583	0	0		0	151T2	ROSEMEAD BL
9281260	0	0		0	151T1	GALLATIN RD

CASE_ID	SECONDARY_	DISTANCE	DIRECTION	INTERSECTI	TJKM_Inter	WEATHER_1
9153570	DUNLAP CROSSING RD	36	N	N	Y	-
9153571	PARAMOUNT BL	386	W	N	N	A
9153573	PARAMOUNT BL	180	W	N	Y	A
9160511	INDUSTRY AV	690	W	N	N	A
9160512	HAVENWOOD DR	489	S	N	N	A
9167068	MINES AV	13	N	N	Y	A
9167268	PHAETON AV	117	E	N	Y	A
9180380	TROJAN ST	20	E	N	Y	A
9194426	ROSEMEAD BL	105	W	N	Y	A
9194989	MAXINE ST	3	W	N	Y	A
9195039	PARAMOUNT BL	425	W	N	N	A
9202722	ISORA ST	144	S	N	Y	A
9206345	SERAPIS AV	487	W	N	N	A
9214568	PARAMOUNT BL	95	W	N	Y	A
9214779	WASHINGTON BL	330	S	N	N	A
9219419	REX RD	146	S	N	Y	B
9227146	WHITTIER BL	80	N	N	Y	A
9229923	SAN GABRIEL RIVER PKWY	160	E	N	Y	A
9229924	WASHINGTON BL	14	N	N	Y	C
9231959	CHANEY AV	95	E	N	Y	A
9239731	PARAMOUNT BL	1032	W	N	N	A
9241253	MILLUX AV	111	E	N	Y	A
9251456	GREGG RD	536	E	N	N	A
9251458	MAXINE ST	20	N	N	Y	A
9251459	ROSEHEDGE DR	139	S	N	Y	A
9255334	ROSEMEAD BL	156	W	N	Y	A
9255335	SERAPIS AV	22	E	N	Y	B
9257311	PARAMOUNT BL	115	W	N	Y	A
9257340	TOBIAS AV	400	W	N	N	A
9257341	LAS POSAS ST	117	N	N	Y	A
9257408	PASSONS BL	1500	E	N	N	A
9265465	CHANEY ST	55	W	N	Y	A
9265583	MINES AV	332	N	N	N	A
9281260	ROSEMEAD BL	144	W	N	Y	A

CASE_ID	WEATHER_2	STATE_HWY_	CALTRANS_C	CALTRANS_D	STATE_ROUT	ROUTE_SUFF
9153570	-	N				
9153571	-	N				
9153573	-	N				
9160511	-	N				
9160512	-	N				
9167068	-	N				
9167268	-	N				
9180380	-	N				
9194426	-	N				
9194989	-	N				
9195039	-	N				
9202722	-	N				
9206345	-	N				
9214568	-	N				
9214779	-	N				
9219419	-	N				
9227146	-	N				
9229923	-	N				
9229924	-	N				
9231959	-	N				
9239731	-	N				
9241253	-	N				
9251456	-	N				
9251458	-	N				
9251459	-	N				
9255334	-	N				
9255335	-	N				
9257311	B	N				
9257340	-	N				
9257341	-	N				
9257408	-	N				
9265465	-	N				
9265583	-	N				
9281260	-	N				

CASE_ID	POSTMILE_P	POSTMILE	LOCATION_T	RAMP_INTER	SIDE_OF_HW	TOW_AWAY
9153570						N
9153571						N
9153573						N
9160511						N
9160512						N
9167068						N
9167268						N
9180380						Y
9194426						Y
9194989						N
9195039						Y
9202722						N
9206345						Y
9214568						N
9214779						N
9219419						Y
9227146						N
9229923						Y
9229924						Y
9231959						N
9239731						Y
9241253						Y
9251456						Y
9251458						Y
9251459						N
9255334						N
9255335						N
9257311						N
9257340						Y
9257341						Y
9257408						N
9265465						Y
9265583						Y
9281260						Y

CASE_ID	COLLISIO_1	NUMBER_KIL	NUMBER_INJ	PARTY_COUN	PRIMARY_CO	PCF_CODE_O
9153570	3	0	1	1	A	-
9153571	3	0	1	2	A	-
9153573	3	0	2	2	A	-
9160511	4	0	1	1	A	-
9160512	4	0	1	1	A	-
9167068	3	0	1	2	A	-
9167268	2	0	1	1	A	-
9180380	3	0	1	2	A	-
9194426	4	0	1	1	A	-
9194989	2	0	1	2	A	-
9195039	4	0	2	2	A	-
9202722	2	0	1	2	A	-
9206345	3	0	2	2	A	-
9214568	4	0	1	2	A	-
9214779	4	0	2	2	A	-
9219419	3	0	1	1	A	-
9227146	3	0	1	2	A	-
9229923	3	0	1	3	A	-
9229924	4	0	1	1	C	-
9231959	3	0	1	2	A	-
9239731	2	0	1	1	D	-
9241253	3	0	1	2	A	-
9251456	4	0	1	4	A	-
9251458	3	0	1	2	A	-
9251459	4	0	2	1	A	-
9255334	4	0	1	2	A	-
9255335	4	0	1	3	A	-
9257311	4	0	1	1	C	-
9257340	2	0	1	1	A	-
9257341	2	0	1	3	A	-
9257408	3	0	2	2	A	-
9265465	4	0	1	2	A	-
9265583	3	0	1	2	A	-
9281260	4	0	1	2	A	-

CASE_ID	PCF_VIOL_C	PCF_VIOLAT	PCF_VIOL_S	HIT_AND_RU	TYPE_OF_CO	MVIW	PED_ACTION
9153570	3	22350		N	E	I	A
9153571	9	21804	A	N	D	G	A
9153573	3	22350		N	C	-	A
9160511	8	22107		N	E	I	A
9160512	8	22107		N	E	I	A
9167068	5	21650	1	N	A	G	A
9167268	1	23152	A	N	E	I	A
9180380	8	22107		N	D	C	A
9194426	8	22107		N	E	I	A
9194989	5	21650	1	N	G	-	A
9195039	4	21703		N	C	C	A
9202722	3	22350		M	C	C	A
9206345	3	22350		F	C	C	A
9214568	3	22350	A	N	C	C	A
9214779	8	22107		N	B	C	A
9219419	3	22350		N	F	I	A
9227146	9	21804		N	B	C	A
9229923	1	23152	A	N	-	C	A
9229924	18	0		N	E	I	A
9231959	1	23152	A	N	B	E	A
9239731	0	0		N	A	I	A
9241253	3	22350		N	C	E	A
9251456	3	22350		N	C	D	A
9251458	8	22107	A	N	B	-	A
9251459	3	22350		N	E	I	A
9255334	3	22350		M	G	B	F
9255335	3	22350		N	-	C	A
9257311	18	0		N	E	I	A
9257340	3	22350	A	N	A	I	A
9257341	3	22350		N	C	E	A
9257408	3	22350	A	N	C	C	A
9265465	3	22350		M	C	C	A
9265583	3	22350		N	C	C	A
9281260	3	22350		N	C	E	A

CASE_ID	ROAD_SURFA	ROAD_COND_	ROAD_COND1	LIGHTING	CONTROL_DE	CHP_ROAD_T
9153570	A	-	-	C	D	0
9153571	A	H	-	A	D	0
9153573	A	-	-	A	D	0
9160511	A	H	-	C	D	0
9160512	A	H	-	C	D	0
9167068	A	H	-	A	A	0
9167268	A	H	-	A	D	0
9180380	A	H	-	A	D	0
9194426	A	-	-	C	D	0
9194989	A	H	-	A	D	0
9195039	A	-	-	B	D	0
9202722	A	H	-	A	D	0
9206345	A	H	-	A	D	0
9214568	A	H	-	A	A	0
9214779	A	H	-	C	D	0
9219419	B	H	-	A	D	0
9227146	A	H	-	A	D	0
9229923	A	H	-	C	A	0
9229924	B	H	-	A	D	0
9231959	A	H	-	C	D	0
9239731	A	H	-	C	D	0
9241253	A	H	-	A	D	0
9251456	A	H	-	C	D	0
9251458	-	H	-	A	A	0
9251459	B	H	-	C	D	0
9255334	A	H	-	A	D	0
9255335	A	H	-	A	-	0
9257311	A	H	-	-	D	0
9257340	A	H	-	B	A	0
9257341	A	H	-	C	D	0
9257408	A	H	-	A	D	0
9265465	A	H	-	A	D	0
9265583	A	H	-	A	A	0
9281260	A	H	-	B	D	0

CASE_ID	PEDESTRIAN	BICYCLE_AC	MOTORCYCLE	TRUCK_ACCI	NOT_PRIVAT	ALCOHOL_IN
9153570			Y		Y	
9153571		Y			Y	
9153573					Y	
9160511					Y	
9160512					Y	
9167068		Y			Y	
9167268					Y	Y
9180380					Y	
9194426				Y	Y	Y
9194989		Y			Y	
9195039					Y	
9202722					Y	
9206345					Y	Y
9214568					Y	
9214779					Y	
9219419					Y	
9227146					Y	
9229923					Y	Y
9229924					Y	
9231959					Y	
9239731					Y	
9241253				Y	Y	
9251456					Y	
9251458					Y	
9251459					Y	
9255334	Y				Y	
9255335					Y	
9257311					Y	
9257340					Y	
9257341					Y	
9257408					Y	
9265465					Y	
9265583					Y	
9281260					Y	

CASE_ID	STWD_VEHTY	CHP_VEHTYP	COUNT_SEVE	COUNT_VISI	COUNT_COMP	COUNT_PED_
9153570	C	2	0	1	0	0
9153571	A	1	0	1	0	0
9153573	A	1	0	2	0	0
9160511	A	7	0	0	1	0
9160512	A	1	0	0	1	0
9167068	L	4	0	1	0	0
9167268	A	1	1	0	0	0
9180380	D	22	0	1	0	0
9194426	F	21	0	0	1	0
9194989	L	4	1	0	0	0
9195039	A	1	0	0	2	0
9202722	A	1	1	0	0	0
9206345	A	1	0	2	0	0
9214568	A	1	0	0	1	0
9214779	A	1	0	0	2	0
9219419	D	22	0	1	0	0
9227146	A	1	0	1	0	0
9229923	A	1	0	1	0	0
9229924	-	-	0	0	1	0
9231959	D	22	0	1	0	0
9239731	-	-	1	0	0	0
9241253	A	7	0	1	0	0
9251456	A	1	0	0	1	0
9251458	A	1	0	1	0	0
9251459	A	1	0	0	2	0
9255334	A	7	0	0	1	0
9255335	-	99	0	0	1	0
9257311	-	-	0	0	1	0
9257340	A	1	1	0	0	0
9257341	A	1	1	0	0	0
9257408	A	1	0	2	0	0
9265465	D	22	0	0	1	0
9265583	A	1	0	1	0	0
9281260	-	-	0	0	1	0

CASE_ID	COUNT_PED1	COUNT_BICY	COUNT_BI_1	COUNT_MC_K	COUNT_MC_I	PRIMARY_RA
9153570	0	0	0	0	1	-
9153571	0	0	1	0	0	-
9153573	0	0	0	0	0	-
9160511	0	0	0	0	0	-
9160512	0	0	0	0	0	-
9167068	0	0	1	0	0	-
9167268	0	0	0	0	0	-
9180380	0	0	0	0	0	-
9194426	0	0	0	0	0	-
9194989	0	0	1	0	0	-
9195039	0	0	0	0	0	-
9202722	0	0	0	0	0	-
9206345	0	0	0	0	0	-
9214568	0	0	0	0	0	-
9214779	0	0	0	0	0	-
9219419	0	0	0	0	0	-
9227146	0	0	0	0	0	-
9229923	0	0	0	0	0	-
9229924	0	0	0	0	0	-
9231959	0	0	0	0	0	-
9239731	0	0	0	0	0	-
9241253	0	0	0	0	0	-
9251456	0	0	0	0	0	-
9251458	0	0	0	0	0	-
9251459	0	0	0	0	0	-
9255334	1	0	0	0	0	-
9255335	0	0	0	0	0	-
9257311	0	0	0	0	0	-
9257340	0	0	0	0	0	-
9257341	0	0	0	0	0	-
9257408	0	0	0	0	0	-
9265465	0	0	0	0	0	-
9265583	0	0	0	0	0	-
9281260	0	0	0	0	0	-

CASE_ID	SECONDARY1	LATITUDE	LONGITUDE	COUNTY	CITY	POINT_X	POINT_Y	EPDO
9153570	-	33.99729919	-118.0922012	LOS ANGELES	PICO RIVERA	-118.0922928	33.99736404	11
9153571	-	34.0033989	-118.088501	LOS ANGELES	PICO RIVERA	-118.0896301	34.00387573	11
9153573	-	34.003479	-118.0893173	LOS ANGELES	PICO RIVERA	-118.0892181	34.00359726	11
9160511	-	33.97468948	-118.1169662	LOS ANGELES	PICO RIVERA	-118.1168594	33.97459412	6
9160512	-	33.99472046	-118.0865326	LOS ANGELES	PICO RIVERA	-118.0864105	33.99479294	6
9167068	-	33.99256897	-118.0946274	LOS ANGELES	PICO RIVERA	-118.0948105	33.9951973	11
9167268	-	33.98612976	-118.1024094	LOS ANGELES	PICO RIVERA	-118.1023636	33.98599625	165
9180380	-	33.97587967	-118.1180115	LOS ANGELES	PICO RIVERA	-118.1117172	33.97589874	11
9194426	-	33.9776001	-118.1017609	LOS ANGELES	PICO RIVERA	-118.101738	33.97756195	6
9194989	-	33.5809288	-118.0649567	LOS ANGELES	PICO RIVERA	-118.1140442	33.96918106	165
9195039	-	34.01250839	-118.0873413	LOS ANGELES	PICO RIVERA	-118.0872269	34.01253128	6
9202722	-	34.0156517	-118.0794678	LOS ANGELES	PICO RIVERA	-118.0793839	34.01573563	165
9206345	-	33.95941925	-118.1077194	LOS ANGELES	PICO RIVERA	-118.1076889	33.9593277	11
9214568	-	34.00344086	-118.0887833	LOS ANGELES	PICO RIVERA	-118.0889664	34.00349045	6
9214779	-	33.98236084	-118.0978088	LOS ANGELES	PICO RIVERA	-118.0977173	33.98244476	6
9219419	-	0	0	LOS ANGELES	PICO RIVERA	-118.1017075	33.97706223	11
9227146	-	33.99900055	-118.0775986	LOS ANGELES	PICO RIVERA	-118.0777588	33.99882889	11
9229923	-	34.0026207	-118.0413132	LOS ANGELES	PICO RIVERA	-118.0704193	34.00723648	11
9229924	-	33.98120117	-118.0929031	LOS ANGELES	PICO RIVERA	-118.0929337	33.98096085	6
9231959	-	33.95705032	-118.1043701	LOS ANGELES	PICO RIVERA	-118.1042938	33.95698166	11
9239731	-	33.97436905	-118.1163025	LOS ANGELES	PICO RIVERA	-118.116188	33.97438049	165
9241253	-	33.99794006	-118.0759735	LOS ANGELES	PICO RIVERA	-118.074913	33.99738693	11
9251456	-	33.59449005	-118.0421829	LOS ANGELES	PICO RIVERA	-118.07267	33.99590302	6
9251458	-	33.96561813	-118.1075974	LOS ANGELES	PICO RIVERA	-118.1078033	33.96549988	11
9251459	-	33.99777985	-118.0920334	LOS ANGELES	PICO RIVERA	-118.0920181	33.99780655	6
9255334	-	34.00189972	-118.0845032	LOS ANGELES	PICO RIVERA	-118.0844421	34.00151062	6
9255335	-	33.96989822	-118.1006012	LOS ANGELES	PICO RIVERA	-118.100914	33.96966171	6
9257311	-	34.00370026	-118.0891037	LOS ANGELES	PICO RIVERA	-118.0890274	34.00351334	6
9257340	-	34.00699997	-118.0734329	LOS ANGELES	PICO RIVERA	-118.07267	34.00795364	165
9257341	-	34.0138588	-118.0797195	LOS ANGELES	PICO RIVERA	-118.0799637	34.01383209	165
9257408	-	33.58055878	-118.0565109	LOS ANGELES	PICO RIVERA	-118.0925827	33.96715164	11
9265465	-	33.95740128	-118.1046982	LOS ANGELES	PICO RIVERA	-118.1046677	33.95724487	6
9265583	-	33.99282074	-118.0890808	LOS ANGELES	PICO RIVERA	-118.0892563	33.99271011	11
9281260	-	34.01660156	-118.0799026	LOS ANGELES	PICO RIVERA	-118.0794144	34.01687622	6

CASE_ID	ACCIDENT_Y	PROC_DATE	JURIS	COLLISION_	COLLISION1	Hour	OFFICER_ID
9281882	2021	2021-07-06	1900	2021-05-07	2144	21	621336
9282021	2021	2021-07-14	1900	2021-06-06	1335	13	430275
9282023	2021	2021-07-14	1900	2021-06-01	920	9	430275
9286688	2021	2021-07-28	1900	2021-06-27	15	0	499039
9286694	2021	2021-08-13	1900	2021-06-09	1450	14	430275
9286939	2021	2021-08-06	1900	2021-06-14	1445	14	430275
9303065	2021	2021-10-16	1900	2021-07-17	1410	14	430275
9303067	2021	2021-10-27	1900	2021-07-06	1956	19	523026
9303879	2021	2021-09-09	1900	2021-06-12	445	4	621336
9309704	2021	2021-10-07	1900	2021-06-16	1630	16	536467
9310619	2021	2021-09-10	1900	2021-07-22	1545	15	448685
9314451	2021	2021-09-15	1900	2021-07-30	2056	20	646149
9320035	2021	2021-11-04	1900	2021-06-29	2300	23	515235
9320050	2021	2021-11-04	1900	2021-10-04	1315	13	430275
9322124	2021	2021-10-09	1900	2021-08-17	900	9	525145
9322125	2021	2021-10-09	1900	2021-08-15	2300	23	499039
9324960	2021	2021-10-04	1900	2021-08-21	1238	12	430275
9338382	2021	2021-09-29	1900	2021-08-09	1533	15	529571
9344455	2021	2021-10-14	1900	2021-09-01	534	5	531724
9344898	2021	2021-10-19	1900	2021-08-21	2238	22	621336
9348299	2021	2021-11-02	1900	2021-10-02	720	7	430275
9348336	2021	2021-11-15	1900	2021-10-05	1921	19	448685
9349374	2021	2021-10-27	1900	2021-09-27	1205	12	455303
9349965	2021	2021-11-10	1900	2021-09-26	1015	10	455303
9349985	2021	2021-11-10	1900	2021-09-13	845	8	455303
9351177	2021	2021-11-17	1900	2021-10-12	1649	16	524070
9354576	2021	2021-10-27	1900	2021-05-29	200	2	621336
9363602	2021	2021-12-17	1900	2021-10-23	520	5	621336
9364034	2021	2021-12-29	1900	2021-11-01	1935	19	529571
9370000	2021	2022-01-04	1900	2021-11-27	2115	21	655558
9377327	2021	2021-12-23	1900	2021-10-19	820	8	430275
9377345	2021	2021-12-27	1900	2021-11-03	1355	13	430275
9377347	2021	2021-12-27	1900	2021-11-11	2330	23	531724
9377455	2021	2022-01-04	1900	2021-11-03	1415	14	455303

CASE_ID	REPORTING_	DAY_OF_WEEK	CHP_SHIFT	POPULATION	CNTY_CITY_	SPECIAL_CO
9281882	1516	5	5	5	1954	0
9282021	1517	7	5	5	1954	0
9282023	1510	2	5	5	1954	0
9286688	1513	7	5	5	1954	0
9286694	1518	3	5	5	1954	0
9286939	1520	1	5	5	1954	0
9303065	1517	6	5	5	1954	0
9303067	1510	2	5	5	1954	0
9303879	1512	6	5	5	1954	0
9309704	1513	3	5	5	1954	0
9310619	1515	4	5	5	1954	0
9314451	1516	5	5	5	1954	0
9320035	1510	2	5	5	1954	0
9320050	1512	1	5	5	1954	0
9322124	1516	2	5	5	1954	0
9322125	1513	7	5	5	1954	0
9324960	1510	6	5	5	1954	0
9338382	1511	1	5	5	1954	0
9344455	1513	3	5	5	1954	0
9344898	1510	6	5	5	1954	0
9348299	1516	6	5	5	1954	0
9348336	1515	2	5	5	1954	0
9349374	1516	1	5	5	1954	0
9349965	1511	7	5	5	1954	0
9349985	1518	1	5	5	1954	0
9351177	1513	2	5	5	1954	0
9354576	1511	6	5	5	1954	0
9363602	1518	6	5	5	1954	0
9364034	1517	1	5	5	1954	0
9370000	1516	6	5	5	1954	0
9377327	1510	2	5	5	1954	0
9377345	1519	3	5	5	1954	0
9377347	1512	4	5	5	1954	0
9377455	1520	3	5	5	1954	0

CASE_ID	BEAT_TYPE	CHP_BEAT_T	CITY_DIVIS	CHP_BEAT_C	BEAT_NUMBE	PRIMARY_RD
9281882	0	0		0	151T3	PARAMOUNT BL
9282021	0	0		0	151T1	WASHINGTON BL
9282023	0	0		0	151T1	ROSEMEAD BL
9286688	0	0		0	151T3	WHITTIER BL
9286694	0	0		0	151T1	SLAUSON AV
9286939	0	0		0	151T1	ROSEMEAD BL
9303065	0	0		0	151T1	SLAUSON AV
9303067	0	0		0	151T2	WHITTIER BL
9303879	0	0		0	151T3	BEVERLY RD
9309704	0	0		0	151T2	PARAMOUNT BL
9310619	0	0		0	151T2	WASHINGTON BL
9314451	0	0		0	151A	PARAMOUNT BL
9320035	0	0		0	143T2E	WHITTIER BL
9320050	0	0		0	151T1	WHITTIER BL
9322124	0	0		0	151T1	PARAMOUNT BL
9322125	0	0		0	151T3	PARAMOUNT BL
9324960	0	0		0	151T1	PARAMOUNT BL
9338382	0	0		0	151T2	BEVERLY BL
9344455	0	0		0	151T3	PICO RIVERA
9344898	0	0		0	151T3	PARAMOUNT BL
9348299	0	0		0	151T1	SLAUSON AV
9348336	0	0		0	151T2	SLAUSON AV
9349374	0	0		0	151T1	PARAMOUNT BL
9349965	0	0		0	151T1	DURFEE AV
9349985	0	0		0	151T1	SLAUSON AV
9351177	0	0		0	152D	WHITTIER BL
9354576	0	0		0	151T3	BEVERLY BL
9363602	0	0		0	151T3	ROSEMEAD BL
9364034	0	0		0	151T2	SLAUSON AV
9370000	0	0		0	152F	ROSEMEAD BL
9377327	0	0		0	151T1	WHITTIER BL
9377345	0	0		0	151T1	PASSONS BL
9377347	0	0		0	151T3	ROSEMEAD BL
9377455	0	0		0	151T1	PARAMOUNT BL

CASE_ID	SECONDARY_	DISTANCE	DIRECTION	INTERSECTI	TJKM_Inter	WEATHER_1
9281882	SLAUSON AV	139	S	N	Y	A
9282021	PASSONS BL	200	E	N	Y	A
9282023	BEVERLY RD	97	N	N	Y	A
9286688	MYRTLE ST	104	E	N	Y	A
9286694	REEVE RD	1	E	N	Y	A
9286939	TERRAZAS WY	30	S	N	Y	A
9303065	PASSONS BL	428	E	N	N	A
9303067	COLUMBIA AV	22	W	N	Y	A
9303879	CANAL WY	49	E	N	Y	A
9309704	MINES AV	868	N	N	N	A
9310619	LEMORAN AV	12	W	N	Y	A
9314451	MAXINE ST	229	S	N	Y	A
9320035	ORANGE AV	10	E	N	Y	A
9320050	ESPERANZA AV	102	W	N	Y	B
9322124	SLAUSON AV	110	S	N	Y	A
9322125	WASHINGTON BL	82	N	N	Y	A
9324960	BEVERLY RD	11	N	N	Y	B
9338382	SAN GABRIEL RIVER PKWY	23	W	N	Y	A
9344455	ROSEMEAD BL	427	W	N	N	A
9344898	CALICO AV	65	N	N	Y	A
9348299	INDUSTRY AV	952	W	N	N	A
9348336	PARAMOUNT BL	200	E	N	Y	A
9349374	WASHINGTON BL	432	S	N	N	A
9349965	BEVERLY RD	158	S	N	Y	B
9349985	SERAPIS AV	13	W	N	Y	A
9351177	PARAMOUNT BL	391	W	N	N	A
9354576	LINDSEY AV	16	E	N	Y	A
9363602	TERRADEL ST	209	N	N	Y	C
9364034	PASSONS BL	1160	E	N	N	A
9370000	MAXINE ST	106	N	N	Y	A
9377327	IVY ST	110	W	N	Y	A
9377345	TELEGRAPH RD	175	N	N	Y	A
9377347	OLYMPIC BL	16	N	N	Y	A
9377455	WASHINGTON BL	100	S	N	Y	A

CASE_ID	WEATHER_2	STATE_HWY_	CALTRANS_C	CALTRANS_D	STATE_ROUT	ROUTE_SUFF
9281882	-	N				
9282021	-	N				
9282023	-	N				
9286688	-	N				
9286694	-	N				
9286939	-	N				
9303065	-	N				
9303067	F	N				
9303879	-	N				
9309704	-	N				
9310619	-	N				
9314451	-	N				
9320035	-	N				
9320050	-	N				
9322124	-	N				
9322125	-	N				
9324960	-	N				
9338382	-	N				
9344455	-	N				
9344898	-	N				
9348299	-	N				
9348336	-	N				
9349374	-	N				
9349965	-	N				
9349985	-	N				
9351177	-	N				
9354576	-	N				
9363602	-	N				
9364034	-	N				
9370000	-	N				
9377327	-	N				
9377345	-	N				
9377347	-	N				
9377455	-	N				

CASE_ID	POSTMILE_P	POSTMILE	LOCATION_T	RAMP_INTER	SIDE_OF_HW	TOW_AWAY
9281882						N
9282021						Y
9282023						N
9286688						N
9286694						Y
9286939						N
9303065						Y
9303067						N
9303879						Y
9309704						Y
9310619						Y
9314451						Y
9320035						Y
9320050						Y
9322124						N
9322125						N
9324960						Y
9338382						N
9344455						Y
9344898						Y
9348299						Y
9348336						N
9349374						Y
9349965						Y
9349985						
9351177						Y
9354576						N
9363602						Y
9364034						Y
9370000						Y
9377327						Y
9377345						Y
9377347						Y
9377455						N

CASE_ID	COLLISIO_1	NUMBER_KIL	NUMBER_INJ	PARTY_COUN	PRIMARY_CO	PCF_CODE_O
9281882	3	0	1	1	A	-
9282021	4	0	1	2	A	-
9282023	4	0	1	2	A	-
9286688	3	0	1	2	A	-
9286694	3	0	2	3	A	-
9286939	4	0	1	1	C	-
9303065	3	0	1	2	A	-
9303067	3	0	2	3	A	-
9303879	1	1	0	2	A	-
9309704	3	0	1	1	A	-
9310619	2	0	3	2	A	-
9314451	3	0	1	4	A	-
9320035	1	1	0	2	A	-
9320050	1	1	0	2	A	-
9322124	4	0	1	3	D	-
9322125	4	0	2	2	A	-
9324960	4	0	1	3	A	-
9338382	3	0	3	3	A	-
9344455	3	0	1	2	A	-
9344898	3	0	1	4	A	-
9348299	3	0	1	1	A	-
9348336	2	0	1	2	A	-
9349374	4	0	1	4	A	-
9349965	3	0	1	2	A	-
9349985	4	0	1	2	D	-
9351177	3	0	1	2	A	-
9354576	3	0	1	2	A	-
9363602	3	0	1	7	A	-
9364034	2	0	1	2	A	-
9370000	2	0	1	2	A	-
9377327	3	0	1	2	A	-
9377345	4	0	1	2	A	-
9377347	4	0	2	2	D	-
9377455	4	0	1	2	A	-

CASE_ID	PCF_VIOL_C	PCF_VIOLAT	PCF_VIOL_S	HIT_AND_RU	TYPE_OF_CO	MVIW	PED_ACTION
9281882	3	22350		N	C	C	A
9282021	7	21658	A	N	B	C	A
9282023	7	21658	A	N	B	C	A
9286688	9	21804		F	B	C	A
9286694	9	21801	A	N	D	C	A
9286939	18	0		N	E	I	A
9303065	8	22107		N	D	C	A
9303067	8	22107		N	C	C	A
9303879	11	21950	B	N	G	B	E
9309704	3	22350		F	E	J	A
9310619	0	21650	B	N	A	D	A
9314451	3	22350		N	D	D	A
9320035	3	22350		N	G	B	D
9320050	9	21801	A	N	D	C	A
9322124	0	0		N	C	C	A
9322125	3	22350		N	C	-	A
9324960	3	22350		N	C	C	A
9338382	12	21453	A	N	A	C	A
9344455	8	22107		F	D	C	A
9344898	3	22350		N	D	E	A
9348299	8	22107		N	E	I	A
9348336	8	22107		F	A	G	A
9349374	3	22350		N	C	C	A
9349965	8	22107		N	C	E	A
9349985	0	0		N	D	C	A
9351177	9	21801	A	N	D	C	A
9354576	3	22350		N	G	B	E
9363602	3	22350		N	C	C	A
9364034	9	21801		N	C	C	A
9370000	3	22350		N	H	D	A
9377327	7	21658	A	N	C	C	A
9377345	9	21804	A	M	D	C	A
9377347	0	0		N	B	C	A
9377455	3	22350		N	C	C	A

CASE_ID	ROAD_SURFA	ROAD_COND_	ROAD_COND1	LIGHTING	CONTROL_DE	CHP_ROAD_T
9281882	A	H	-	C	-	0
9282021	A	H	-	A	D	0
9282023	A	-	-	A	D	0
9286688	A	H	-	C	D	0
9286694	A	H	-	A	-	0
9286939	A	H	-	A	D	0
9303065	A	H	-	A	D	0
9303067	A	H	-	B	A	0
9303879	A	H	-	C	D	0
9309704	A	H	-	A	A	0
9310619	A	H	-	A	D	0
9314451	A	H	-	C	D	0
9320035	A	H	-	C	D	0
9320050	A	H	-	A	D	0
9322124	A	G	-	A	D	0
9322125	A	H	-	C	D	0
9324960	A	H	-	A	A	0
9338382	A	H	-	A	A	0
9344455	A	H	-	B	D	0
9344898	A	H	-	C	D	0
9348299	A	H	-	A	D	0
9348336	A	H	-	C	D	0
9349374	A	H	-	A	A	0
9349965	A	H	-	A	D	0
9349985	A	H	-	A	A	0
9351177	A	H	-	A	A	0
9354576	A	H	-	C	D	0
9363602	B	H	-	C	D	0
9364034	A	H	-	C	D	0
9370000	A	H	-	C	D	0
9377327	A	H	-	A	D	0
9377345	A	H	-	A	D	0
9377347	A	H	-	C	A	0
9377455	A	H	-	A	A	0

CASE_ID	PEDESTRIAN	BICYCLE_AC	MOTORCYCLE	TRUCK_ACCI	NOT_PRIVAT	ALCOHOL_IN
9281882					Y	
9282021					Y	
9282023					Y	
9286688					Y	
9286694					Y	
9286939					Y	
9303065					Y	
9303067					Y	
9303879	Y				Y	
9309704				Y	Y	
9310619					Y	Y
9314451					Y	Y
9320035	Y				Y	
9320050			Y		Y	
9322124					Y	
9322125					Y	
9324960					Y	
9338382					Y	
9344455			Y		Y	
9344898					Y	
9348299					Y	
9348336					Y	
9349374		Y			Y	
9349965					Y	
9349985					Y	
9351177					Y	
9354576	Y				Y	Y
9363602					Y	
9364034			Y		Y	
9370000				Y	Y	
9377327			Y		Y	
9377345					Y	
9377347					Y	
9377455					Y	

CASE_ID	STWD_VEHTY	CHP_VEHTYP	COUNT_SEVE	COUNT_VISI	COUNT_COMP	COUNT_PED_
9281882	A	1	0	1	0	0
9282021	A	1	0	0	1	0
9282023	A	7	0	0	1	0
9286688	A	1	0	1	0	0
9286694	A	8	0	1	1	0
9286939	-	-	0	0	1	0
9303065	A	7	0	1	0	0
9303067	A	1	0	1	1	0
9303879	N	60	0	0	0	1
9309704	A	1	0	1	0	0
9310619	G		1	1	1	0
9314451	-		0	1	0	0
9320035	A	7	0	0	0	1
9320050	A	1	0	0	0	0
9322124	-	-	0	0	1	0
9322125	A	1	0	0	2	0
9324960	A	1	0	0	1	0
9338382	A	1	0	3	0	0
9344455	D	22	0	1	0	0
9344898	A	1	0	1	0	0
9348299	D	22	0	1	0	0
9348336	D	22	1	0	0	0
9349374	A	1	0	0	1	0
9349965	D	22	0	1	0	0
9349985	-	-	0	0	1	0
9351177	A	1	0	1	0	0
9354576	A	1	0	1	0	0
9363602	A	1	0	1	0	0
9364034	A	1	1	0	0	0
9370000	A	1	1	0	0	0
9377327	C	2	0	1	0	0
9377345	A	1	0	0	1	0
9377347	-	-	0	0	2	0
9377455	D	22	0	0	1	0

CASE_ID	COUNT_PED1	COUNT_BICY	COUNT_BI_1	COUNT_MC_K	COUNT_MC_I	PRIMARY_RA
9281882	0	0	0	0	0	-
9282021	0	0	0	0	0	-
9282023	0	0	0	0	0	-
9286688	0	0	0	0	0	-
9286694	0	0	0	0	0	-
9286939	0	0	0	0	0	-
9303065	0	0	0	0	0	-
9303067	0	0	0	0	0	-
9303879	0	0	0	0	0	-
9309704	0	0	0	0	0	-
9310619	0	0	0	0	0	-
9314451	0	0	0	0	0	-
9320035	0	0	0	0	0	-
9320050	0	0	0	1	0	-
9322124	0	0	0	0	0	-
9322125	0	0	0	0	0	-
9324960	0	0	0	0	0	-
9338382	0	0	0	0	0	-
9344455	0	0	0	0	1	-
9344898	0	0	0	0	0	-
9348299	0	0	0	0	0	-
9348336	0	0	1	0	0	-
9349374	0	0	0	0	0	-
9349965	0	0	0	0	0	-
9349985	0	0	0	0	0	-
9351177	0	0	0	0	0	-
9354576	1	0	0	0	0	-
9363602	0	0	0	0	0	-
9364034	0	0	0	0	1	-
9370000	0	0	0	0	0	-
9377327	0	0	0	0	1	-
9377345	0	0	0	0	0	-
9377347	0	0	0	0	0	-
9377455	0	0	0	0	0	-

CASE_ID	SECONDARY1	LATITUDE	LONGITUDE	COUNTY	CITY	POINT_X	POINT_Y	EPDO
9281882	-	33.97299957	-118.1130981	LOS ANGELES	PICO RIVERA	-118.1130981	33.97299957	11
9282021	-	33.97850037	-118.0894012	LOS ANGELES	PICO RIVERA	-118.0896301	33.97903061	6
9282023	-	34.00770187	-118.0821991	LOS ANGELES	PICO RIVERA	-118.0815887	34.00814056	6
9286688	-	34.00585175	-118.094368	LOS ANGELES	PICO RIVERA	-118.0943451	34.00588226	11
9286694	-	33.96849823	-118.0970993	LOS ANGELES	PICO RIVERA	-118.0989304	33.96904755	11
9286939	-	33.98310089	-118.0970001	LOS ANGELES	PICO RIVERA	-118.0981445	33.98184967	6
9303065	-	33.96849823	-118.0970993	LOS ANGELES	PICO RIVERA	-118.0959015	33.96814346	11
9303067	-	0	0	LOS ANGELES	PICO RIVERA	-118.0864182	34.0025177	11
9303879	-	34.00191116	-118.0428085	LOS ANGELES	PICO RIVERA	-118.0744324	34.00535202	165
9309704	-	33.99689865	-118.0930634	LOS ANGELES	PICO RIVERA	-118.0928345	33.99686432	11
9310619	-	33.9799881	-118.0910721	LOS ANGELES	PICO RIVERA	-118.0911255	33.97993851	165
9314451	-	33.58073044	-118.0652237	LOS ANGELES	PICO RIVERA	-118.1144028	33.96863937	11
9320035	-	34.00566864	-118.0939102	LOS ANGELES	PICO RIVERA	-118.0937729	34.00563812	165
9320050	-	33.99459839	-118.0709991	LOS ANGELES	PICO RIVERA	-118.0709305	33.99458313	165
9322124	-	0	0	LOS ANGELES	PICO RIVERA	-118.1130981	33.97311783	6
9322125	-	33.98794174	-118.1049805	LOS ANGELES	PICO RIVERA	-118.1050949	33.98758698	6
9324960	-	33.98749924	-118.1051025	LOS ANGELES	PICO RIVERA	-118.0863571	34.00896072	6
9338382	-	34.00735092	-118.0708771	LOS ANGELES	PICO RIVERA	-118.0709839	34.00741196	11
9344455	-	33.98397827	-118.0983276	LOS ANGELES	PICO RIVERA	-118.0983276	33.98397827	11
9344898	-	34.00362015	-118.050972	LOS ANGELES	PICO RIVERA	-118.0862122	34.00992584	11
9348299	-	33.97539902	-118.1186981	LOS ANGELES	PICO RIVERA	-118.1176682	33.97483444	11
9348336	-	33.9799881	-118.0910721	LOS ANGELES	PICO RIVERA	-118.1123734	33.97323608	165
9349374	-	33.98643875	-118.1058807	LOS ANGELES	PICO RIVERA	-118.1059723	33.98653793	6
9349965	-	34.00500107	-118.0777435	LOS ANGELES	PICO RIVERA	-118.0776062	34.00504684	11
9349985	-	33.96966934	-118.1009903	LOS ANGELES	PICO RIVERA	-118.1010208	33.96969223	6
9351177	-	34.00233078	-118.0539627	LOS ANGELES	PICO RIVERA	-118.0896149	34.00387573	11
9354576	-	34.00983047	-118.0779266	LOS ANGELES	PICO RIVERA	-118.0780792	34.00947571	11
9363602	-	33.57509995	-118.0628967	LOS ANGELES	PICO RIVERA	-118.1084442	33.96428299	11
9364034	-	33.9675293	-118.0934601	LOS ANGELES	PICO RIVERA	-118.0936356	33.96747208	165
9370000	-	33.57574081	-118.0627594	LOS ANGELES	PICO RIVERA	-118.1076889	33.96571732	165
9377327	-	34.0060997	-118.0951996	LOS ANGELES	PICO RIVERA	-118.0958633	34.00653458	11
9377345	-	33.9557991	-118.1025009	LOS ANGELES	PICO RIVERA	-118.1024094	33.95629883	6
9377347	-	34.00593185	-118.082428	LOS ANGELES	PICO RIVERA	-118.0825043	34.0058403	6
9377455	-	33.98723984	-118.1054001	LOS ANGELES	PICO RIVERA	-118.1054001	33.98731613	6

CASE_ID	ACCIDENT_Y	PROC_DATE	JURIS	COLLISION_	COLLISION1	Hour	OFFICER_ID
9380696	2021	2022-02-08	1900	2021-12-17	1745	17	529571
9380697	2021	2022-02-22	1900	2021-12-15	1120	11	430275
9381196	2021	2022-02-02	1900	2021-12-20	1500	15	520085
9381782	2021	2022-01-24	1900	2021-12-12	1848	18	537978
9381947	2021	2022-02-14	1900	2021-12-20	1635	16	520085
9391880	2021	2022-02-03	1900	2021-12-28	358	3	540460
9415092	2021	2022-03-07	1900	2021-07-17	45	0	540460

CASE_ID	REPORTING_	DAY_OF_WEEK	CHP_SHIFT	POPULATION	CNTY_CITY_	SPECIAL_CO
9380696	1511	5	5	5	1954	0
9380697	1516	3	5	5	1954	0
9381196	1514	1	5	5	1954	0
9381782	1510	7	5	5	1954	0
9381947	1514	1	5	5	1954	0
9391880	1519	2	5	5	1954	0
9415092	1517	6	5	5	1954	0

CASE_ID	BEAT_TYPE	CHP_BEAT_T	CITY_DIVIS	CHP_BEAT_C	BEAT_NUMBE	PRIMARY_RD
9380696	0	0		0	151T2	BEVERLY BL
9380697	0	0		0	151T1	PARAMOUNT BL
9381196	0	0		0	151T2	ROSEMEAD BL
9381782	0	0		0	151T2	WHITTIER BL
9381947	0	0		0	151T2	BEVERLY BL
9391880	0	0		0	151T3	SLAUSON AV
9415092	0	0		0	151T3	WASHINGTON BL

CASE_ID	SECONDARY_	DISTANCE	DIRECTION	INTERSECTI	TJKM_Inter	WEATHER_1
9380696	SAN GABRIEL RIVER PKWY	213	E	N	Y	A
9380697	WASHINGTON BL	54	S	N	Y	A
9381196	HAVENWOOD DR	171	N	N	Y	A
9381782	COLUMBIA AV	61	E	N	Y	A
9381947	TOBIAS AV	18		N	Y	A
9391880	EDISON LIGHT POLE	220	E	N	Y	A
9415092	MILLUX AV	131	W	N	Y	A

CASE_ID	WEATHER_2	STATE_HWY_	CALTRANS_C	CALTRANS_D	STATE_ROUT	ROUTE_SUFF
9380696	-	N				
9380697	-	N				
9381196	-	N				
9381782	-	N				
9381947	-	N				
9391880	-	N				
9415092	-	N				

CASE_ID	POSTMILE_P	POSTMILE	LOCATION_T	RAMP_INTER	SIDE_OF_HW	TOW_AWAY
9380696						N
9380697						Y
9381196						N
9381782						N
9381947						N
9391880						Y
9415092						Y

CASE_ID	COLLISIO_1	NUMBER_KIL	NUMBER_INJ	PARTY_COUN	PRIMARY_CO	PCF_CODE_O
9380696	4	0	1	2	A	-
9380697	4	0	2	2	A	-
9381196	4	0	2	3	A	-
9381782	4	0	5	2	A	-
9381947	4	0	1	2	A	-
9391880	1	1	1	2	A	-
9415092	2	0	1	2	A	-

CASE_ID	PCF_VIOL_C	PCF_VIOLAT	PCF_VIOL_S	HIT_AND_RU	TYPE_OF_CO	MVIW	PED_ACTION
9380696	3	22350		N	C	C	A
9380697	8	22100	A	N	D	C	A
9381196	3	22350		N	C	C	A
9381782	3	22350	A	M	C	C	A
9381947	3	22350		N	C	C	A
9391880	5	21651	A	N	A	D	A
9415092	3	22350		N	C	C	A

CASE_ID	ROAD_SURFA	ROAD_COND_	ROAD_COND1	LIGHTING	CONTROL_DE	CHP_ROAD_T
9380696	A	H	-	C	A	0
9380697	A	H	-	A	D	0
9381196	A	H	-	A	D	0
9381782	A	-	-	C	D	0
9381947	A	H	-	A	D	0
9391880	B	H	-	C	D	0
9415092	A	H	-	C	D	0

CASE_ID	PEDESTRIAN	BICYCLE_AC	MOTORCYCLE	TRUCK_ACCI	NOT_PRIVAT	ALCOHOL_IN
9380696					Y	
9380697					Y	
9381196					Y	
9381782					Y	
9381947					Y	
9391880					Y	
9415092					Y	

CASE_ID	STWD_VEHTY	CHP_VEHTYP	COUNT_SEVE	COUNT_VISI	COUNT_COMP	COUNT_PED_
9380696	A	1	0	0	1	0
9380697	A	7	0	0	2	0
9381196	A	7	0	0	2	0
9381782	A	1	0	0	5	0
9381947	A	1	0	0	1	0
9391880	D	22	0	0	1	0
9415092	D	22	1	0	0	0

CASE_ID	COUNT_PED1	COUNT_BICY	COUNT_BI_1	COUNT_MC_K	COUNT_MC_I	PRIMARY_RA
9380696	0	0	0	0	0	-
9380697	0	0	0	0	0	-
9381196	0	0	0	0	0	-
9381782	0	0	0	0	0	-
9381947	0	0	0	0	0	-
9391880	0	0	0	0	0	-
9415092	0	0	0	0	0	-

CASE_ID	SECONDARY1	LATITUDE	LONGITUDE	COUNTY	CITY	POINT_X	POINT_Y	EPDO
9380696	-	34.0071907	-118.0701904	LOS ANGELES	PICO RIVERA	-118.0702515	34.00718689	6
9380697	-	33	-118	LOS ANGELES	PICO RIVERA	-118.1053238	33.98742294	6
9381196	-	0	0	LOS ANGELES	PICO RIVERA	-118.08535	33.99636459	6
9381782	-	34.00244904	-118.0861969	LOS ANGELES	PICO RIVERA	-118.086174	34.00241089	6
9381947	-	0	0	LOS ANGELES	PICO RIVERA	-118.0714417	34.00756073	6
9391880	-	33.96702957	-118.0919876	LOS ANGELES	PICO RIVERA	-118.0919876	33.96702957	165
9415092	-	0	0	LOS ANGELES	PICO RIVERA	-118.088295	33.97830582	165

APPENDIX D: **LRSM Excerpt**

Local Roadway Safety

A Manual for California's Local Road Owners

Version 1.6

April 2022



Created by Caltrans in conjunction with FHWA and SafeTREC
for the express benefit of California Local Agencies.



U. S. Department of Transportation
Federal Highway Administration

Safe Transportation
Research & Education Center

SafeTREC

Document History

Version 1.0: 4/20/2012

The California Department of Transportation - Division of Local Assistance developed the first version of the Local Roadway Safety Manual (Version 1.0) in 2012 to support the Cycle 5 HSIP call-for-projects.

Version 1.1: 4/26/2013

Based on feedback and lessons learned from Cycle 5, Caltrans updated Appendix B: “Table of Countermeasures and Crash Reduction Factors” to better clarify text in “Where to use”, “Why it works”, and “General Qualities” for several of the countermeasures included in the original manual.

No other changes were made to the Local Roadway Safety Manual as part of Version 1.1

Version 1.2: 03/10/2015

Based on feedback and lessons learned from Cycle 6, Caltrans made minor updates to the text of the document as needed for achieving consistency with overall Caltrans local HSIP guidance documents. The following sections were updated: 1.2, 4.2, 5.1, 6.2, and Appendix B, E, F & G.

Version 1.3: 04/29/2016

Caltrans made updates to the text of the document as needed in the following sections: 4.2, 5.1 and Appendix B.

Version 1.4: 06/08/2018

3/30/18 - Caltrans made updates to the crash costs in Appendix D, some of the website links in Appendix G, and some other texts of the document.

6/8/18 - Countermeasure S22 (“Modify signal phasing to implement a Leading Pedestrian Interval (LPI)”) is added.

Version 1.5: April 2020

Caltrans added a few more countermeasures (e.g. Pedestrian Scramble, Install Separated Bike Lanes, Reduced Left-Turn Conflict Intersections, and Curve Shoulder widening), renumbered the countermeasures and updated the crash costs in Appendix D.

Version 1.6: April 2022

For Cycle 11 Call-for-projects, Countermeasure S04 (Provide Advanced Dilemma Zone Detection for high-speed approaches) was deleted and Countermeasure NS05mr (Convert intersection to mini-roundabout) added. The HSIP Funding Eligibility was changed to 90% except for S03, of which the HSIP Funding Eligibility stays at 50%. The crash costs in Appendix D were updated.

Future Updates:

In the future, Caltrans anticipates that additional changes will be needed to keep the Local Roadway Safety Manual consistent with future Calls-for-Projects’ Guidelines and Application Instructions. In addition, new local HSIP programs, improvements to California data on local roadways, data analysis tools, and the latest safety research and methodologies may give rise to the need to make more significant changes to this manual.

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Foreword

Why was this manual developed?

The California Department of Transportation - Division of Local Assistance's goal in developing this manual is to maximize the safety benefits for local roadways by encouraging all local agencies to proactively identify and analyze their safety issues and to position themselves to compete effectively in Caltrans' statewide, data-driven call-for-projects.

This goal is complicated by California's wide variety of local agencies, roadway types, and project types, including: rural vs. urban, low-volume vs. high-volume, and intersection vs. roadway segment vs. network-wide. This variety makes it difficult to administer a single program and provide one set of guidelines that meets the needs of all California's local roadway owners and users. Many of California's local agencies are also challenged by the lack of a basic safety analysis framework and analysis tools specifically designed for local roadway managers with widely varying responsibilities and safety training. Currently, there is a vast range of safety documents, program guidance, and analysis tools with a wide variety of complexity and applications. Without clear and simple safety guidance for locals, many agencies take a 'reactive' approach to safety, even when research has shown 'proactive' safety analysis of roadways is more effective in making system-wide safety improvements.

The Federal Highway Administration (FHWA) Office of Safety provides national leadership in identifying, developing, and delivering safety programs and products to local governments to improve highway safety on local and rural roads.¹ In 2010, FHWA published a set of three manuals designed specifically for rural road owners; Roadway Departure Safety, Intersection Safety, and Road Safety Information Analysis.² These manuals present a simple, data driven safety analysis framework for rural agencies across the nation. These manuals, in conjunction with Caltrans' ongoing short-term research and development contract with the Safe Transportation Research and Education Center (SafeTREC) at the University of California, Berkeley, provided a unique opportunity for Caltrans to pursue development of this document as a mirror of FHWA's new Manuals for Local Rural Road Owners. Much of the wording, formatting and references from these FHWA manuals have been directly incorporated into this manual for California's local road owners. Individual references to the FHWA manuals have not been included; instead these documents are intended to be referenced on a wholesale basis.

With FHWA's and SafeTREC's support and expertise, Caltrans was able to expedite the completion of this manual and can now offer California's local agencies a new tool intended to provide focused roadway safety information in one manual.

1. Introduction and Purpose

The information in this document is geared towards local road managers and other practitioners with responsibility for operating and maintaining local roads, regardless of safety-specific highway training. The primary goal of this document is to provide an easy-to-use and comprehensive framework of the steps and analysis tools needed to identify locations with roadway safety issues and the appropriate countermeasures. For novice practitioners, the concepts and framework will be new, while experienced safety practitioners may find this manual to be mostly review. In both cases, the manual will provide the practitioners with a good understanding of how to complete a proactive safety analysis and ensure they have the best opportunity to secure HSIP safety funding during Caltrans calls-for-projects.

It's expected that novice and experienced practitioners will utilize this manual to help position their local agency to better compete in future Caltrans' calls-for-projects for safety programs. Inexperienced local roadway practitioners are also a target audience for this manual to gain exposure to the basic concepts that make up a proactive safety analysis of a local agency's roadway network.

The intent of this manual is to focus on key safety activities that every local agency should conduct on an annual basis (or as established by the agency) with the objective of reducing the number and severity of crashes within their jurisdiction. This manual defines this overall process as a "proactive safety analysis" approach to roadway safety. The Highway Safety Manual (HSM), documents a very similar process and refers to it as the "Roadway Safety Management Process." While the process in this document is similar and suggests the same primary elements, the HSM goes into significantly more detail, focuses more on scientific and mathematical equations behind the process, and intends to provide a comprehensive understanding of the overall processes to be applied by individual agencies across the nation. In contrast, this manual attempts to streamline the discussion; and make accommodations for the more novice safety practitioners, provide an adequate understanding of the process to complete an initial safety analysis of their roadway network, and instruct them on how to prepare applications that will compete well in Caltrans' statewide calls-for-projects. In general, this manual is intended to follow the research and methodologies presented in the HSM; however, to support Caltrans' statewide calls-for-projects process, it is important to note this manual deviates from the HSM in areas related to countermeasure selection and benefit / cost calculations. The logic behind these deviations is explained at the specific topic sections.

This manual is not intended to cover many of the day-to-day basics of traffic engineering including: maintain standard signage per the Manual on Uniform Traffic Control Devices; maintain sight distance (cut vegetation, remove parking); maintain a recovery zone; work with local traffic law enforcement; monitor collisions; address complaints; and manage litigation. These activities are understood to be critical elements of a local agency's traffic engineering responsibilities, but are not within the intended scope of this document.

1.1 California Local Roadway Safety Challenges and Opportunities

California's local roads are managed by more than 600 local agencies, including: cities, counties, and tribal governments. These local roads vary from flat multi-lane urban arterials to rural gravel roads in mountainous areas. California local agencies invest extensive resources on roadway safety every year, yet many roadways operate with outdated or insufficient safety features. A portion of these roadways even lack basic signing, pavement markings, alignment, and traffic control devices. Limited funding often prevents agencies from constructing safety projects, which can be expected. At the same time, the lack of safety data, design challenges, and lack of adequate training also hinder local agencies' accurate evaluation of their roadway network safety issues, which is more preventable.

Many small California local agencies are challenged by a lack of crash data. Without data, they have no way to identify High Crash Concentration Locations (HCCLs) or high risk roadway features, which can leave them "flying blind" with respect to the safety of their overall roadway network. Without data and analysis results, local officials may overreact when a tragic crash occurs, resulting in resources being spent in areas that will not maximize the overall application of safety funds. In conjunction with the collision mapping and analysis tools developed by UC Berkeley's SafeTREC, [this document helps ensure all California local agencies have direct access to data on fatal and injury crashes within their jurisdictions and the analysis tools to effectively assess and prioritize future safety projects.](#)

1.2 Safe System Approach

The Infrastructure Investment and Jobs Act (IIJA), aka Bipartisan Infrastructure Law (BIL), was signed into law on November 15, 2021. Under IIJA, the Highway Safety Improvement Program (HSIP), codified as Section 148 of Title 23, United States Code (23 U.S.C §148), is a core federal-aid program to States for the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. The IIJA emphasizes the "safe system approach":

Safe system approach means a roadway design that emphasizes minimizing the risk of injury or fatality to road users; and that (i) takes into consideration the possibility and likelihood of human error; (ii) accommodates human injury tolerance by taking into consideration likely accident types, resulting impact forces, and the ability of the human body to withstand impact forces; and (iii) takes into consideration vulnerable road users. (23 U.S.C. 148(a)(9)).

FHWA recognizes that the funding available through HSIP alone will not achieve the goal of zero fatalities on the Nation's roads. The Safe System approach addresses the safety of all road users, including those who walk, bike, drive, ride transit, and travel by other modes. It involves a paradigm shift to improve safety culture, increase collaboration across all safety stakeholders, and refocus transportation system design and operation on anticipating human mistakes and lessening impact forces

to reduce crash severity and save lives. FHWA encourages States to prioritize safety in all Federal-aid investments and in all appropriate projects, using not only HSIP funding but also other Federal-aid funding.

The IIJA emphasizes the importance of vulnerable road user (non-motorized road user) safety in the HSIP by adding a definition for vulnerable road users, creating a vulnerable road user special rule, and requiring States to develop and update a vulnerable road user safety assessment. All of these provisions address the increasing number of fatalities involving vulnerable road users on U.S. roads. It is imperative that States consider the needs of all road users as part of the HSIP. Investment in highway safety improvement projects that promote and improve safety for all road users, particularly vulnerable road users, aligns with the IIJA and will help Build a Better America. States and other funding recipients should prioritize projects that maximize the existing right-of-way for accommodation of non-motorized modes and transit options that increase safety, equity, accessibility, and connectivity. Projects that separate users in time and space, match vehicle speeds to the built environment, and increase visibility (e.g., lighting) advance implementation of a Safe System approach and improve safety for vulnerable road users.

1.3 The State’s Role in Local Roadway Safety

The California Department of Transportation (Caltrans)—Division of Local Assistance is responsible for administering California’s HSIP safety funding intended for local roadway safety improvements. This funding primarily comes to the state through two federal programs: Highway Safety Improvement Program (HSIP)—a federal-aid program focused on reducing fatalities and serious injuries on all public roads; and the Active Transportation Program (ATP)—a federal aid and state funded program focused on improving safety and the overall use of non-motorized, active transportation modes of travel. Under SAFETEA-LU, High Risk Rural Roads Program (HR3) was established to focus on addressing rural road safety needs but in MAP-21 and FAST, it is now a ‘special rule’ under HSIP that if triggered, directs that a certain amount of HSIP funds will need to be allocated for those rural roads that meet the definition.

Caltrans’ administration of these programs encompasses many responsibilities, including: establishing program guidance; reviewing applications for improvements on local roadways; ranking applications/projects on a statewide basis; selecting projects for funding based on the greatest potential for reducing fatalities and injuries; programming the selected projects in the Federal Statewide Transportation Improvement Program (FSTIP); and assisting with programming and delivery issues throughout the delivery of the local agency projects. One goal for developing this document is to improve Caltrans’ overall data-driven approach to statewide project selection of safety projects and to maximize the long-term safety improvements across California. To show the relationship between Caltrans’ project selection process and this manual, a diagram showing the HSIP Call-for-Projects Process is provided in Appendix A.

Many State Departments are also actively engaged in California’s Strategic Highway Safety Plan (SHSP). Caltrans developed the SHSP in a cooperative process with local, State, federal, and private sector safety stakeholders. The SHSP is a data-driven, comprehensive plan that established statewide goals, objectives, integrated the five E’s of traffic safety— engineering, enforcement, education, emergency response, and emerging technologies. This manual directly supports many of the emphasis areas of the California SHSP. Local agencies are encouraged to participate in ongoing SHSP update efforts and can find more information on the SHSP at the following website: <https://dot.ca.gov/programs/safety-programs/shsp>.

Local Roadway Safety Plan (LRSP) and Systemic Safety Analysis Report Program (SSARP)

The state-funded Systemic Safety Analysis Report Program (SSARP) was established in 2016. The intent of the SSARP was to assist local agencies in performing a collision analysis, identifying safety issues on their roadway networks, and developing a list of systemic low-cost countermeasures that can be used to prepare future HSIP and other safety program applications. Late 2019, the program was evolved to Local Roadway Safety Plan (LRSP) so that the focus is not just engineering solutions but also include safety improvements in other areas such as enforcement, Education and emergency response.

The state funding for the LRSP/SSARP program is made available by exchanging the local Highway Safety Improvement Program (HSIP) federal funds for State Highway Account (SHA) funds.

For more information, please visit the LRSP/SSARP webpage at <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/local-roadway-safety-plans>.

1.4 The Local Roadway Crash Problem

Approximately 3,000 people die in California traffic crashes every year, representing nearly 10% of all traffic fatalities in the United States. Fifty-seven percent of these fatalities occur on local roadways, while only forty-three percent occur on the California State Highway System. A comparison of rural and urban roadways shows that local rural roadways have fatality rates 2 to 3 times higher than urban roadways per vehicle miles traveled. Based on these statistics, the total annual cost of local roadway fatal crashes to California is over \$6 billion, while only \$100 million is available annually in HSIP safety funds.

These statistics demonstrate the large and complex safety issues facing California. Through the development of this document, Caltrans is striving to help local agencies proactively identify high risk roadway features, roadway network locations/corridors with the highest safety needs, and encourage them to select effective low-cost improvements, whenever appropriate.

1.5 Reactive vs. Proactive Safety Issue Identification

Safety issues are identified on local roadways through a wide range of approaches. Although no single approach works best for all local agencies, some are far more effective at improving long-term roadway safety. Many agencies, often larger ones, have staff whose full-time job is dedicated to roadway safety; allowing them to focus on safety initiatives, be trained in the latest safety research, and have access to safety analysis data, tools and procedures. These agencies often utilize a 'proactive' approach to analyze their roadway network and identify safety issues.

At the same time many agencies, often the smaller ones, lack the financial ability to dedicate large portions of their staff resources to analyze safety issues and their staff has limited access to roadway safety training, safety expertise, and the latest safety analysis tools and procedures. Unfortunately, this can often result in identifying their safety issues in 'reaction' to tragic events.

The following is a basic outline of the differences in proactive vs. reactive identification approaches used by local agencies:

Reactive Approach

For this document, an agency is considered to be utilizing a reactive approach to roadway safety if they primarily identify safety improvements in reaction to:

- Recent crashes triggering safety investigations
- Specific crash concentrations triggering safety investigations
- Stakeholder identification of locations with safety issues and requests for improvements
- New funding becoming available

Crash concentrations and crash trends may be missed if local agencies rely exclusively on these identifiers for their roadway safety effort. They may also miss many opportunities to effectively utilize low-cost, systemic type improvements. This document encourages local agencies to adopt a more proactive approach to their roadway safety.

Proactive Approach

An agency is considered to be using a proactive approach to roadway safety if they go beyond the elements of a reactive approach and identify safety improvements by analyzing the safety of their entire roadway network, in one of the following ways:

- One-time, network-wide safety analysis of their roadways driven by new source of funding.
- Routine safety analyses of the roadway network (Preferred Approach!)

Agencies with a proactive approach utilize both systemic and spot location improvements (as defined in section 1.5 below). Applying improvements systemically across an entire corridor or network allows an agency to proactively address locations that have not had crash concentrations in the past, but have

similar features as those currently experiencing high levels of crashes. In addition, even though a spot location improvement may be based on ‘past’ crashes, agencies making improvements based on countermeasures with proven crash reduction factors at their highest crash locations often have the best chance of proactively reducing future crashes.

This document encourages safety practitioners to pursue a proactive approach and routinely analyze the safety of their roadway networks to yield the best overall safety results.

1.6 Implementation Approaches

When an agency proactively identifies their safety issues throughout their roadway network, it is likely they will find high crash concentrations at intersections, roadway segments, and corridors. The safety practitioner should consider which implementation approach to utilize. Typical approaches include:

- Systemic Approach
- Spot Location Approach
- Comprehensive Approach incorporating human behavior issues

Each of these approaches has benefits and drawbacks. As Local agency practitioners identify their safety issues and analyze the data for crash patterns, they should be open to implementing a combination of these approaches, as documented in Sections 2 and 3 of this manual.

Systemic Approach

The Systemic Approach is primarily based on application of proven safety countermeasures at multiple crash locations, corridors, or geographic areas. Implementation of the Systemic Approach is generally based on ‘system-wide’ crash data with the estimates of the impacts being made in terms of benefits measured in traffic crash reduction and deployment cost. Identified locations experiencing high levels of crashes and locations with similar geometric features can be treated systemically with low-cost, proven safety countermeasures. *Note: The term “Systemic” used throughout in this manual is often exchanged with the term “Systematic” in many national safety documents and research studies. In general, safety practitioners will find these terms interchangeable. This manual uses “Systemic” to match the new HSM and the FHWA CMF Clearinghouse.*

Benefits of the Systemic Approach may include:

- Widespread effect. The Systemic Approach addresses safety issues at a large number of locations or on an entire local roadway network. It can also generate projects that combine HCCLs and locations with the potential for crashes and still have high Benefit to Cost (B/C) ratios. An example of this type of project could be upgrading pavement delineation and warning signs along a rural corridor: crashes may not have occurred on every curve or segment along the corridor, but all of the corridor’s pavement delineation and warning signs can be upgraded at one time. For urban applications, an example could be protecting the left-turn phase of signalized intersections with

existing left-turn pockets: severe crashes may not have occurred at each of the left-turn movements, but with minor changes to the signal hardware and signing, all or many of a city's unprotected left-turn phases can be protected with one safety project.

- Crash type prevention. By focusing on a predominant crash type, an agency can address locations that have not experienced significant numbers of these types of crashes, but have similar characteristics or conditions as existing HCCLs. The resulting B/C ratios for these types of projects will be less than if only HCCLs are included; but by using low-cost countermeasures and including as many high crash locations as possible, the resulting B/C ratios should still be high enough to allow agencies to proactively address locations that have not experienced high numbers of these types of crashes. For urban areas, projects improving pedestrian crossings can be good examples of the Systemic Approach. By applying the countermeasures systemically, the agency can often justify these projects based on relatively high B/C ratios, even though some of the improvement locations have not experienced enough crashes to yield moderate-to-high B/C ratios on their own.
- Cost-effectiveness. Implementing low-cost solutions across an entire system or corridor can be a more cost-effective approach to addressing system-wide safety issues. Even though this approach does not address all (or total) safety issues for a given location, the deployment of low-cost countermeasures often result in the highest overall safety benefit for an agency with limited safety funding. An example of this would be an agency choosing to install rumble stripes along an entire corridor for equal or less money than realigning a small portion the roadway to fix a single curve.
- Reduced data needs. The Systemic Approach can be used without a detailed crash history for specific locations, thereby reducing data needs. For example, consider a long rural corridor, which includes a section that passes through an Indian Reservation: Even if there is no documented crash data for the portion of the corridor that passes through the reservation, the entire limits can be treated with the same low-cost improvements. As long as there are sufficient past crashes documented for the entire corridor, the project will still have a reasonably high B/C ratio.

Drawbacks of the Systemic Approach may include:

- Justifying improvements can be difficult. Because this approach does not always address locations with a history of crashes and active stakeholders, it can be difficult to justify the improvements. The Systemic Approach will rarely include a recommendation for a large-scale safety improvement at a single location. Since large-scale projects usually garner attention from decision makers, the media, elected officials, and the general public, safety practitioners often need to make additional efforts to explain the Systemic Approach and its benefits to those groups. Safety practitioners can utilize the high B/C ratios of these systemic projects to convey their benefits compared to high-profile, single location projects with lower B/C ratios.

Spot Location Approach

The Spot Location Approach is typically based on an analysis of crash history to identify locations that have significantly higher crashes and treat them accordingly. It is important to practitioners to

understand that for many locations, safety issues can be complicated and sometimes the most appropriate fixes are not quick, easy or cheap.

Benefits of the Spot Location Approach may include:

- Focus on demonstrated needs. The Spot Location Approach focuses directly on locations with a history of crashes and specifically addresses those crashes. Intersection improvements are some of the most common spot location projects. Intersections tend to have higher concentrations of crashes resulting from opposing traffic movements. These high crash concentrations often require stand-alone improvements to adequately resolve the safety issues.
- Justifying improvements can be easy. Because this approach addresses locations with a history of crashes, it is usually easy to justify improvements. For urban areas, reconfiguring/ reconstructing an entire intersection can be a good example of an effective Spot Location Approach. Large urban intersections can have extremely high crash concentrations, making major changes to the intersection the only way to significantly reduce future crashes. With these types of scenarios, even the highest cost countermeasures can be cost effective.
- If low-cost countermeasures are used, this approach can prove very cost effective. The Spot Location Approach does not always have to include moderate or high cost improvements. It is often appropriate for local agencies to make low-cost improvements at one location at a time. Ongoing maintenance and development projects offer great opportunities for these low-cost improvements to be constructed with no additional expense to local agencies.

Drawbacks of the Spot Location Approach may include:

- Assumption that the past equals the future. This approach assumes locations with a history of crashes will continue to experience the same number and type of crashes in the future. When agencies do not account for the random nature of roadway crashes (i.e., Regression to the Mean), moderate to high cost projects can be erroneously justified. Practitioners can mitigate this by using 5 years of crash data when analyzing their roadways. In addition, significant changes to land use or roadway characteristics in or around proposed projects can either increase or decrease the expected number of future crashes.
- Minimal overall benefit to the roadway network. Some local agencies use this approach with medium and high cost improvements at locations which do not represent their worst high crash concentration locations. The result can be projects with low B/C ratios and overall safety benefits that are not as high as if they utilized a Systemic Approach. This drawback can be minimized by safety practitioners who analyze their entire roadway network, propose spot location fixes only at their highest crash locations, and utilize lower cost countermeasures wherever appropriate.

The Spot Location Approach to traffic safety is ideally implemented along with the Systemic Approach to provide the best combination of safety treatments. For instance, the Spot Location Approach can be applied at locations where low-cost countermeasures are not expected to be effective in significantly

reducing future crashes or at those locations that have had low-cost countermeasures previously installed systemically but, after an assessment, continue to show a higher-than-average crash rate.

Comprehensive Approach

The Comprehensive Approach introduces the concept of the “5 E’s of Safety”: Education, Enforcement, Engineering, Emergency Response and Emerging Technologies. This approach recognizes that not all locations can be addressed solely by infrastructure improvements. Incorporating the “5 E’s of Safety” is often required to achieve marked improvement in roadway safety. For instance, some roadway segments will be identified for which targeted enforcement is an appropriate countermeasure. Some of the most common violations are speeding, failure-to-yield, red light running, aggressive driving, failure to wear safety belts, distracted driving, and driving while impaired. When locations are identified as having these types of violations, coordination with the appropriate law enforcement agencies is needed to deploy visible targeted enforcement to reduce the potential for future driving violations and related crashes. To improve safety, education and outreach efforts can also be used to supplement enforcement efforts. Enforcement and/or education can also be effectively utilized as short-term ways to address high crash locations, until the recommended infrastructure project can be implemented.

1.7 Our “Safety Challenge” for Local Agencies

Caltrans, FHWA and Safe Transportation Research and Education Center (SafeTREC) “challenge” local agencies to initially commit one or more days to understanding and applying the concepts and tools outlined in this manual. Experienced safety practitioners working in agencies currently using a proactive approach can quickly review the topics in the manual and consider/test some of the new tools (e.g., TIMS) identified within it. In contrast, novice safety practitioners may need several days to better understand the underlying concepts in this manual to be able to complete the basic elements of a proactive safety analysis of their roadway network. In these situations, the room for knowledge growth, internal process improvements, and expected safety benefits will be even greater, which should more than offset the additional time invested.

By utilizing this simple framework for identifying, analyzing and implementing a proactive approach for improving safety on their roadways, practitioners will have a better understanding of their agencies’ unique safety issues, the proven low-cost countermeasures that can reduce crashes, and the existing and future funding to implement the projects. This small investment of time will help local agencies achieve significant reductions in future fatalities, injuries and overall crashes. We believe these local agencies may also gain the added unexpected benefit of improved job satisfaction of those involved, as there are few more rewarding tasks than knowing that your efforts will result in future roadway users arriving safely at their destination instead of becoming statistics.

1.8 Summary of information in this Document

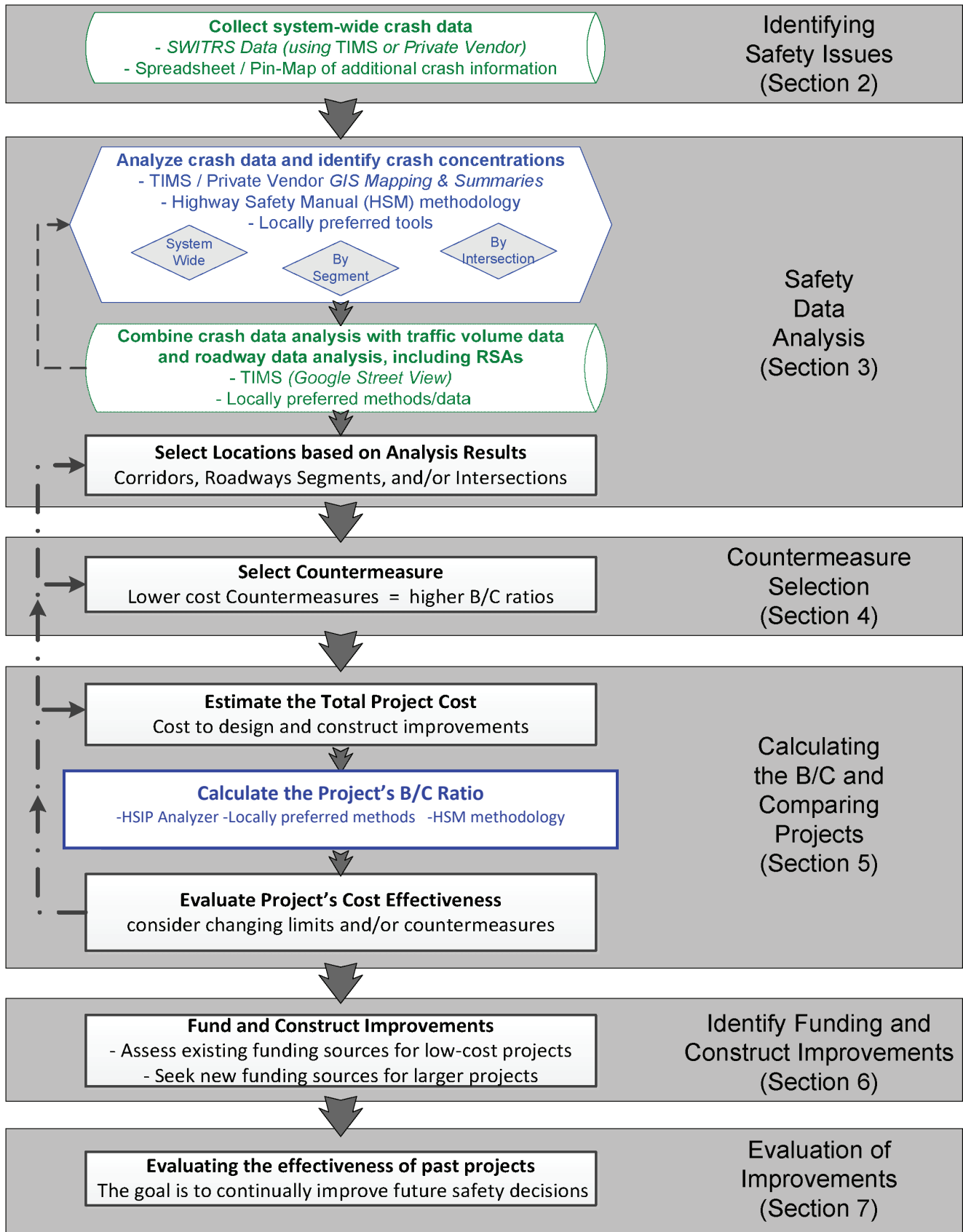
This document provides information on effectively identifying California’s local roadway safety issues and the countermeasures that address them, ultimately leading to the effective implementation of safety projects that improve safety on local roadways. The document is not intended to be a comprehensive guide for roadway design and improvement or the only guide local agencies utilize for their safety analysis of their roadways.

Caltrans also expects this document will directly support its efforts in selecting local agency safety projects. The expectation is that as local agencies throughout the state utilize the proactive safety analysis approach outlined in this document, their applications for HSIP, and ATP projects will include lower cost improvements at locations with the highest safety needs. This will improve Caltrans’ data-driven approach to statewide project selection of safety projects and maximize the safety benefits across California.

The proactive safety analysis framework incorporated in this document is summarized in Figure 1.

Figure 1

Local Roadway Safety: Proactive Safety Analysis Approach



The above flowchart illustrates how each of the individual sections of this document work together to make up a proactive safety analysis approach. These sections are briefly outlined below:

Section 2 of this manual provides an overview of the types of data to collect for the identification of roadway safety issues. It discusses sources of crash data and how they can be used.

Section 3 summarizes the types of analyses that can be conducted to determine what roadway countermeasures should be implemented. This section is the link between the data (Section 2) and the selection of appropriate countermeasures (Section 4). It provides definitions and examples of the qualitative and quantitative factors that should be considered when evaluating roadway safety issues.

Section 4 provides a description of selected countermeasures that have been shown to improve safety on local roads. It includes a basic set of strategies to implement at locations experiencing a history of crashes and their corresponding crash modification factors (CMF). The interrelationship between CMFs and Crash Reduction Factors (CRFs) are defined and used interchangeably throughout this document.

Section 5 defines a methodology for calculating a B/C ratio for a potential safety project. It includes sources for estimating projected costs and benefits and the specific values/formulas Caltrans uses for its statewide evaluations of HSIP projects. This section also discusses the potential value in reevaluating projects' overall cost effectiveness at this point in the safety analysis, including: refining the project's costs and/or changing the mix of countermeasures and locations.

Section 6 identifies existing and new funding opportunities for safety projects that local agencies should be considering. This section also briefly discusses some unique project development issues and strategies for safety projects as they proceed through design and construction.

Section 7 presents the process to complete an evaluation of installed treatments. After the countermeasures are installed, assessing their effectiveness will provide valuable information and can help determine which countermeasures should continue to be installed on other roadways to make them safer as well as those that should be limited or discontinued.

Appendix A presents a flowchart of the HSIP call-for-projects process. This flowchart demonstrates how this document interacts with these Caltrans calls-for-projects.

Appendix B contains Detailed Tables of countermeasures discussed in Section 4. This table includes detailed information about each countermeasure, including: where to use, why it works, general qualities (time, cost and effectiveness), crash type(s) addressed, crash reduction factor, and specific values for use in Caltrans HSIP calls-for-projects.

Appendix C includes a summary of "recommended actions" involved in a proactive safety analysis.

Appendix D contains the formulas used to calculate the B/C ratio of safety projects.

Appendix E presents TIMS tutorials that are available to assist local agencies in completing Caltrans call-for-projects application requirements and attachments. The tutorials include examples for Spot Location projects and systemic projects.

Appendix F presents a list of the abbreviations used in this document.

Appendix G presents a list of references.

2. Identifying Safety Issues

This document encourages local agency safety practitioners to proactively analyze their roadway networks with the intention of yielding the best overall safety benefits. When utilizing a proactive safety analysis approach, practitioners need to consider a wide range of data sources to get an overall picture of the safety needs.

There are a number of information sources that can be accessed to get a clearer picture of the roadway safety issues on the roadway network. These can be formal or informal sources, including:

Formal sources:

- State and local crash databases
- SafeTREC's TIMS website (or locally preferred mapping software)
- Law enforcement crash reports and citations
- Field assessments

Informal sources:

- Observational information from road maintenance crews, law enforcement, and first responders
- Citizen notification of safety concerns

Examining crash history will help practitioners identify locations with an existing roadway safety problem, and also identify locations that are susceptible to future roadway crashes. In addition to location identification, this data can provide information regarding crash causation that ultimately provides insight into identifying potentially effective countermeasures.

Emphasis on data-driven decisions is indicative of reliability and efficiency. The more reliable the data, the more likely the decisions regarding safety improvements will be effective. However, detailed, reliable crash data are not available in all areas. Under this circumstance, the practitioner should use the best available information and engineering judgment to make the best decisions. In an effort to mitigate these situations, UC Berkeley SafeTREC has developed the TIMS website, which includes GIS mapping tools to access fatal and injury crashes statewide. This site is now available to all California local agencies. See Section 2.2 for more details on TIMS.

It is generally accepted that at least 3 years, or preferably 5 years, of crash data be used for an analysis; additional years of crash data can provide better information. For low volume roadways and/or when only severe crashes are analyzed, more years of crash data may be necessary for an effective evaluation. Due to the randomness of crashes in a given year, a multi-year average of safety data will smooth outlier years of relatively high or low roadway crash rates. This concept is commonly referred to as "regression to the mean" and is critical in helping safety practitioners avoid making wrong inferences as they analyze their roadway network data. An example of this is an agency making a high-cost improvement at

a location in response to one or two tragic crashes. The Highway Safety Manual (HSM) includes more details on regression to the mean and methods to reduce the random nature of crashes.

There are some circumstances where additional years of crash data may not always be advantageous. First, it's important for practitioners to recognize that as more years of crash data are used, they need to consider changes in traffic patterns, physical infrastructure, land use, and demographics that may affect their projection of future crashes. Second, if practitioners only focus on many years of past crash data, they could miss emerging safety issues and crash trends. For these reasons, if practitioners sense one or more factors affecting crashes have changed or may be changing, they should consider looking at the crash data for the specific area on a yearly or 3-year moving average to expose any changes and crash trends that are occurring.

2.1 State and Local Crash Databases

California has a central repository for storing crash data called SWITRS, which stands for Statewide Integrated Traffic Records System. SWITRS is a comprehensive data source for doing roadway safety analysis that includes almost all public roads in the database except tribal roads which are currently not included. SWITRS information is available to California's local agencies, although many agencies have had difficulty identifying, extracting and utilizing their crash records from SWITRS. All California local agencies, especially those that currently have difficulty accessing and mapping crash data, are encouraged to utilize the SafeTREC TIMS website to access and map SWITRS data.

This document focuses on the SafeTREC TIMS website as a tool to access and map SWITRS data because TIMS is free to local agencies and the general public. At the same time, this document also acknowledges that TIMS currently does not offer some of the features currently available in some of the commercially available crash analysis software packages. For this reason, local agencies are encouraged to try TIMS, but they should not feel obligated to make a switch if they prefer using their vendor supplied crash analysis software. See section 2.2 for more details on TIMS.

Many agencies utilize one of several crash analysis software packages (e.g., Crossroads) to manage and access their crash records. Their use can be costly, but allows local road practitioners to identify locations with multiple roadway crashes, conduct an analysis that can produce predominant crash types, and identify associated roadway features that may have contributed. One drawback to agencies managing and updating their own individual databases is that the statewide database may become outdated and may not include the updated crash details like geo-coded locations. Agencies that manage and update their own individual databases are encouraged to share all updates, including any geo-coding information, with the SWITRS data managers at the California Highway Patrol. This will allow updated geo-coding and other crash features to be available on a statewide basis.

Recommended Action: Obtain at least 5 years of network-wide crash data to identify local roads that have a history of roadway crashes. This data will be used to identify predominant roadway crash locations, crash types and other common characteristics.

As practitioners gather formal and informal information relating to the safety of their roadway network, they are encouraged to develop one or more separate spreadsheets and/or pin-maps to help track and manage this data. (These spreadsheets/pin-maps should capture much of the data gathered in each of Sections 2.1 through 2.8). A spreadsheet and/or pin-map can serve as a database to help an agency identify locations and crash characteristics representing their greatest safety issues and guide them in identifying appropriate countermeasures.

The following spreadsheet is offered as an example, but each agency’s spreadsheet should be reformatted to include data to meet their needs. Agencies should consider printing their spreadsheets on ‘legal’ or ‘11 x 17’ paper for easy review of their data.

	General Information		Crash Information			Evaluation / Action		
Location & Date	Source/Type of information	Safety Issue/Problem	Nature of Crashes	Time of Day	Weather/Traffic Conditions	Staff Evaluation	Recommend Action	Resolution
1) Intersection “X”								
1) Feb 7, 2010	Input from law enforcement	Clearance Intervals need adjustment	V1-WB V2-SB Side-swipe	21:30	Dry, Night, Free-flowing	R. Jones 2/26/10	Increase all-red interval	Completed 2/26/10
1) Mar 9, 2010	Citizen Complaint	Ped Crossing unsafe due to RT turns	N/A	N/A	N/A	R. Jones 3/12/10	No RT on Red (Need study)	
2) Intersection “Y”								
2)								
3) Roadway Segment (PM 5.3 to PM 7.8)								
PM 6.4 to 6.8 Sep 29, 2011	Maintenance data	Extensive skid marks. Speed of Travel?	General WB: ROR	N/A	Dry Free-flowing	J. Smith 10/1/11	High Friction Overlay	Preparing HSIP App.
PM 7.1 Jan 5, 2011	Input from law enforcement	Stop Sign missing	N/A	N/A	N/A	J. Smith 1/5/11	Informed Maintenance	New sign 1/5/11

An example of a pin-map, which could be modified to capture much of the data gathered in Section 2, is shown in the following section as part of the TIMS output.

2.2 Transportation Injury Mapping System (TIMS)

The Safe Transportation Research and Education Center (SafeTREC) at the University of California, Berkeley, has developed a powerful website with tools for California's local agencies to gather data for their safety analyses. Their Transportation Injury Mapping System (TIMS) website provides safety practitioners with California crash data (SWITRS, i.e. Statewide Integrated Traffic Records System) and collision mapping and analysis tools. California local agencies are encouraged to utilize TIMS at: <https://tims.berkeley.edu/>

Site Features:

- Applications to query map and download geo-referenced SWITRS data.
- Summary tables based on data included in SWITRS individual crash reports. These summary tables can be generated based on specified data fields or spatial limits.
- Virtual field review by connecting the crash location to Google maps and Google Street View, allowing the examination of the existing roadway infrastructure and dimensions.
- A 'Help Tab' that provides step-by-step instructions.

Please note that SafeTREC is not able to incorporate all SWITRS crashes into TIMS due to poor crash location descriptions in the crash reports. Currently, TIMS includes the majority of California fatal and injury crashes but does not include Property Damage Only collisions.

Recommended Action: Consider augmenting your local agency's data collection approach with information available using the suite of TIMS tools. The TIMS tools (and/or purchased software applications) can help the safety practitioner complete or assist with each of the actions in Sections 2.1 through 2.8. This website includes several tutorials specifically designed to support the individual sections of this document. Local practitioners may find the TIMS output files as a great starting point to build their tracking spreadsheet discussed in the recommendation of Section 2.1.

2.3 Law Enforcement Crash Reports

Both State and local law enforcement officials can be an important source of roadway crash data. The actual law enforcement crash reports can be valuable in identifying the location and contributing circumstances to roadway crashes (e.g., did the highway hardware and features operate as intended: end treatment worked, no barrier in the passenger compartment, pavement not slippery when wet, signs visible, signal timing, etc.). The following variables can and should be extracted and compiled from the crash reports:

- Location
- Date and time
- Crash type
- Crash severity
- Weather conditions
- Lighting conditions
- Sequence of events and most harmful events
- Contributing circumstances
- Driver Variables: age of driver, DUIs, use of seat belt, etc.

Similar to the crash database, the information in the crash reports can be used to assist in the identification of potential infrastructure and non-infrastructure safety treatments and the deployment approach.

Recommended Action: Develop a working relationship with law enforcement officials responsible for enforcement and crash investigations. This could foster a partnership where sharing crash reports and safety information on problem roadway segments becomes an everyday occurrence. Practitioners with limited access to crash data are encouraged to use TIMS to assess the local crash report data.

2.4 Observational Information

Law enforcement officers, local agency maintenance crews, and Emergency Medical Services personnel can serve as valuable resources to identify problem areas. Since they travel extensively on local roads, they can continuously monitor roads for actual or potential problems (e.g., poor delineation, fixed objects near the roadway, missing signs, signs of vehicles leaving the road). Law enforcement observations of driver behavior and roadway elements can provide valuable information to the local road agency. Additionally, law enforcement officers are sometimes aware of problem areas based on citations written, even if crashes related to the violations have not yet occurred. Road maintenance crews may keep logs of their work, including sign and guardrail replacements, debris removal, and edge drop-off repairs. These logs can provide supplemental information about crashes and HCCLs that may not have been reported to law enforcement. Finally, Emergency Medical Service Crash Reports can provide an entirely different perspectives and set of observations relating to crash occurrences.

Information obtained from road maintenance crews, law enforcement officers, and Emergency Medical Services personnel can help support all three methods of implementation approaches: Spot Location treatments, systemic deployments, and the Comprehensive Approach. Often, traffic violations such as speeding and impaired driving lend themselves to education and enforcement solutions to address these behaviors and supplement the intended infrastructure countermeasures.

Recommended Action: Add information received from law enforcement, road maintenance crew, and Emergency Medical Service observations to the agency's tracking spreadsheet and/or pin-maps. Develop a system for maintenance crews to report and record observed roadway safety issues and a mechanism to address them.

2.5 Public Notifications

Occasionally, when unsafe situations are observed, local citizens may notify the local government by email, letter, telephone, or at a public meeting. Information identifying safety issues on local roads may also come from community or regional newspapers, newsletters, correspondence, and from local homeowner and neighborhood associations. These sources can serve as indicators that a safety issue may exist and may warrant further review and analysis to determine the extent of the issues. Citizen reports can be tracked along with official crash data; however, safety practitioners should not regard these reports as factual, unless proven by other methods. Local safety databases should only contain objective and verifiable data.

Recommended Action: Review and summarize information received from these sources, identifying segments or corridors with multiple notifications and record the locations, dates, and nature of the problem that are cited. Add information received from public notifications to tracking spreadsheets and/or pin-maps once confirmed.

2.6 Roadway Data and Devices

It is also valuable to obtain information about the existing roadway infrastructure. Currently, many local agencies have few of their roadway characteristics in a database. For these agencies, the establishment of a roadway database could be a long-term goal. The following roadway characteristics are often used to assist practitioners in safety analyses of roadway segments:

- Roadway surface (dirt, aggregate, asphalt, concrete)
- Roadway geometry (horizontal, vertical, flat)
- Lane information (number, width)
- Shoulder information (width, type)
- Median (type, width)
- Traffic control devices present (signs, pavement marking, signals, rumble stripes etc.)

- Roadside safety hardware (e.g., guardrail, crash cushions, drainage structures)

The TIMS site, described in Section 2.2, can provide safety practitioners with much of this roadway data virtually by using Google Maps and Google Street View. By utilizing TIMS (and/or private for-profit vendors), safety practitioners can save hours and even days of driving during the initial steps in the safety analysis of their network. Once agencies start to define individual safety projects for funding and future construction, actual field reviews are needed to ensure a complete understanding of the project location and context.

As local practitioners gather information about their existing roadway infrastructure, they need to determine whether it complies with the minimum standards for signs, breakaway supports, signals, pavement markings, protective barriers, etc. Practitioners should use the most current *California - Manual on Uniform Traffic Control Devices (CA-MUTCD)*, which provides the minimum standard requirements for traffic control devices on all public streets, highways, bikeways, and private roads open to public travel.⁶ In addition to ensuring compliance with the MUTCD, geometric standards for sight distance, curve radius, and intersection skew angle and roadway standards for lane width, shoulder width, clear recovery zone, and super-elevation should also be evaluated.

Roadway information can be combined with crash data to help local practitioners identify appropriate locations and treatments to improve safety. For example, if a local rural segment is experiencing a high number of horizontal curve-related crashes, analysis of the inventory of roadway elements could reveal that the roadway does not have sufficient signage installed in advance of many of those curves to give motorists warning of the pending change in roadway geometry.

Recommended Action: Identify and track roadway characteristics for the intersections, roadway segments, and corridors, including compliance with the minimum standards. At a minimum, this should be done for locations being considered for safety improvements, but ideally agencies would establish an extensive database of roadway data to help them proactively identify high risk roadway features.

2.7 Exposure Data

The number of crashes can sometimes provide misleading information about the most appropriate locations for treatment. Introducing exposure data helps to create a more effective comparison of locations. Exposure data provides a common metric to the crash data so roadway segments and intersections can be compared more appropriately, helping local agencies prioritize their potential safety improvements.

The most common type of exposure data used on roadway segments is traffic volume. Ideally, volume would be broken down by pedestrians, bicycles, cars, motorcycles, and large trucks. A count of the number of vehicles and non-motorized users can provide information for comparison. For example, if

two roadway segments have the same number of crashes but different traffic volumes, the segment with fewer vehicles (i.e., less exposure) will have a higher crash rate, meaning that vehicles were more likely to experience a crash along that roadway segment. In situations where traffic volume is not available, segment length or population can serve as an effective exposure element for comparison.

Recommended Action: Consider the availability of exposure data and track it along with the other crash data to help prioritize potential locations for safety improvements.

2.8 Field Assessments and Road Safety Audits

Local road practitioners should always consider conducting field assessments in conjunction with their collection of crash data to help identify problem locations. An assessment can be as informal as driving, walking or virtually viewing the road network looking for evidence of roadway crashes. Ideally, informal field assessments are to be performed by multidisciplinary teams that include a traffic safety expert, law enforcement personnel, and others. The team can visit several sites and document evidence of crashes or deficiencies on the roadway or roadside, including: damaged trees or fences, skid marks, ruts on the shoulder, car parts on the shoulder, and/or pavement drop-offs. This information, along with observations of actual driver-behavior, can be used to develop recommendations for improvement.

Field reviews can also be more formalized such as in conducting a Road Safety Audit (RSA). A RSA is a formal safety performance examination of an existing or future road by an independent, multidisciplinary team. The team examines and reports on existing or potential road safety issues and identifies opportunities for safety improvements for all road users. Agencies considering RSAs for the first time are encouraged to consider requesting support from FHWA. For more information on FHWA's free RSA support, go to their website at: <http://safety.fhwa.dot.gov/rsa/>.

Informal field assessments and more formal RSAs provide an opportunity for local safety practitioners to gather and summarize all of the information sources discussed in Section 2. They can also be used to identify potential project delivery obstacles. The field assessments/RSAs should identify major environmental, right-of-way, infrastructure, and operational issues that need to be considered when applying countermeasures.

Recommended Action: Consider completing formal or informal field assessments and RSAs at certain locations to help ensure all relevant information is collected and available for the safety practitioners to complete their safety analysis and identify the most appropriate countermeasures. It's recommended that local agencies develop simple straightforward criteria on when one of these will be undertaken. The information gathered during the assessments should be added to the agency's tracking spreadsheet, as discussed in section 2.

3. Safety Data Analysis

Proactive safety analysis will assist in making informed decisions on the type, deployment levels, and locations for safety countermeasures. This builds on the previous discussions on information sources that identify safety issues. ‘Safety Data Analysis’ is one of the most critical steps in an agency’s overall proactive safety analysis approach. Ideally, agencies regularly analyze the safety data for their entire roadway networks to identify and prioritize the locations with the most severe safety issues. This step is often skipped by agencies reacting to a recent tragic crash and the corresponding public outcry, which may leave their most critical safety locations undetected.

As agencies analyze their safety data, they will need to select the implementation approach that most effectively address the safety issues identified; Systemic Approach, Spot Location Approach, Comprehensive Approach, or a combination of these approaches. For example, if a high number of crashes are occurring at a particular curve or along a short segment of roadway, a spot treatment may be appropriate. However, systemic treatment of multiple locations experiencing similar crash types may be necessary and most beneficial for reducing overall fatalities and injuries. These implementation approaches were described in Section 1.5. With all of the approaches, safety practitioners should be looking for patterns in the crash data and not just the total number of crashes. These patterns include: types of crashes, severity of crashes, mode of travel, pavement conditions, time of day, etc. Identifying and analyzing the patterns in the crash data will help ensure the most appropriate countermeasure is selected and the safety problems are effectively addressed.

3.1 Quantitative Analysis

Crash data analysis is used to determine the extent of the roadway safety issues, the priority for application of scarce resources, and the selection of appropriate countermeasures. The two main quantitative analysis methods for roadway crashes are crash frequency and crash rate.

Crash Frequency

Crash frequency is defined as the number of crashes occurring within a determined study area. A practitioner can determine crash volumes using methods discussed in Section 2, including: State crash database (SWITRS), TIMS, local agency crash databases, law enforcement crash reports, pin-maps, etc. The practitioner should analyze the data to identify locations and crash characteristics with the highest frequency. There are numerous methods to assist practitioners in this process. Each agency will have their own preferred methods for initially selecting their top priority locations. The following are a few examples of the methods used to determine Crash Frequency:

- Summarize the crashes by attributes such as type, severity and location to identify patterns in the crash data and the most significant problem locations.
 - Top 10 (or 20) lists of intersections and roadway segments. It is common to weight more severe crashes higher in this process.

- Spatially display the sites on a pin-map or a GIS software package.
 - For small or rural agencies with lower volume roadways, network-wide pin-maps may be all that is needed to identify the highest priority locations.
- Develop collision diagrams showing the direction of movement of vehicles, types of crashes, and pedestrians involved in the crashes.

As stated earlier, this manual acknowledges many local agency safety practitioners may have their preferred methods for completing these analyses. For those agencies that do not and for those willing to try something new, Caltrans recommends using the TIMS website along with the processes outlined in this document to complete these analyses.

Once the crash frequency information is collected and displayed, the practitioner can complete a methodical analysis by geographic area, route, or a cluster analysis to determine which locations have experienced a high or moderate level of crashes. The resulting crash information can be further analyzed for recurring patterns or events. As agencies consider their locations with high levels of crashes, they should understand the overall random nature of crashes and the concept of “regression to the mean”, as discussed in Section 2. Otherwise, if the natural variations in crash occurrence are not accounted for, a site might be selected for study when the number of crashes is randomly high, or overlooked when the number of crashes is randomly low.

Crash Rate

Crash rate analysis can be a useful tool to determine how a specific roadway or segment compares with similar roadway types on the network. A simple count of the number of crashes can be inadequate when comparing multiple roadways of varying lengths and/or traffic volume. Local agencies are also encouraged to compare their crashes with those occurring in similar areas around the state; doing so will help in determining just how severe the number and types of crashes are in the local area. When working with limited budgets, Crash Rates are often used to prioritize locations for safety improvements that will achieve the greatest safety benefits with limited resources. Where traffic volume data is unavailable, other information can be used to provide exposure information. One often-used factor is the length of the roadway segment on each route studied. Comparing the number of roadway crashes per mile or per intersection can help an agency identify potential opportunities to improve safety. The FHWA Roadway Departure Safety and Intersection Safety manuals include the following formulas for calculating crash rates on roadway segments and intersections:

The crash rate for crashes on a roadway is calculated as:

$$R = (C \times 100,000,000) / (V \times 365 \times N \times L)$$

Where:

R = Crash rate for the road segment expressed as crashes per 100 million vehicle-miles of travel,

C = Total number of crashes in the study period

V = Traffic volumes using Average Annual Daily Traffic (AADT) volumes

N = Number of years of data

L = Length of the roadway segment in miles

The crash rate for crashes at an intersection is calculated as:

$$R = (1,000,000 \times C) / (365 \times N \times V)$$

Where:

R = Crash rate for the intersection expressed as crashes per million entering vehicles (MEV)

C = Total number of intersection-related crashes in the study period

N = Number of years of data

V = Traffic volumes entering the intersection daily

Similar to Crash Frequency, there are numerous methods for local safety practitioners to utilize Crash Rate in their safety data analysis and each will have their own preferred methods for initially selecting their top priority locations. The following are a few examples:

- Top 10 (or 20) lists of roadway segments with the highest crashes in relationship to roadway length, traffic volumes, and/or population density.
- Top 10 (or 20) lists of intersections, sorted by crash rate.
- Top 10 (or 20) lists of the highest volume intersections, sorted by crash frequency or rate.

Even though crash frequency and crash rate are helpful for local agency safety practitioners to effectively rank their most critical locations for improvements, the lack of reliable statewide traffic volumes for all roadway types precludes Caltrans from using the crash rate methodology in their statewide project scoring and ranking processes for the HSIP (discussed in more detail in Section 5).

Recommended Action: Complete a quantitative analysis of the roadway data using both Crash Frequency and Crash Rate methodologies. Safety practitioners should look for patterns in the crash data, including: types of crashes, severity of crashes, mode of travel, pavement conditions, roadway characteristics, time of day, intersection control, etc.

3.2 Qualitative Analysis

Qualitative analysis considers the physical characteristics of the roadway network, through the examination of maps, photographs, and field assessments. Certain roadway infrastructure characteristics relate to design standard and compliance issues and should continually be identified and upgraded on a network-wide basis (e.g., signing and pavement delineation characteristics relating to CA-MUTCD compliance as discussed in more detail below). Other roadway characteristics are more important as they relate to locations with high crash frequencies and rates (e.g., well defined pedestrian

paths crossing the roadway or a high number of utility poles/fixed objects adjacent to the edge of travel way). All of these characteristics should be accounted for in an agency's proactive safety analysis.

Ensuring Compliance with CA-MUTCD and Design Standards

It is important for local agencies to continually evaluate their roadways for compliance with the minimum safety standards. The CA-MUTCD provides the minimum standard requirements for traffic control devices on all public streets, highways, bikeways, and private roads open to public travel. In addition to ensuring compliance with the CA-MUTCD, geometric standards should be evaluated as they relate to sight distance, curve radius, and intersection skew angle and roadway standards for lane width, shoulder width, clear recovery zone, and super-elevation. Many local agencies have their own specific roadway design standards, while others rely on Caltrans' Highway Design Manual⁷, FHWA's "Green Book" policy manual⁸ and PEDSAFE guide⁹, and AASHTO's Roadside Design Guide¹⁰. If the traffic control devices or roadway geometry are not in compliance, appropriate devices/countermeasures should be installed. Non-compliance is an important consideration that can affect road safety and may have liability implications for a jurisdiction. Using CA-MUTCD compliant devices results in uniformity among California roadways and serves to meet road user expectations.

Field Assessments

While the qualitative analysis of compliance issues should continually occur on a network-wide basis, a qualitative analysis should also occur for each of the locations and corridors identified as a result of a 'Quantitative Analysis'. The consideration of roadway infrastructure characteristics in conjunction with crash frequency or crash rate gives a more complete picture of overall safety and should be used in an agency's identification and prioritization process for locations needing safety improvements. The qualitative assessment of HCCLs can be completed through the examination of maps and photographs, but the importance of in-field assessments by multi-disciplinary teams should not be underestimated. In some cases, field reviews of all potential project locations may not be practical, so safety practitioners are encouraged to utilize internet-mapping tools to view maps and photographs and virtually visit these sites from their offices.

Actual field visits or RSAs can be done at the highest priority locations before or during the countermeasure selection process. In many cases, field assessments are often the only way for practitioners to identify potential countermeasure implementation and project delivery obstacles. Without in-field assessments, right-of-way, infrastructure, and operational constraints can be overlooked, including: sensitive environmental resources (widening may not be feasible next to wetlands), roadway users (rumble strips may not be feasible on roadways with high bicycle volumes and narrow shoulders), or nearby roadway stakeholders (flashing beacons may be problematic for adjacent residents.) Assessments can provide critical information for local practitioners as they prioritize their crash locations and select countermeasures with the greatest potential for cost effective deployment.

Recommended Action: Incorporate qualitative analysis elements into agency's proactive analysis approach. Consider completing field assessments and RSAs to identify locations with roadway

infrastructure characteristics that relate to both compliance issues and high crash frequencies/rates. As part of field assessments, common roadway and crash characteristics should be identified for the potential systemic deployment of countermeasures. Rather than reviewing all crash sites individually, agencies may find the use of Internet mapping tools offers significant time savings. For agencies without a preferred virtual field review method, the SafeTREC TIMS website automatically links the SWITRS crash locations to Google Maps and Google Street View.

Caltrans recommends all agencies complete both quantitative and qualitative analyses before starting their applications for HSIP program funding. The findings from these analyses should be documented in spreadsheets and/or pin-maps similar to the ones discussed in Section 2.

4. Countermeasure Selection

Once locations and crash problems are identified as illustrated in Sections 2 and 3, the safety practitioners will need to select the set of proposed safety improvements to reduce the likelihood of future crashes. Individual elements of standard safety improvements are referred to as countermeasures and most countermeasures have corresponding Crash Modification Factors (CMFs).

When applied correctly, CMFs can help agencies identify the expected safety impacts of installing various countermeasures to reduce crashes. CMFs are multiplicative factors used to estimate the expected number of crashes after implementing a given countermeasure at a specific site (the lower the CMF, the greater the expected reduction in crashes). Crash Reduction Factors (CRFs) are directly connected to the CMFs and are another indication of the effectiveness of a particular treatment, measured by the percentage of crashes the countermeasure is expected to reduce. The CRF for a countermeasure is defined mathematically as $(1 - \text{CMF})$ (the higher the CRF, the greater the expected reduction in crashes). NOTE: Given that CRF values can be more intuitive when analyzing roadways for potential “reductions” in crashes; this document shows CRF values in the countermeasure tables. The terms CMFs and CRFs are used interchangeably throughout the text of this section and in other sections of this document.

In an effort to stretch the limited highway safety funding, local transportation agencies are encouraged to identify and implement the optimal combination of countermeasures to achieve the greatest benefits. Combined with crash cost data and project cost information, CRFs can help safety practitioners compare the B/C ratio of multiple countermeasures and then choose the most appropriate application for their proposed safety improvement projects.

As agencies consider the overall scope/cost of their projects, they also need to consider the number of locations to which each countermeasure may be applied in order to maximize the B/C ratio and the overall effectiveness of their limited safety funding. For HCCLs with varying causes, the Spot Location Approach may be the most appropriate. In contrast, the Systemic Approach should be considered where a high proportion of similar crash types tend to occur at locations that share common geometric or operational elements. In these situations, installing the same low-cost safety countermeasure at multiple locations can increase the cost effectiveness of the safety improvement, allowing an increased number of treatments to be applied.

It is important to note that there are many safety issues and corresponding countermeasures that are more “maintenance” in nature (e.g., visibility issues relating to the need for brush clearing and roadway departure issues relating to the need to replace shoulder backing). As these issues are identified when investigating crash locations, it’s expected that the local safety practitioners would take the necessary steps to remedy the situation in the short-term. For this reason, most of the common maintenance-type safety countermeasures are not included in this document.

4.1 Selecting Countermeasures and Crash Modification Factors / Crash Reduction Factors

Selecting an appropriate countermeasure and corresponding CMF is similar to choosing the right tool for a job. In some cases, a countermeasure and CMF may not be perfect, but will still work well enough to get the job done by providing a reasonable estimation of the countermeasure's effect. In other cases, using an improper countermeasure or CMF may do more harm than good. Applying a CMF that does not fit a specific situation may give a false sense of the countermeasure's safety effectiveness and may result in an increased safety problem.

The Federal Highway Administration (FHWA) is leading a concerted effort to develop information on CMFs and makes it available to State and local agencies to assist with highway safety planning. The CMF Clearinghouse, a free online database introduced in 2009 and accessible at <http://www.cmfclearinghouse.org/>, details the varying quality and reliability of CMFs available to transportation professionals.

FHWA has identified three main considerations to assure appropriate selection of CMFs for a given countermeasure: the **availability** of relevant CMFs, the **applicability** of available CMFs, and the **quality** of applicable CMFs. The following sections detail these considerations and describe how Caltrans recommended CRF and service life values meet these criteria.

Availability: The availability of a CMF that applies to a specific situation depends on whether research has been conducted to determine the safety effects of a particular countermeasure or combination of countermeasures, and whether researchers have documented it. The CMF Clearinghouse contains more than 2,900 CMFs and receives quarterly updates to include the latest research.

At this point, Caltrans has established a small subset of 82 countermeasures and a single CRF for each of these countermeasures that must be used when submitting applications for Caltrans statewide calls-for-projects. This methodology allows for a statewide data-driven process that facilitates a fair and accurate comparison of project applications. (The reason for limiting the number of countermeasures is further explained below under “applicability”).

Applicability: In general, once a local safety practitioner determines that one or more CMFs exist for a specific countermeasure, the next step is to determine which CMF is the most applicable. Applicability depends on how closely the CMF represents the situation to which it will be applied. Safety practitioners should evaluate the potentially applicable CMFs, eliminating any that are not appropriate for the situation. Practitioners should only choose the most appropriate CMFs for their specific project based on factors including but not limited to: urban areas vs. rural areas; low vs. high traffic volumes; 2-lane vs. 6-lane roadways; individual vs. combination treatments; signalized vs. non-signalized intersections; and minor crashes vs. fatal crashes. If practitioners choose to use a CMF outside the range of applicability, the safety effect will likely be over or underestimated.

The mix of countermeasures and CRFs included in this document is intended to meet Caltrans' goal for a data-driven award process for local agencies to follow that allows for a fair and accurate comparison of project applications. Where possible and appropriate, the CRF value intended for use in statewide calls-for-projects is based on research studies that specifically established the CRF to be used for 'all' project areas, roadway types, and traffic volumes. Where not all applicability factors have already been established by prior research, Caltrans worked closely with FHWA to approximate CRFs for countermeasures often utilized by local agencies.

Quality: Often a search of the CMF Clearing House results in multiple CMFs for the same countermeasure. A practitioner needs to examine the quality of each CMF. The quality of a CMF can vary greatly depending on several factors associated with the process of developing the CMF. The primary factors that determine the quality of a CMF are the study design, sample size, standard error, potential bias, and data source. The CMF Clearinghouse provides a star rating for each based on a scale of 1 to 5, where 5 indicates the highest quality. The most reliable CMFs in the HSM are indicated with a bold font.

Wherever possible, the CRFs included in this document are based on research that has a CMF Clearinghouse star rating of 3 or more. For countermeasures that do not have corresponding research of a star rating of 3 or more but were deemed important to provide flexibility to local practitioners, Caltrans worked closely with FHWA to establish CRFs based on the best available research.

4.2 List of Countermeasures

The list of countermeasures discussed in this section is not an all-inclusive list, and only includes those available in the Caltrans' HSIP Cycle 11 Call-for-projects. Only thoroughly researched countermeasures with a readiness to be applied by local agencies on a statewide basis are utilized. In addition, the California Local HSIP program places further restrictions on the eligibility of some countermeasures to meet the most critical needs on California local roadways. Practitioners are encouraged to utilize the FHWA CMF Clearinghouse for a more comprehensive list as they establish their local agency specific set of proposed improvements and prioritize their projects.

The countermeasures listed in the following three tables have been sorted into 3 categories: Signalized Intersection, Non-Signalized Intersection, and Roadway Segment. Pedestrian and bicycle related countermeasures have been included in each of these categories, as the consideration of non-motorized travel is important for all roadway classifications and locations. The countermeasures included in these tables are also used in the HSIP Analyzer. When selecting countermeasures and CMFs to apply to their specific safety needs, local agency safety practitioners should consider the **availability, applicability, and quality** of CMFs, as discussed in section 4.1.

Only Crash Types, CRFs, Expected Lives, and HSIP Funding Eligibility of the countermeasures for use in Caltrans local HSIP program are provided in this section. Fields in the countermeasure tables are:

- **Crash Types** - “All”, “P & B” (Pedestrian and Bicycle), “Night”, “Emergency Vehicle”, or “Animal”.
- **CRF** - Crash Reduction Factor used for HSIP calls-for-projects.
- **Expected Life** - 10 years or 20 years.
- **Funding Eligibility** – the maximum HSIP reimbursement ratio for HSIP Cycle 11 Call-for-projects.
 - Eighty-one (81) countermeasures: 90%
 - One (1) countermeasure: 50% (CM No. S03: Improve signal timing, as this CM will improve the signal operation rather than merely the safety.)
- **Systemic Approach Opportunity** - Opportunity to Implement Using a Systemic Approach: “Very High”, “High”, “Medium” or “Low”.

The list of countermeasures presented in this section is intended to be a quick-reference summary. Appendix B of this manual provides more details on each of these countermeasures including Where to use, Why it works, General Qualities (Time, Cost and Effectiveness), and information from FHWA CMF Clearinghouse (Crash Types Addressed and range of Crash Reduction Factor).

Recommended Action: At this point, agencies should use all information and results obtained by completing the actions in Sections 2, 3 and 4 to select the appropriate countermeasures for their HCCLs and systemic improvements. As novice safety practitioners select countermeasures, they must realize that a reasonable level of traffic ‘engineering judgment’ is required and that this manual should not be used as a simple cheat-sheet for preparing and submitting applications for funding.

Table 2. Countermeasures for Non-Signalized Intersections

No.	Type	Countermeasure Name	Crash Type	CRF	Expected Life (Years)	HSIP Funding Eligibility	Systemic Approach Opportunity?
NS01	Lighting	Add intersection lighting (NS.I.)	Night	40%	20	90%	Medium
NS02	Control	Convert to all-way STOP control (from 2-way or Yield control)	All	50%	10	90%	High
NS03	Control	Install signals	All	30%	20	90%	Low
NS04	Control	Convert intersection to roundabout (from all way stop)	All	Varies	20	90%	Low
NS05	Control	Convert intersection to roundabout (from stop or yield control on minor road)	All	Varies	20	90%	Low
<u>NS05mr*</u>	Control	Convert intersection to mini-roundabout	All	30%	20	90%	Medium
NS06	Operation/ Warning	Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs	All	15%	10	90%	Very High
NS07	Operation/ Warning	Upgrade intersection pavement markings (NS.I.)	All	25%	10	90%	Very High
NS08	Operation/ Warning	Install Flashing Beacons at Stop-Controlled Intersections	All	15%	10	90%	High
NS09	Operation/ Warning	Install flashing beacons as advance warning (NS.I.)	All	30%	10	90%	High
NS10	Operation/ Warning	Install transverse rumble strips on approaches	All	20%	10	90%	High
NS11	Operation/ Warning	Improve sight distance to intersection (Clear Sight Triangles)	All	20%	10	90%	High
NS12	Operation/ Warning	Improve pavement friction (High Friction Surface Treatments)	All	55%	10	90%	Medium
NS13	Geometric Mod.	Install splitter-islands on the minor road approaches	All	40%	20	90%	Medium
NS14	Geometric Mod.	Install raised median on approaches (NS.I.)	All	25%	20	90%	Medium
NS15	Geometric Mod.	Create directional median openings to allow (and restrict) left-turns and u-turns (NS.I.)	All	50%	20	90%	Medium
NS16	Geometric Mod.	Reduced Left-Turn Conflict Intersections (NS.I.)	All	50%	20	90%	Medium
NS17	Geometric Mod.	Install right-turn lane (NS.I.)	All	20%	20	90%	Low
NS18	Geometric Mod.	Install left-turn lane (where no left-turn lane exists)	All	35%	20	90%	Low
NS19PB	Ped and Bike	Install raised medians / refuge islands (NS.I.)	P & B	45%	20	90%	Medium
NS20PB	Ped and Bike	Install pedestrian crossing at uncontrolled locations (new signs and markings only)	P & B	25%	10	90%	High
NS21PB	Ped and Bike	Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)	P & B	35%	20	90%	Medium
NS22PB	Ped and Bike	Install Rectangular Rapid Flashing Beacon (RRFB)	P & B	35%	20	90%	Medium
NS23PB	Ped and Bike	Install Pedestrian Signal (including Pedestrian Hybrid Beacon (HAWK))	P & B	55%	20	90%	Low

*CM NS05mr is a new countermeasure added for HSIP Cycle 11 Call-for-projects.

Table 1. Countermeasures for Signalized Intersections

No.	Type	Countermeasure Name	Crash Type	CRF	Expected Life (Years)	HSIP Funding Eligibility	Systemic Approach Opportunity?
S01	Lighting	Add intersection lighting (S.I.)	Night	40%	20	90%	Medium
S02	Signal Mod.	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	All	15%	10	90%	Very High
S03	Signal Mod.	Improve signal timing (coordination, phases, red, yellow, or operation)	All	15%	10	50%	Very High
S04	Signal Mod.	Provide Advanced-Dilemma-Zone Detection for high-speed approaches	All	40%	10	90%	High
S05	Signal Mod.	Install emergency vehicle pre-emption systems	Emergency Vehicle	70%	10	90%	High
S06	Signal Mod.	Install left-turn lane and add turn phase (signal has no left-turn lane or phase before)	All	55%	20	90%	Low
S07	Signal Mod.	Provide protected left turn phase (left turn lane already exists)	All	30%	20	90%	High
S08	Signal Mod.	Convert signal to mast arm (from pedestal-mounted)	All	30%	20	90%	Medium
S09	Operation/Warning	Install raised pavement markers and striping (Through Intersection)	All	10%	10	90%	Very High
S10	Operation/Warning	Install flashing beacons as advance warning (S.I.)	All	30%	10	90%	Medium
S11	Operation/Warning	Improve pavement friction (High Friction Surface Treatments)	All	55%	10	90%	Medium
S12	Geometric Mod.	Install raised median on approaches (S.I.)	All	25%	20	90%	Medium
S13PB	Geometric Mod.	Install pedestrian median fencing on approaches	P & B	35%	20	90%	Low
S14	Geometric Mod.	Create directional median openings to allow (and restrict) left-turns and u-turns (S.I.)	All	50%	20	90%	Medium
S15	Geometric Mod.	Reduced Left-Turn Conflict Intersections (S.I.)	All	50%	20	90%	Medium
S16	Geometric Mod.	Convert intersection to roundabout (from signal)	All	Varies	20	90%	Low
S17PB	Ped and Bike	Install pedestrian countdown signal heads	P & B	25%	20	90%	Very High
S18PB	Ped and Bike	Install pedestrian crossing (S.I.)	P & B	25%	20	90%	High
S19PB	Ped and Bike	Pedestrian Scramble	P & B	40%	20	90%	High
S20PB	Ped and Bike	Install advance stop bar before crosswalk (Bicycle Box)	P & B	15%	10	90%	Very High
S21PB	Ped and Bike	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)	P & B	60%	10	90%	Very High

*CM S04 has been deleted in HSIP Cycle 11 Call-for-projects.

Table 3. Countermeasures for Roadways

No.	Type	Countermeasure Name	Crash Type	CRF	Expected Life (Years)	HSIP Funding Eligibility	Systemic Approach Opportunity?
R01	Lighting	Add segment lighting	Night	35%	20	90%	Medium
R02	Remove/ Shield Obstacles	Remove or relocate fixed objects outside of Clear Recovery Zone	All	35%	20	90%	High
R03	Remove/ Shield Obstacles	Install Median Barrier	All	25%	20	90%	Medium
R04	Remove/ Shield Obstacles	Install Guardrail	All	25%	20	90%	High
R05	Remove/ Shield Obstacles	Install impact attenuators	All	25%	10	90%	High
R06	Remove/ Shield Obstacles	Flatten side slopes	All	30%	20	90%	Medium
R07	Remove/ Shield Obstacles	Flatten side slopes and remove guardrail	All	40%	20	90%	Medium
R08	Geometric Mod.	Install raised median	All	25%	20	90%	Medium
R09	Geometric Mod.	Install median (flush)	All	15%	20	90%	Medium
R10PB	Geometric Mod.	Install pedestrian median fencing on approaches	P & B	35%	20	90%	Low
R11	Geometric Mod.	Install acceleration/ deceleration lanes	All	25%	20	90%	Low
R12	Geometric Mod.	Widen lane (initially less than 10 ft)	All	25%	20	90%	Medium
R13	Geometric Mod.	Add two-way left-turn lane	All	30%	20	90%	Medium
R14	Geometric Mod.	Road Diet (Reduce travel lanes-and add a two way left-turn and bike lanes)	All	35%	20	90%	Medium
R15	Geometric Mod.	Widen shoulder	All	30%	20	90%	Medium
R16	Geometric Mod.	Curve Shoulder widening (Outside Only)	All	45%	20	90%	Medium
R17	Geometric Mod.	Improve horizontal alignment (flatten curves)	All	50%	20	90%	Low
R18	Geometric Mod.	Flatten crest vertical curve	All	25%	20	90%	Low
R19	Geometric Mod.	Improve curve superelevation	All	45%	20	90%	Medium
R20	Geometric Mod.	Convert from two-way to one-way traffic	All	35%	20	90%	Medium
R21	Geometric Mod.	Improve pavement friction (High Friction Surface Treatments)	All	55%	10	90%	High

Table 3. Countermeasures for Roadways (Continued)

No.	Type	Countermeasure Name	Crash Type	CRF	Expected Life (Years)	HSIP Funding Eligibility	Systemic Approach Opportunity?
R22	Operation/ Warning	Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)	All	15%	10	90%	Very High
R23	Operation/ Warning	Install chevron signs on horizontal curves	All	40%	10	90%	Very High
R24	Operation/ Warning	Install curve advance warning signs	All	25%	10	90%	Very High
R25	Operation/ Warning	Install curve advance warning signs (flashing beacon)	All	30%	10	90%	High
R26	Operation/ Warning	Install dynamic/variable speed warning signs	All	30%	10	90%	High
R27	Operation/ Warning	Install delineators, reflectors and/or object markers	All	15%	10	90%	Very High
R28	Operation/ Warning	Install edge-lines and centerlines	All	25%	10	90%	Very High
R29	Operation/ Warning	Install no-passing line	All	45%	10	90%	Very High
R30	Operation/ Warning	Install centerline rumble strips/stripes	All	20%	10	90%	High
R31	Operation/ Warning	Install edgeline rumble strips/stripes	All	15%	10	90%	High
R32PB	Ped and Bike	Install bike lanes	P & B	35%	20	90%	High
R33PB	Ped and Bike	Install Separated Bike Lanes	P & B	45%	20	90%	High
R34PB	Ped and Bike	Install sidewalk/pathway (to avoid walking along roadway)	P & B	80%	20	90%	Medium
R35PB	Ped and Bike	Install/upgrade pedestrian crossing (with enhanced safety features)	P & B	35%	20	90%	Medium
R36PB	Ped and Bike	Install raised pedestrian crossing	P & B	35%	20	90%	Medium
R37PB	Ped and Bike	Install Rectangular Rapid Flashing Beacon (RRFB)	P & B	35%	20	90%	Medium
R38	Animal	Install animal fencing	Animal	80%	20	90%	Medium

5. Calculating the B/C Ratio and Comparing Projects

Practitioners need to consider the expected B/C ratio of their proposed projects. This is an important step in a proactive safety analysis process because it provides two key pieces of information: First, it defines the cost effectiveness of the proposed projects; and second, it gives the safety practitioner a means to help prioritize their safety projects both inside the agency's traffic safety section and against other proposed operational and maintenance projects competing for funding.

5.1 Estimate the Benefit of Implementing Proposed Improvements

Sections 2 through 4 provide the practitioner all the information needed to calculate the expected 'Benefit' of the proposed safety projects. The resulting expected benefit value is derived by applying the proposed countermeasures and corresponding CMFs to the expected crashes. It is of critical importance for the practitioner to understand that misapplication of a CMF will lead to misinformed decisions. Four main factors need to be considered when applying countermeasures and CMFs to calculate the expected benefit value: (1) how to estimate the number of expected crashes without treatment, (2) how to apply CMFs by type and severity, (3) how to apply multiple CMFs if multiple treatments are to be included in the same project, and (4) how to apply a benefit value by crash severity. The following text explains how these factors affect the expected benefit value in more detail.

Estimating expected crashes without treatment: Before applying CMFs, local safety practitioners first need to select countermeasures and CMFs. The CMF is applied to the expected safety performance (expected crashes) without any treatment in order to estimate the expected crashes with the treatment. The reduction in expected crashes multiplied by the expected costs per each crash gives the practitioner the expected benefit.

As mentioned earlier in this manual, the random nature of roadway crashes suggests that over time the number of crashes at any particular locations will change. This concept is known as "regression to the mean" and it gives rise to the concern that a site might be selected for study when the crashes are at a randomly high fluctuation, or overlooked from study when the site is at a randomly low fluctuation. The HSM presents several methods for estimating the expected safety performance of a roadway or intersection including the Empirical Bayes method, which combines observed information from the site of interest with information from similar sites to estimate the expected crashes without treatment. Another common way to minimize the impact of regression to the mean is to increase the number of years of crash data being analyzed.

For statewide calls-for-projects, Caltrans strives to ensure that all projects are fairly ranked based on a consistent statewide approach. Given this, Caltrans has avoided using methodology requiring agencies to mathematically adjust their crash data (e.g., Empirical Bayes) and instead has opted to use 5 years of "observed crashes" in estimating "expected crashes."

Applying CMFs by type and severity: Section 4.1 of this manual discusses the application of CMFs and the need for them to represent the situation to which they will be applied. It also stresses the need for

practitioners to choose the most appropriate CMFs for their specific project. In many circumstances, estimating the change in crashes by type and severity is useful; however, local safety practitioners only can use this approach when CMFs exist for the specific crash types and severities in question. If practitioners choose to use a CMF outside the range of applicability, the safety effect may be over- or underestimated. (For example: past research relating to installing a channelized left turn lane, has estimated CMFs as high as 68% for Right-Angle crashes of all severities and as low as 11% for Rear-End crashes with severities of only fatal and injury).

Applying multiple CMFs: In real-world scenarios, transportation agencies commonly install more than one countermeasure per project as part of their safety improvement program. This leads to the question, "What is the safety effect of the combined countermeasures?" The calculation methods that Transportation agencies use include: applying the CMF for the single countermeasure expected to achieve the greatest reduction, applying CMFs separately by crash type and summing them to get a project-level effect, and applying CMFs based on a review of crash patterns, etc. Regardless of the specific method employed, "engineering judgment" is required when combining multiple CMFs and it is important for local agencies to apply their method consistently throughout their analysis to ensure a fair comparison of projects.

One common practice is to assume that CMFs are multiplicative when they are applied to the same set of crash data. In other words, each successive countermeasure will achieve an additional benefit when implemented in combination with other countermeasures. The multiplicative method is a common, generally accepted method and is presented in the HSM and in the CMF Clearinghouse. This method is also used in the HSIP calls-for-projects.

To allow agencies maximum flexibility in combining countermeasures and locations into a single project while ensuring all projects can be consistently ranked on a statewide basis, Caltrans only allows up to three (3) individual countermeasures can be utilized in the B/C ratio for a project location site. The CMFs are multiplicative if there are multiple countermeasures, i.e. each successive countermeasure will achieve an additional benefit based on the remainder of the crashes after the effect of the prior countermeasures, not the original number of the crashes.

More information on these requirements and procedures are provided in the documents (Application Form Instructions, etc.) for each call-for-projects.

Applying benefit value by crash severity: The last step in estimating the overall benefit of a proposed improvement project is to multiply the expected reduction in crashes by a generally accepted value for the "cost" of crashes. In other words, the expected "benefit" value for a project is actually the expected "reduction in costs" value from reducing future crashes. There are many sources for the costs of crashes (e.g., HSM, FHWA & National Safety Council) and some of the sources vary widely depending on how they account for the economic value of a life and when the numbers were last updated.

When calculating the “benefit” to be used in calculating an improvement’s B/C ratio, it is important for the practitioner to consider whether a total benefit value for the “life” of the improvement is needed or if the benefit value should be annualized (i.e., benefit per year). Whichever method is used to calculate the overall cost of the improvements must also be used for calculating the benefit.

Caltrans has currently chosen to use published Cost-of-Crash values from the first edition of the HSM and increase the values by 4% annually. These values may be updated in the future, when updated cost-of-crash values are published by FHWA or another national source. The specific values for each of the crash severities and the formulas used to calculate the total benefit are shown in Appendix D.

Recommended Action: Prepare Total Benefit estimates for the proposed projects being evaluated in the proactive safety analysis.

5.2 Estimate the Cost of Implementing Proposed Improvements

After calculating the expected benefit of the proposed safety projects, the next step for the practitioner is to develop an estimate of the Total Project Costs. These costs need to include both the construction costs and the project development and administration costs. The most common approach to estimating construction costs is through an “Engineer’s Cost Estimate.” A Template for Detailed Engineer’s Estimate and Cost Breakdown by Countermeasures is included in the HSIP funding application website. When calculating the administration costs for a project, the complexity of the improvements must be accounted for: Low-cost countermeasures, typically used in the Systemic Approach, often have minimal environmental and right-of-way impacts and require minimal design effort. In contrast, many medium to high cost improvements tend to have greater impacts to the environment and right-of-way and require significant design efforts. It’s crucial to account for these differences to accurately determine the true B/C ratio of the projects and prioritize them correctly.

When an agency is initially evaluating several potential locations and countermeasures as part of their proactive safety analysis or in preparing for Caltrans call-for-projects, they should consider first using rough ‘ballpark’ cost estimates using previous projects that had similar scope, if possible. Ballpark cost estimates can allow the practitioner to quickly establish B/C ratios for all of their potential projects and identify the projects with high cost effectiveness and with a reasonable chance of receiving HSIP funding in a Caltrans call-for-projects.

Recommended Action: Prepare ‘Total Project Cost’ estimates for the proposed projects being evaluated in the proactive safety analysis.

5.3 Calculate the B/C Ratio

In general, the B/C ratio is calculated by taking a project’s overall benefit (as calculated in Section 5.1) and dividing it by the project’s overall cost (as calculated in Section 5.2). There are, however, several

methods and input-factors available for calculating a project's B/C ratio and practitioners may want to consider other methods as defined in the HSM.

Based on Caltrans' need for a fair, data-driven, statewide project selection process for HSIP call-for-projects, Caltrans requires the B/C ratio for all applications to be completed using the same process. Applicants must utilize the HSIP Analyzer to calculate the B/C ratio of the project. Additional details and formulas included in the calculation are included in this document as Appendix D.

Recommended Action: Calculate the B/C ratio for each of the proposed projects being evaluated in the proactive safety analysis.

5.4 Compare B/C Ratios and Consider the Need to Reevaluate Project Elements

By implementing a comprehensive proactive safety analysis approach, agencies will likely identify more potential safety projects than they can fund and deliver. It will be important for an agency to prioritize their projects internally before funding is sought. It is not uncommon for projects to have a B/C ratio as low as 0.1 or as high as 100. Once the relative cost effectiveness of an agency's potential projects has been established, the projects with low to mid-ranged B/C ratios should be reassessed. Projects with very low initial B/C ratios may be dropped while projects with low to mid ranged B/C ratios may be redefined by changing the limits of the proposed improvements to focus on higher crash locations or incorporating lower-cost countermeasures. This reiterative process is illustrated in Figure 1 in Section 1 of this document.

At the conclusion of this step, the local agency should have several potential safety projects ready to move into the project development and construction phases. Ideally, there will be a variety of low cost safety projects and potentially a few higher cost roadway reconstruction projects. How each local agency prioritizes their list of safety improvements will vary, but projects with the highest B/C ratios should generally have a high overall priority. It should be understood that available funding will play a key role in local agency prioritization (e.g., higher-cost projects may have to wait for funding to become available while low-cost improvements with lower B/C ratios can be constructed with in-house maintenance crews), but in the goal of maximizing overall safety benefits, the role of politics and public influence should be minimized.

Recommended Action: Compare, reevaluate, and prioritize the potential safety projects. Consider changing the project limits to maximize the number of fatal and injury crashes addressed within the limits. Consider lower cost countermeasures in areas where high and medium cost countermeasures resulted in low B/C ratios.

6. Identifying Funding and Construct Improvements

Funding strategies for implementing safety projects need to vary as widely as local agency's roadway types, project costs, and proposed improvements. At this point in the proactive safety analysis process, local agencies should have several potential safety projects ready to move into the project development and construction phases. There are likely a wide range of 'approaches' to fund each of these projects. This section of the document discusses some of the most common approaches.

6.1 Existing Funding for Low-cost Countermeasures

For projects utilizing low-cost countermeasures, the total project cost may be low enough that the agency can construct the project using its existing roadway funding by utilizing the ongoing activities of their roadway maintenance staff and equipment. Other low-cost projects (e.g., overlays, sealcoats, drainage, signing, and striping projects) may be more important to incorporate into larger maintenance projects. It is common for agencies to have 1-, 5-, and 10-year plans for making these standard maintenance improvements. With upfront planning and coordination between agency staff, the low-cost safety projects identified through the proactive safety analysis can be incorporated with minimal costs to an agency's maintenance program. Maximizing the cost effectiveness of the program may even allow the transportation managers to justify increasing the funding for their overall roadway maintenance program.

In addition to their maintenance program, transportation managers should also strategically seek out planned capital improvement and development projects that can incorporate low and medium cost countermeasures identified in their safety analysis. Local agencies may also find opportunities to partner with private enterprises and insurance companies to fund special safety projects that further both organizations' strategic goals.

Recommended Action: Survey planned maintenance, developer and capital projects to determine whether they overlap any of the proposed safety projects. Where projects overlap, leverage the existing funding sources to include safety countermeasures.

6.2 HSIP and Other Funding Sources

In addition to the HSIP Program, the Division of Local Assistance's web site includes several other Caltrans administered funding programs:

<https://dot.ca.gov/programs/local-assistance>

Recommended Action: Consider all potential funding opportunities to incorporate the identified safety countermeasures.

6.3 Project Development and Construction Considerations

In general, roadway safety projects don't garner the same level of attention from decision makers, media, elected officials, and the general public, that large operational and development-driven projects do. As a result, local safety practitioners and project sponsors often find their projects have difficulty in competing for the agencies' limited project delivery resources. Establishing and implementing a comprehensive safety analysis process can assist safety practitioners in delivering their safety programs in many ways, including:

- Credibility and awareness to individual projects and delivery schedules.
- Increased stakeholders tracking and delivery of a project when low-cost improvements are incorporated into ongoing maintenance and capital projects.
- An increased focus on low-cost countermeasures typically corresponds to projects with less environmental, right-of-way and other impacts; resulting in projects that have streamlined project delivery processes and short construction schedules.

Recommended Action: Safety practitioners should follow their safety projects all the way through the project delivery and construction process. In addition, they should establish a safety program delivery plan that brings awareness and support to the expedited delivery of safety projects. Where possible, safety practitioners should involve the media and even consider having their own program intended to "toot their own safety-horn."

7. Evaluation of Improvements

Evaluation of the effectiveness of roadway treatments following installation should be used to guide future decisions regarding roadway countermeasures. Field reviews should also be conducted shortly after the project is completed to insure the project is operating as intended.

A record of crash history and countermeasure installation forms the foundation for assessing how well the implemented strategies have performed. An important database to maintain is a current list of installed countermeasures with documented “when/where/why” information. Periodic assessments will provide the necessary information to make informed decisions on whether each countermeasure contributed to an increase in safety, whether the countermeasure could or should be installed at other locations, and which factors may have contributed to each countermeasure’s success.

In order to perform the assessment, it is necessary to collect the required information for a certain period after strategies have been deployed at the locations. The time period varies, but whenever possible, 3 to 5 years is recommended to reduce the effects of the random nature of roadway crashes (i.e., Regression to the Mean). The information required may consist of public input and complaints, police reports, observations from maintenance crews, and local and State crash data.

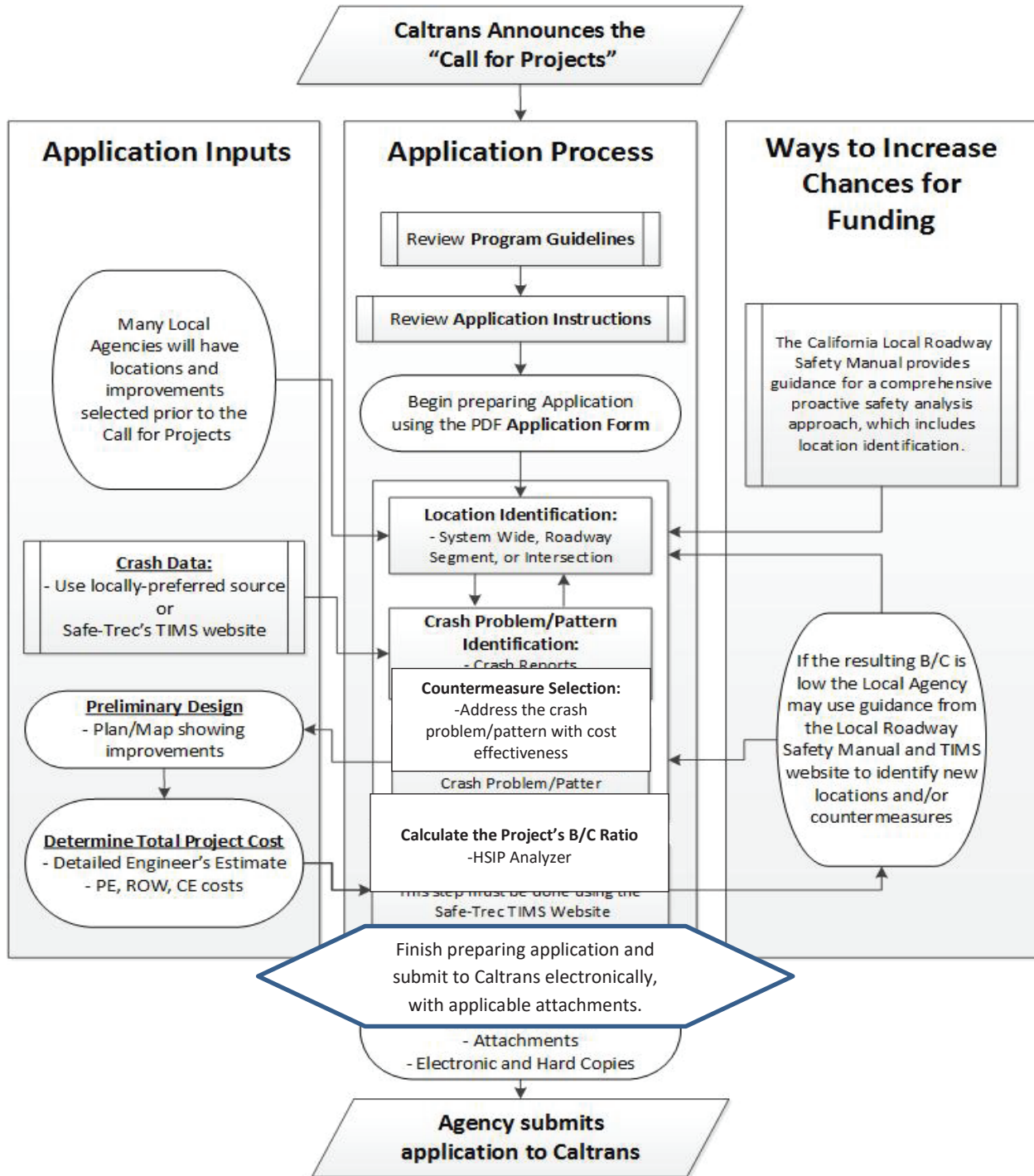
It is important to keep the list of safety installations up-to-date since it will serve as a record of countermeasure deployment history (see table below for an example). By using this type of system, assessment dates can be scheduled to review the crashes and other pertinent information on segments where roadway countermeasures have been installed. Making “after” assessments will inform the practitioner on the effectiveness of past improvements and can provide data to help justify the value of continuing and expanding the local agency’s safety program in the future.

Location	Type of Countermeasure Installed	Date Installed	Crashes Before (Duration and Severity)	Crashes After (Duration and Severity)	Comments

Recommended Action: Develop a spreadsheet or database to track future safety project installations and record 3 or more years of “before” and “after” crash information at those locations. Once safety countermeasures are constructed, schedule and track assessment dates to ensure they happen.

Appendix A: HSIP Call-for-Projects Process

HSIP Call-for-Projects Flowchart of Application Process



Appendix B: Detailed Tables of Countermeasures

The intent of the information contained in this appendix is to provide local agency safety practitioners with a list of effective countermeasures that are appropriate remedies to many common safety issues. The tables in Section 4.2 present a quick summary of the specific values that the Caltrans Division of Local Assistance uses to assess and select projects for its calls-for-projects. In addition to the same information as in Section 4.2, this appendix also includes notes for Caltrans HSIP calls-for-projects and “General information” regarding where the countermeasure should be used, why it works, the general qualities that can be used to suggest the potential complexity of installation, and information from FHWA CMF Clearinghouse on the type of crashes where the countermeasure is best used and a range of their expected overall effectiveness.

The countermeasures have been sorted into 3 categories: Signalized Intersection, Non-Signalized Intersection, and Roadway Segment. Pedestrian and bicycle related countermeasures have been included in each of these categories.

Caltrans gives careful consideration to the fair application of its calls-for-projects process. Starting in 2012, the award of safety funding has been solely based on a determined benefit-to-cost ratio for each project. The fixed set of countermeasures and CRFs included in these tables are intended to allow for all projects to be evaluated consistently and fairly throughout the project selection process. However, at this time, there are no CRFs/CMFs available for several safety improvements, such as: "dynamic/variable speed regulatory signs", "non-motorized signs and markings (regulatory and warning)", "Square-up (reduce curve radius) turn lanes" and non-infrastructure elements. These safety improvement items can be included in project applications, but they will not be included into the B/C ratio calculations, unless the safety improvements meet the intent of other separate countermeasures included in the attached lists. Caltrans is interested in adding these countermeasures (and many others) to these tables once CRFs/CMFs have been established. Caltrans will continue to periodically update this list of allowable countermeasures and CRFs as new safety research data becomes available. With this in mind, Caltrans is interested in feedback and suggestions from local agency safety practitioners on the overall countermeasure list as well as specific details of individual countermeasures, including locally developed safety effectiveness information.

Caltrans used the following references to assist its team in developing the information shown in the following tables. Safety Practitioners are encouraged to utilize these references for a more expansive list of countermeasures and CRFs / CMFs.

The Crash Modification Factors Clearinghouse

<https://www.cmfclearinghouse.org/>

NCHRP Report 500 Series: Volumes 4, 5, 6, 7, 10, 12, 13, and others

<https://www.trb.org/Main/Blurbs/152868.aspx>

Highway Safety Manual (HSM)

<http://www.highwaysafetymanual.org>

Pedestrian and Bicycle - Tools to Diagnose and Solve the Problem

https://safety.fhwa.dot.gov/ped_bike/tools_solve/

FHWA Local and Rural Road / Training, Tools, Guidance and Countermeasures for Locals

https://safety.fhwa.dot.gov/local_rural/training/

For each countermeasure (CM):

(Title) CM No., CM Name

- CM No. is
 - S01 through S21PB for Intersection Countermeasures – Signalized,
 - NS01 through NS23PB for Intersection Countermeasures – Unsignalized, or
 - R01 through R38 for Roadway Countermeasures.

For HSIP Calls-for-projects:

- **Funding Eligibility** - 90% or 50%.
- **Crash Types Addressed** - “All”, “Pedestrian and Bicycle”, “Night”, “Emergency Vehicle”, or “Animal”.
- **CRF** - Crash Reduction Factor used for HSIP calls-for-projects.
- **Expected Life** - 10 years or 20 years.
- **Notes** - Specific requirements are provided for utilizing the countermeasure on applications for Caltrans statewide calls-for-projects.
-

General Information:

- **Where to use** – Roadway segments and intersections with specific common characteristics can be addressed with similar countermeasures that are most effective.
- **Why it works** – A discussion of the benefit of a countermeasure is important to determine its appropriateness in addressing certain roadway crash types at areas with specific issues as determined by the data and roadway features.
- **General Qualities (Time, Cost and Effectiveness)** – This category is more subjective and can vary substantially. ‘Time’ refers to the approximate relative time it can take to implement the countermeasure. Costs can vary considerably due to local conditions, so ‘cost’ represents the relative cost of applying a countermeasure. A relative overall ‘effectiveness’ is also provided for some countermeasures. All of this subjective information may not be applicable to the unique circumstances for the agency and should not be utilized without verification by the safety practitioner.

- **FHWA CMF Clearinghouse**

- **Crash Types Addressed** – In order to effectively reduce the number and severity of roadway crashes, it is necessary to match countermeasures to the crash types they are intended to address. Depending on the type of problem, one or more of a range of countermeasures could be the most effective way to reduce the number and severity of future crashes.
- **Crash Reduction Factor** – The crash reduction factor (CRF) is an indication of the effectiveness of a particular treatment, measured by the percentage of crashes it is expected to reduce. Note: As mentioned earlier in this section, the effectiveness of a countermeasure can also be expressed as a Crash Modification Factor (CMF), which is defined mathematically as $1 - \text{CRF}$. However, this document uses CRFs as they can be more insightful when analyzing roadways for potential “reductions” in crashes. There is a range of CRF values that exist for each of the countermeasures (or similar countermeasures). The range of CRFs is provided to give local safety practitioners a clear understanding that they may need to go to the FHWA CMF Clearinghouse to find the most appropriate countermeasure and CRF for their specific projects and local prioritization.

B.1 Intersection Countermeasures – Signalized

S01, Add intersection lighting (Signalized Intersection => S.I.)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	"night" crashes	40%	20 years
Notes:	This CM only applies to "night" crashes (all types) occurring within limits of the proposed roadway lighting 'engineered' area.		
General information			
Where to use:			
Signalized intersections that have a disproportionate number of night-time crashes and do not currently provide lighting at the intersection or at its approaches. Crash data should be studied to ensure that safety at the intersection could be improved by providing lighting (this strategy would be supported by a significant number of crashes that occur at night).			
Why it works:			
Providing lighting at the intersection itself, or both at the intersection and on its approaches, improves the safety of an intersection during nighttime conditions by (1) making drivers more aware of the surroundings at an intersection, which improves drivers' perception-reaction times, (2) enhancing drivers' available sight distances, and (3) improving the visibility of non-motorists. Intersection lighting is of particular benefit to non-motorized users. Lighting not only helps them navigate the intersection, but also helps drivers see them better.			
General Qualities (Time, Cost and Effectiveness):			
A lighting project can usually be completed relatively quickly, but generally requires at least 1 year to implement because the lighting system must be designed and the provision of electrical power must be arranged. The provision of lighting involves both a fixed cost for lighting installation and an ongoing maintenance and power cost which results in a moderate to high cost. Some locations can result in high B/C ratios, but due to higher costs, these projects often result in medium to low B/C ratios.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Night, All	CRF: 20-74%

S02, Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	15%	10 years
Notes:	This CM only applies to crashes occurring on the approaches / influence area of the upgraded signals. This CM does not apply to improvements like "battery backup systems", which do not provide better intersection/signal visibility or help drivers negotiate the intersection (unless applying past crashes that occurred when the signal lost power). If new signal mast arms are part of the proposed project, CM "S2" should not be used and the signal improvements would be included under CM "S7".		
General information			
Where to use:			
Signalized intersections with a high frequency of right-angle and rear-end crashes occurring because drivers are unable to see traffic signals sufficiently in advance to safely negotiate the intersection being approached. Signal intersection improvements include new LED lighting, signal back plates, retro-reflective tape outlining the back plates, or visors to increase signal visibility, larger signal heads, relocation of the signal heads, or additional signal heads.			
Why it works:			
Providing better visibility of intersection signals aids the drivers' advance perception of the upcoming intersection. Visibility and clarity of the signal should be improved without creating additional confusion for drivers.			
General Qualities (Time, Cost and Effectiveness):			
Installation costs and time should be minimal as these type strategies are classified as low cost and implementation does not typically require the approval process normally associated with more complex projects. When considered at a single location, these low cost improvements are usually funded through local funding by local maintenance crews. However, This CM can be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in low to moderate cost projects that are more appropriate to seek state or federal funding.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Rear-End, Angle	CRF: 0-46%

S03, Improve signal timing (coordination, phases, red, yellow, or operation)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
50%	All	15%	10 years
Notes:	<p>This CM only applies to crashes occurring on the approaches / influence area of the new signal timing. For projects coordination signals along a corridor, the crashes related to side-street movements should not be applied. This CM does not apply to projects that only 'study' the signal network and do not make physical timing changes, including corridor operational studies and improvements to Traffic Operation Centers (TOCs).</p> <p>In Caltrans calls for projects, this CM has a HSIP reimbursement ratio of 50%, considering that it will improve the signal operation rather than merely the safety.</p>		
General information			
Where to use:			
Locations that have a crash history at multiple signalized intersections. Signalization improvements may include adding phases, lengthening clearance intervals, eliminating or restricting higher-risk movements, and coordinating signals at multiple locations. Understanding the corridor or roadway's crash history can provide insight into the most appropriate strategy for improving safety.			
Why it works:			
Certain timing, phasing, and control strategies can produce multiple safety benefits. Sometimes capacity improvements come along with the safety improvements and other times adverse effects on delay or capacity occur. Corridor improvements often have the highest benefit but may take longer to implement. Projects focused on capacity improvements (without a separate focus on signal timing safety needs) may not result in a reduction in future crashes.			
General Qualities (Time, Cost and Effectiveness):			
In general, these low-cost improvements to multiple signalized intersections can be implemented in a short time. Typically these low cost improvements are funded through local funding by local maintenance crews. However, some projects requiring new interconnect infrastructure can have moderate to high costs making them more appropriate to seek state or federal funding. The expected effectiveness of this CM must be assessed for each individual project.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF: 0 - 41%

S04, Provide Advanced Dilemma-Zone Detection for high speed approaches

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	40%	10 years
Notes:	<p>This CM only applies to crashes occurring on the approaches / influence area of the new detection and signal timing.</p>		
General information			
Where to use:			
More rural/remote areas that have a high frequency of right-angle and rear-end crashes. The Advanced Dilemma-Zone Detection system enhances safety at signalized intersections by modifying traffic control signal timing to reduce the number of drivers that may have difficulty deciding whether to stop or proceed during a yellow phase. This may reduce rear-end crashes associated with unsafe stopping and angle crashes due to illegally continuing into the intersection during the red phase.			
Why it works:			
Clearance times provide safe, orderly transitions in ROW assignment between conflicting streams of traffic. An Advanced Dilemma-Zone Detection system has several benefits relative to traditional multiple detector systems, which have upstream detection for vehicles in the dilemma zone but do not take the speed or size of individual vehicles into account. These benefits include: Reducing the frequency of red-light violations; Reducing the frequency of crashes associated with the traffic signal phase change (for example, rear-end and angle crashes); Reducing delay and stop frequency on the major road and a reduction in overall intersection delay.			
General Qualities (Time, Cost and Effectiveness):			
Installation costs should be low and the time to implement short. Additional modifications to the traffic signal controller may also be necessary. In general, This CM can be very effective and can be considered on a systematic approach. Video detection equipment is now available for this purpose, making installation and maintenance more efficient.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF: 39%

S05, Install emergency vehicle pre-emption systems

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	Emergency Vehicle - only	70%	10 years
Notes:	This CM only applies to "E.V." crashes occurring on the approaches / influence area of the new pre-emption system.		
General information			
Where to use:			
Corridors that have a history of crashes involving emergency response vehicles. The target of this strategy is signalized intersections where normal traffic operations impede emergency vehicles and where traffic conditions create a potential for conflicts between emergency and nonemergency vehicles. These conflicts could lead to almost any type of crash, due to the potential for erratic maneuvers of vehicles moving out of the paths of emergency vehicles			
Why it works:			
Providing emergency vehicle preemption capability at a signal or along a corridor can be a highly effective strategy in two ways; any type of crash could occur as emergency vehicles try to navigate through intersections and as other vehicles try to maneuver out of the path of the emergency vehicles. In addition, a signal preemption system can decrease emergency vehicle response times therefore decreasing the time in receiving emergency medical attention, which is critical in the outcome of any crash. When data is not available for past crashes with emergency vehicles, an agency may consider combining the E.V. pre-emption improvements into a comprehensive project that also makes significant signal hardware and/or signal timing improvements.			
General Qualities (Time, Cost and Effectiveness):			
Costs for installation of a signal preemption system will vary from medium to high, based upon the number of signalized intersections at which preemption will be installed and the number of emergency vehicles to be outfitted with the technology. The number of detectors, a requirement for new signal controllers, and the intricacy of the preemption system could increase costs. This CM is considered systemic as it is usually implemented on a corridor-basis.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Emergency Vehicle - only	CRF: 70%

S06, Install left-turn lane and add turn phase (signal has no left-turn lane or phase before)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	55%	20 years
Notes:	This CM only applies to crashes occurring on the approaches / influence area of the new left turn lanes. This CM does NOT apply to converting a single-left into double-left turn.		
General information			
Where to use:			
Intersections that do not currently have a left turn lane or a related left-turn phase that are experiencing a large number of crashes. Many intersection safety problems can be traced to difficulties in accommodating left-turning vehicles, in particular where there is currently no accommodation for left turning traffic. A key strategy for minimizing collisions related to left-turning vehicles (angle, rear-end, sideswipe) is to provide exclusive left-turn lanes and the appropriate signal phasing, particularly on high-volume and high-speed major-road approaches. Agencies need to document their consideration of the MUTCD, Section 4D.19 guidelines; the section on implementing protected left-turn phases.			
Why it works:			
Left-turn lanes allow separation of left-turn and through-traffic streams, thus reducing the potential for rear-end collisions. Left-turn phasing also provides a safer opportunity for drivers to make a left-turn. The combination of left-turn storage and a left turn signal has the potential to reduce many collisions between left-turning vehicles and through vehicles and/or non-motorized road users.			
General Qualities (Time, Cost and Effectiveness):			
Implementation time may vary from months to years. At some locations, left-turn lanes can be quickly installed simply by restriping the roadway. At other locations, widening of the roadway, acquisition of additional right-of-way, and extensive environmental processes may be needed. Such projects require a substantial time for development and construction. Costs are highly variable and range from very low to high. Installing a protected left turn lane and phase where none exists results in a high Crash Reduction Factor and is often highly effective.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF: 17 - 58 %

S07, Provide protected left turn phase (left turn lane already exists)

For HSIP Cycle 11 Call-for-projects				
Funding Eligibility	Crash Types Addressed	CRF	Expected Life	
90%	All	30%	20 years	
Notes:	This CM only applies to crashes occurring on the approaches / influence area of the new left turn phases. This CM does NOT apply to converting a single-left into double-left turn (unless the single left is unprotected and the proposed double left will be protected).			
General information				
Where to use:				
Signalized intersections (with existing left turns pockets) that currently have a permissive left-turn or no left-turn protection that have a high frequency of angle crashes involving left turning, opposing through vehicles, and non-motorized road users. A properly timed protected left-turn phase can also help reduce rear-end and sideswipe crashes between left-turning vehicles and the through vehicles as well as vehicles behind them. Protected left-turn phases are warranted based on such factors as turning volumes, delay, visibility, opposing vehicle speed, distance to travel through the intersection, presence of non-motorized road users, and safety experience of the intersections. Agencies need to document their consideration of the MUTCD, Section 4D.19 guidelines; the section on implementing protected left-turn phases.				
Why it works:				
Left turns are widely recognized as the highest-risk movements at signalized intersections. Providing Protected left-turn phases (i.e., the provision for a specific phase for a turning movement) for signalized intersections with existing left turn pockets significantly improve the safety for left-turn maneuvers by removing the need for the drivers to navigate through gaps in oncoming/opposing through vehicles. Where left turn pockets are not protected, the pedestrian and bicyclist crossing phase often conflicts with these left turn maneuvers. Drivers focused on navigating the gaps of oncoming cars may not anticipate and/or perceive the non-motorized road users.				
General Qualities (Time, Cost and Effectiveness):				
If the existing traffic signal only requires a minor modification to allow for a protected left-turn phase, then the cost would also be low. The time to implement this countermeasure is short because there is no actual construction that has to take place. In-house signal maintainers can perform this operation once the proper signal phasing is determined so the cost is low. In addition, the countermeasure is tried and proven to be effective. Has the potential of being applied on a systemic/systematic approach.				
FHWA CMF Clearinghouse:	Crash Types Addressed:	Rear-End, Sideswipe, Broadside	CRF:	16 - 99%

S08, Convert signal to mast arm (from pedestal-mounted)

For HSIP Cycle 11 Call-for-projects				
Funding Eligibility	Crash Types Addressed	CRF	Expected Life	
90%	All	30%	20 years	
Notes:	This CM only applies to crashes occurring on the approaches / influence area of the converted signal heads that are relocated from median and/or outside shoulder pedestals to signal heads on master arms over the travel-lanes. Projects using CM "S7" should not also apply "S2" in the B/C calc.			
General information				
Where to use:				
Intersections currently controlled by pedestal mounted traffic signals (in medians and/or on outside shoulder) that have a high frequency of right-angle and rear-end crashes occurring because drivers are unable to see traffic signals in advance to safely negotiate the intersection. Intersections that have pedestal-mounted signals may have poor visibility and can result in vehicles not being able to stop in time for a signal change. Care should be taken to place the new signal heads (with back plates) as close to directly over the center of the travel lanes as possible.				
Why it works:				
Providing better visibility of intersection signs and signals aids the drivers' advance perception of the upcoming intersection. Visibility and clarity of the signal should be improved without creating additional confusion or distraction for drivers.				
General Qualities (Time, Cost and Effectiveness):				
Dependent on the scope of the project. Costs are generally moderate for this type of project. There is usually no right-of-way costs, minimal roadway reconstruction costs, and a shorter project development timeline. At the same time, new mast arms can be expensive. Some locations can result in high B/C ratios, but due to moderate costs, some locations may result in medium to low B/C ratios.				
FHWA CMF Clearinghouse:	Crash Types Addressed:	Rear-End, Angle	CRF:	12 - 74%

S09, Install raised pavement markers and striping (Through Intersection)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	10%	10 years
Notes:	This CM only applies to crashes occurring in the intersection and influence areas of the new pavement markers and/or markings.		
General information			
Where to use:			
Intersections where the lane designations are not clearly visible to approaching motorists and/or intersections noted as being complex and experiencing crashes that could be attributed to a driver's unsuccessful attempt to navigate the intersection. Driver confusion can exist in regard to choosing the proper turn path or where through-lanes do not line up. This is especially relevant at intersections where the overall pavement area of the intersection is large, and multiple turning lanes are involved or other unfamiliar elements are presented to the driver.			
Why it works:			
Adding clear pavement markings can guide motorists through complex intersections. When drivers approach and traverse through complex intersections, drivers may be required to perform unusual or unexpected maneuvers. Providing more effective guidance through an intersection will minimize the likelihood of a vehicle leaving its appropriate lane and encroaching upon an adjacent lane.			
General Qualities (Time, Cost and Effectiveness):			
Costs of implementing this strategy will vary based on the scope and number of applications. Applying raised pavement markers is relatively low cost but can be variable and determined largely by the material used for pavement markings (paint, thermoplastic, epoxy, RPMs etc.). When using this type delineators, an issue of concern is the cost-to-service-life of the material. (Note: When HSIP safety funding is used for these installations in high-wear-locations, the local agency is expected to maintain the improvement for a minimum of 10 years.) When considered at a single location, these low cost improvements are usually funded through local funding by local maintenance crews. However, This CM can be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in moderate cost projects that are more appropriate to seek state or federal funding.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Wet, Night, All	CRF: 10 - 33%

S10, Install flashing beacons as advance warning (S.I.)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	30%	10 years
Notes:	This CM only applies to crashes occurring on the approaches / influence area of the new flashing beacons.		
General information			
Where to use:			
At signalized intersections with crashes that are a result of drivers being unaware of the intersection or are unable to see the traffic control device in time to comply.			
Why it works:			
Increased driver awareness of an approaching signalized intersection and an increase in the driver's time to react. Driver awareness of both downstream intersections and traffic control devices is critical to intersection safety. Crashes often occur when the driver is unable to perceive an intersection, signal head or the back of a stopped queue in time to react. Advance flashing beacons can be used to supplement and call driver attention to intersection control signs. Most advance warning flashing beacons can be powered by solar, thus reducing the issues relating to power source.			
General Qualities (Time, Cost and Effectiveness):			
Before choosing this CM, the agency needs to confirm the ability to provide power to the site (solar may be an option). Flashing beacons can be constructed with minimal design, environmental and right-of-way issues and have relatively low costs. This combined with a relatively high CRF, can result in high B/Cs for locations with a history of crashes and lead to a high effectiveness.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Rear End, Angle	CRF: 36 - 62%

S11, Improve pavement friction (High Friction Surface Treatments)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	55%	10 years
Notes:	This CM only applies to crashes occurring within the limits of the improved friction overlay. This CM is not intended to apply to standard chip-seal or open-graded maintenance projects for long segments of corridors or structure repaving projects intended to fix failed pavement.		
General information			
Where to use:			
Nationally, this countermeasure is referred to as "High Friction Surface Treatments" or HFST. Signalized Intersections noted as having crashes on wet pavements or under dry conditions when the pavement friction available is significantly less than needed for the actual roadway approach speeds. This treatment is intended to target locations where skidding and failure to stop is determined to be a problem in wet or dry conditions and the target vehicle is unable to stop due to insufficient skid resistance.			
Why it works:			
Improving the skid resistance at locations with high frequencies of wet-road crashes and/or failure to stop crashes can result in reductions of 50 percent for wet-road crashes and 20 percent for total crashes. Applying HFST can double friction numbers, e.g. low 40s to high 80s. This CM represents a special focus area for both FHWA and Caltrans, which means there are extra resources available for agencies interested in more details on High Friction Surface Treatment projects.			
General Qualities (Time, Cost and Effectiveness):			
This strategy can be relatively inexpensive and implemented in a short timeframe. The installation would be done by either agency personnel or contractors and can be done by hand or machine. In general, This CM can be very effective and can be considered on a systematic approach.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Wet, Night, ALL	CRF: 10 - 62 %

S12, Install raised median on approaches (S.I.)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	25%	20 years
Notes:	This CM only applies to crashes occurring on the approaches / influence area of the new raised median. All new raised medians funded with HSIP funding should not include the removal of the existing roadway structural section and should be doweled into the existing roadway surface. This requirement is being implemented to maximize the safety-effectiveness of the limited HSIP funding and to minimize project impacts. Landscaping, if included in the project, is considered non-participating.		
General information			
Where to use:			
Intersections noted as having turning movement crashes near the intersection as a result of insufficient access control. Application of this CM should be based on current crash data and a clearly defined need to restrict or accommodate the movement.			
Why it works:			
Raised medians next to left-turn lanes at intersections offer a cost-effective means for reducing crashes and improving operations at higher volume intersections. The raised medians prohibit left turns into and out of driveways that may be located too close to the functional area of the intersection.			
General Qualities (Time, Cost and Effectiveness):			
Raised medians at intersections may be most effective in retrofit situations where high volumes of turning vehicles have degraded operations and safety, and where more extensive CMs would be too expensive because of limited right-of-way and the constraints of the built environment. The result is This CM can be very effective and can be considered on a systematic approach. Raised medians can often be installed directly over the existing pavement. When agencies opt to install landscaping in conjunction with new raised medians, the portion of the cost for landscaping and other non-safety related items that exceeds 10% of the project total cost is not federally participated and must be funded by the applicant.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Angle	CRF: 21 - 55 %

S13PB, Install pedestrian median fencing on approaches

For HSIP Cycle 11 Call-for-projects				
Funding Eligibility	Crash Types Addressed	CRF	Expected Life	
90%	Pedestrian and Bicycle	35%	20 years	
Notes:	This CM only applies to "Ped & Bike" crashes occurring on the approaches/influence area of the new pedestrian median fencing.			
General information				
Where to use:				
Signalized Intersections with high pedestrian-generators nearby (e.g. transit stops) may experience a high volumes of pedestrians J-walking across the travel lanes at mid-block locations instead of walking to the intersection and waiting to cross during the walk-phase. When this safety issue cannot be mitigated with signal timing and shoulder/sidewalk treatments, then installing a continuous pedestrian barrier in the median may be a viable solution.				
Why it works:				
Adding pedestrian median fencing has the opportunity to enhance pedestrian safety at locations noted as being problematic involving pedestrians running/darting across the roadway outside the intersection crossings. Pedestrian median fencing can significantly reduce this safety issue by creating a positive barrier, forcing pedestrians to the designated pedestrian crossing.				
General Qualities (Time, Cost and Effectiveness):				
Costs associated with this strategy will vary widely depending on the type and placement of the median fencing. Impacts to transit and other land uses may need to be considered and controversy can delay the implementation. In general, this CM can be effective as a spot-location approach.				
FHWA CMF Clearinghouse:	Crash Types Addressed:	Pedestrian, Bicycle	CRF:	25- 40%

S14, Create directional median openings to allow (and restrict) left-turns and U-turns (S.I.)

For HSIP Cycle 11 Call-for-projects				
Funding Eligibility	Crash Types Addressed	CRF	Expected Life	
90%	All	50%	20 years	
Notes:	This CM only applies to crashes occurring in the intersection / influence area of the new directional openings.			
General information				
Where to use:				
Crashes related to turning maneuvers include angle, rear-end, pedestrian, and sideswipe (involving opposing left turns) type crashes. If any of these crash types are an issue at an intersection, restriction or elimination of the turning maneuver may be the best way to improve the safety of the intersection.				
Why it works:				
Restricting turning movement into and out of an intersection can help reduce conflicts between through and turning traffic. The number of access points, coupled with the speed differential between vehicles traveling along the roadway, contributes to crashes. Affecting turning movements by either allowing them or restricting them, based on the application, can ensure safe movement of traffic.				
General Qualities (Time, Cost and Effectiveness):				
Turn prohibitions that are implemented by closing a median opening can be implemented quickly. The cost of this strategy will depend on the treatment. Impacts to businesses and other land uses must be considered and controversy can delay the implementation. In general, This CM can be very effective and can be considered on a systematic approach.				
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF:	51%

S15, Reduced Left-Turn Conflict Intersections (S.I.)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	50%	20 years
Notes:	This CM only applies to crashes occurring in the intersection / influence area of the new Reduced Left-Turn Conflict.		
General information			
Where to use and Why it works:			
<p>Reduced left-turn conflict intersections are geometric designs that alter how left-turn movements occur in order to simplify decisions and minimize the potential for related crashes. Two highly effective designs that rely on U-turns to complete certain left-turn movements are known as the restricted crossing U-turn (RCUT) and the median U-turn (MUT).</p> <p>Restricted Crossing U-turn (RCUT): The RCUT intersection modifies the direct left-turn and through movements from cross-street approaches. Minor road traffic makes a right turn followed by a U-turn at a designated location (either signalized or unsignalized) to continue in the desired direction. The RCUT is suitable for a variety of circumstances, including along rural, high-speed, four-lane, divided highways or signalized routes. It also can be used as an alternative to signalization or constructing an interchange. RCUTs work well when consistently used along a corridor, but also can be used effectively at individual intersections.</p> <p>Median U-turn (MUT) The MUT intersection modifies direct left turns from the major approaches. Vehicles proceed through the main intersection, make a U-turn a short distance downstream, followed by a right turn at the main intersection. The U-turns can also be used for modifying the cross-street left turns. The MUT is an excellent choice for heavily traveled intersections with moderate left-turn volumes. When implemented at multiple intersections along a corridor, the efficient two-phase signal operation of the MUT can reduce delay, improve travel times, and create more crossing opportunities for pedestrians and bicyclists.</p> <p><i>MUT and RCUT Can Reduce Conflict Points by 50%</i></p>			
General Qualities (Time, Cost and Effectiveness):			
Implementing this strategy may take from months to years, depending on whether additional R/W is required. Such projects require a substantial time for development and construction. Costs are highly variable and range from very low to high. The expected effectiveness of this CM must be assessed for each individual location.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Angle/Left-turn/Rear-End/All	CRF: 34.8-100%

S16, Convert intersection to roundabout (from signal)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	Varies	20 years
Notes:	This CM only applies to crashes occurring in influence area of the new roundabout. This CM is not intended for mini-roundabouts. The benefit of this CM is calculated using Caltrans procedure. The CRF is dependent on the ADT, project location (Rural/Urban) and the roundabout type (1 lane or 2 lanes). The benefit comes from both the reduction in the number and the severity of the crashes.		
General information			
Where to use:			
Signalized intersections that have a significant crash problem and the only alternative is to change the nature of the intersection itself. Roundabouts can also be very effective at intersections with complex geometry and intersections with frequent left-turn movements.			
Why it works:			
The types of conflicts that occur at roundabouts are different from those occurring at conventional intersections; namely, conflicts from crossing and left-turn movements are not present in a roundabout. The geometry of a roundabout forces drivers to reduce speeds as they proceed through the intersection. This helps keep the range of vehicle speed narrow, which helps reduce the severity of crashes when they do occur. Pedestrians only have to cross one direction of traffic at a time at roundabouts, thus reducing their potential for conflicts.			
General Qualities (Time, Cost and Effectiveness):			
Provision of a roundabout requires substantial project development. The need to acquire right-of-way is likely and will vary from site to site and depends upon the geometric design. These activities may require up to 4 years or longer to implement. Costs are variable, but construction of a roundabout to replace an existing signalized intersection are relatively high. The result is this CM may have reduced relative-effectiveness compared to other CMs.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF: 35 - 67%

S17PB, Install pedestrian countdown signal heads

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	Pedestrian and Bicycle	25%	20 years
Notes:	This CM only applies to "Ped & Bike" crashes occurring in the intersection/crossing with the new countdown heads.		
General information			
Where to use:			
Signals that have signalized pedestrian crossing with walk/don't walk indicators and where there have been pedestrian vs. vehicle crashes.			
Why it works:			
A pedestrian countdown signal contains a timer display and counts down the number of seconds left to finish crossing the street. Countdown signals can reassure pedestrians who are in the crosswalk when the flashing "DON'T WALK" interval appears that they still have time to finish crossing. Countdown signals begin counting down either when the "WALK" or when the flashing "DON'T WALK" interval appears and stop at the beginning of the steady "DON'T WALK" interval. These signals also have been shown to encourage more pedestrians to use the pushbutton rather than jaywalk.			
General Qualities (Time, Cost and Effectiveness):			
Costs and time of installation will vary based on the number of intersections included in this strategy and if it requires new signal controllers capable of accommodating the enhancement. When considered at a single location, these low cost improvements are usually funded through local funding by local crews. However, This CM can be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in moderate cost projects that are more appropriate to seek state or federal funding.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Pedestrian, Bicycle	CRF: 25%

S18PB, Install pedestrian crossing (S.I.)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	Pedestrian and Bicycle	25%	20 years
Notes:	This CM only applies to "Ped & Bike" crashes occurring in the intersection/crossing with the new crossing. This CM is not intended to be used for high-cost aesthetic enhancements to intersection crosswalks (i.e. stamped concrete or stamped asphalt).		
General information			
Where to use:			
Signalized Intersections with no marked crossing and pedestrian signal heads, where pedestrians are known to be crossing intersections that involve significant turning movements. They are especially important at intersections with (1) multiphase traffic signals, such as left-turn arrows and split phases, (2) school crossings, and (3) double-right or double-left turns. At signalized intersections, pedestrian crossings are often safer when the left turns have protected phases that do not overlap the pedestrian walk phase.			
Why it works:			
Adding pedestrian crossings has the opportunity to enhance pedestrian safety at locations noted as being problematic. Nearly one-third of all pedestrian-related crashes occur at or within 50 feet of an intersection. Of these, 30 percent may involve a turning vehicle. Another 22 percent of pedestrian crashes involve a pedestrian either running across the intersection or darting out in front of a vehicle whose view was blocked just prior to the impact. Finally, 16 percent of these intersection-related crashes occur because of a driver violation (e.g., failure to yield right-of-way). When agencies opt to install aesthetic enhancement to intersection crosswalks like stamped concrete/asphalt, the project design and construction costs can significantly increase. For HSIP applications, these costs must be accounted for in the B/C calculation, but these costs (over standard crosswalk markings) must be tracked separately and are not federally reimbursable and will increase the agency's local-funding share for the project costs.			
General Qualities (Time, Cost and Effectiveness):			
Costs associated with this strategy will vary widely, depending if curb ramps and sidewalk modifications are required with the crossing. When considered at a single location, these low cost improvements may be funded through local funding by local crews. However, This CM can be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in moderate to high cost projects that are appropriate to seek state or federal funding.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Pedestrian, Bicycle	CRF: 25%

S19PB, Pedestrian Scramble

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	Pedestrian and Bicycle	40%	20 years
Notes:	This CM only applies to "Ped & Bike" crashes occurring in the intersection with the new pedestrian crossing.		
General information			
Where to use:			
Pedestrian Scramble is a form of pedestrian "WALK" phase at a signalized intersection in which all vehicular traffic is required to stop, allowing pedestrians/bicyclists to safely cross through the intersection in any direction, including diagonally. Pedestrian Scramble may be considered at signalized intersections with very high pedestrian/bicycle volumes, e.g. in an urban business district.			
Why it works:			
Pedestrian Scramble has been shown to reduce injury risk and increase bicycle ridership due to its perceived safety and comfort.			
General Qualities (Time, Cost and Effectiveness):			
Not involving any additional R/W, Pedestrian Scramble should not require a long development process and should be implemented reasonably soon. A systemic approach may be used in implementing this CM, resulting in cost efficiency with low to moderate cost.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Pedestrian, Bicycle	CRF: -10% to 51%

S20PB, Install advance stop bar before crosswalk (Bicycle Box)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	Pedestrian and Bicycle	15%	10 years
Notes:	This CM only applies to "Ped & Bike" crashes occurring in the intersection-crossing with the new advanced stop bars.		
General information			
Where to use:			
Signalized Intersections with a marked crossing, where significant bicycle and/or pedestrians volumes are known to occur.			
Why it works:			
Adding advance stop bar before the striped crosswalk has the opportunity to enhance both pedestrian and bicycle safety. Stopping cars well before the crosswalk provides a buffer between the vehicles and the crossing pedestrians. It also allows for a dedicated space for cyclists, making them more visible to drivers (This dedicated space is often referred to as a bike-box.)			
General Qualities (Time, Cost and Effectiveness):			
Costs and time of installation will vary based on the number of intersections included in this strategy and if it requires new signal controllers capable of accommodating the enhancement. When considered at a single location, these low cost improvements are usually funded through local funding by local crews. However, This CM can be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in moderate cost projects that are more appropriate to seek state or federal funding.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Pedestrian, Bicycle	CRF: 35%

S21PB, Modify signal phasing to implement a Leading Pedestrian Interval (LPI)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	Pedestrian and Bicycle	60%	10 years
Notes:	This CM only applies to "Ped & Bike" crashes occurring in the intersections with signalized pedestrian crossing with the newly implemented Leading Pedestrian Interval (LPI).		
General information			
Where to use:			
Intersections with signalized pedestrian crossing that have high turning vehicles volumes and have had pedestrian vs. vehicle crashes.			
Why it works:			
A leading pedestrian interval (LPI) gives pedestrians the opportunity to enter an intersection 3-7 seconds before vehicles are given a green indication. With this head start, pedestrians can better establish their presence in the crosswalk before vehicles have priority to turn left. LPIs provide (1) increased visibility of crossing pedestrians; (2) reduced conflicts between pedestrians and vehicles; (3) Increased likelihood of motorists yielding to pedestrians; and (4) enhanced safety for pedestrians who may be slower to start into the intersection.			
General Qualities (Time, Cost and Effectiveness):			
Costs for implementing LPIs are very low, since only minor signal timing alteration is required. This makes it an easy and inexpensive countermeasure that can be incorporated into pedestrian safety action plans or policies and can become routine agency practice. When considered at a single location, the LPI is usually local-funded. However, This CM can be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in moderate cost projects that are more appropriate to seek state or federal funding.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Pedestrian, Bicycle	CRF: 59%

B.2 Intersection Countermeasures – Non-signalized

NS01, Add intersection lighting (NS.I.)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	Night	40%	20 years
Notes:	This CM only applies to "night" crashes (all types) occurring within limits of the proposed roadway lighting 'engineered' area.		
General information			
Where to use:			
Non-signalized intersections that have a disproportionate number of night-time crashes and do not currently provide lighting at the intersection or at its approaches. Crash data should be studied to ensure that safety at the intersection could be improved by providing lighting (this strategy would be supported by a significant number of crashes that occur at night).			
Why it works:			
Providing lighting at the intersection itself, or both at the intersection and on its approaches, improves the safety of an intersection during nighttime conditions by (1) making drivers more aware of the surroundings at an intersection, which improves drivers' perception-reaction times, (2) enhancing drivers' available sight distances, and (3) improving the visibility of non-motorists. Intersection lighting is of particular benefit to non-motorized users as lighting not only helps them navigate the intersection, but also helps drivers see them better.			
General Qualities (Time, Cost and Effectiveness):			
A lighting project can usually be completed relatively quickly, but generally requires at least 1 year to implement because the lighting system must be designed and the provision of electrical power must be arranged. The provision of lighting involves both a fixed cost for lighting installation and an ongoing maintenance and power cost. For rural intersections, studies have shown the installation of streetlights reduced nighttime crashes at unlit intersections and can be more effective in reducing nighttime crashes than either rumble strips or overhead flashing beacons. Some locations can result in high B/C ratios, but due to higher costs, these projects often result in medium to low B/C ratios.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Night, All	CRF: 25- 50%

NS02, Convert to all-way STOP control (from 2-way or Yield control)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	50%	10 years
Notes:	This CM only applies to crashes occurring in the intersection and/or influence area of the new control. CA-MUTCD warrant must be met.		
General information			
Where to use:			
Unsignalized intersection locations that have a crash history and have no controls on the major roadway approaches. However, all-way stop control is suitable only at intersections with moderate and relatively balanced volume levels on the intersection approaches. Under other conditions, the use of all-way stop control may create unnecessary delays and aggressive driver behavior. MUTCD warrants should always be followed.			
Why it works:			
All-way stop control can reduce right-angle and turning collisions at unsignalized intersections by providing more orderly movement at an intersection, reducing through and turning speeds, and minimizing the safety effect of any sight distance restrictions that may be present. Advance public notification of the change is critical in assuring compliance and reducing crashes.			
General Qualities (Time, Cost and Effectiveness):			
The costs involved in converting to all-way stop control are relatively low. All-way stop control can normally be implemented at multiple intersections with just a change in signing on intersection approaches, and typically are very quick to implement. When considered at a single location, these low cost improvements are usually funded through local funding by local maintenance crews. However, This CM can be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in moderate cost projects that are more appropriate to seek state or federal funding.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Left-turn, Angle	CRF: 6 - 80%

NS03, Install signals

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	30%	20 years
Notes:	This CM only applies to crashes occurring in the intersection and/or influence area of the new signals. All new signals must meet MUTCD "safety" warrants: 4, 5 or 7. Given the over-arching operational changes that occur when an intersection is signalized, no other intersection CMs can be applied to the intersection crashes in conjunction with this CM.		
General information			
Where to use:			
Traffic signals can be used to prevent the most severe type crashes (right-angle, left-turn). Consideration to signalize an unsignalized intersection should only be given after (1) less restrictive forms of traffic control have been utilized as the installation of a traffic signal often leads to an increased frequency of crashes (rear-end) on major roadways and introduces congestion and (2) signal warrants have been met. Refer to the CA MUTCD, Section 4C.01, Studies and Factors for Justifying Traffic Control Signals.			
Why it works:			
Traffic signals have the potential to reduce the most severe type crashes but will likely cause an increase in rear-end collisions. A reduction in overall injury severity is likely the largest benefit of traffic signal installation.			
General Qualities (Time, Cost and Effectiveness):			
Typical traffic signal costs fall in the medium to high category and are affected by application, type of signal and right-of-way considerations. Projects of this magnitude should only be considered after alternate and lesser means of correction have been evaluated. Some locations can result in high B/C ratios, but due to higher costs, these projects often result in medium to low B/C ratios.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF: 0 - 74%

NS04, Convert intersection to roundabout (from all way stop)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	Varies	20 years
Notes:	This CM only applies to crashes occurring in the intersection and/or influence area of the new control. The benefit of this CM is calculated using Caltrans procedure. The CRF is dependent on the ADT, project location (Rural/Urban) and the roundabout type (1 lane or 2 lanes). The benefit comes from both the reduction in the number and the severity of the crashes.		
General information			
Where to use:			
Intersections that have a high frequency of right-angle and left-turn type crashes. Whether such intersections have existing crash patterns or not, a roundabout provides an alternative to signalization. The primary target locations for roundabouts should be moderate-volume unsignalized intersections. Roundabouts may not be a viable alternative in many suburban and urban settings where right-of-way is limited.			
Why it works:			
Roundabouts provide an important alternative to signalized and all-way stop-controlled intersections. Modern roundabouts differ from traditional traffic circles in that they operate in such a manner that traffic entering the roundabout must yield the right-of-way to traffic already in it. Roundabouts can serve moderate traffic volumes with less delay than all-way stop-controlled intersections and provide fewer conflict points. Crashes at roundabouts tend to be less severe because of the speed constraints and elimination of left-turn and right-angle movements.			
General Qualities (Time, Cost and Effectiveness):			
Construction of roundabouts are usually relatively costly and major projects, requiring the environmental process, right-of-way acquisition, and implementation under an agency's long-term capital improvement program. (For this reason, roundabouts may not be appropriate for California's Federal Safety Programs that have relatively short delivery requirements.) Even with roundabouts higher costs, they still can have a relatively high effectiveness.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Left-turn, Angle	CRF: 12 - 78 %

NS05, Convert intersection to roundabout (from 2-way stop or Yield control)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	Varies	20 years
Notes:	This CM only applies to crashes occurring in the intersection and/or influence area of the new control. The benefit of this CM is calculated using Caltrans procedure. The CRF is dependent on the ADT, project location (Rural/Urban) and the roundabout type (1 lane or 2 lanes). The benefit comes from both the reduction in the number and the severity of the crashes.		
General information			
Where to use:			
Intersections that have a high frequency of right-angle and left-turn type crashes. Whether such intersections have existing crash patterns or not, a roundabout provides an alternative to signalization. The primary target locations for roundabouts should be moderate-volume unsignalized intersections. Roundabouts may not be a viable alternative in many suburban and urban settings where right-of-way is limited.			
Why it works:			
Roundabouts provide an important alternative to signalized and all-way stop-controlled intersections. Modern roundabouts differ from traditional traffic circles in that they operate in such a manner that traffic entering the roundabout must yield the right-of-way to traffic already in it. Roundabouts can serve moderate traffic volumes with less delay than all-way stop-controlled intersections and provide fewer conflict points. Crashes at roundabouts tend to be less severe because of the speed constraints and elimination of left-turn and right-angle movements.			
General Qualities (Time, Cost and Effectiveness):			
Construction of roundabouts are usually relatively costly and major projects, requiring the environmental process, right-of-way acquisition, and implementation under an agency's long-term capital improvement program. (For this reason, roundabouts may not be appropriate for California's Federal Safety Programs that have relatively short delivery requirements.) Even with roundabouts higher costs, they still can have a relatively high effectiveness.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Left-turn, Angle	CRF: 12 - 78 %

NS05mr, Convert intersection to mini-roundabout

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	30%	20 years
Notes:	This CM only applies to crashes occurring in the intersection and/or influence area of the new control.		
General information			
Where to use:			
Mini-roundabouts are characterized by a small diameter (45-90 ft) and traversable islands (central island and splitter islands). Mini-roundabouts offer most of the benefits of regular roundabouts with the added benefit of a smaller footprint. They are best suited to environments where speeds are already low and environmental constraints would preclude the use of a larger roundabout. Mini-roundabouts are most effective in lower speed environments in which all approaching roadways have posted speed of 30 mph or less and an 85th-percentile speed of less than 35 mph near the proposed yield and/or entrance line. For any location with an 85th-percentile speed above 35 mph, the mini-roundabout can be included as part of a broader system of traffic calming measures to achieve an appropriate speed environment.			
Why it works:			
Mini-roundabouts may be an optimal solution for a safety or operational issue at an existing intersection where there is insufficient right-of-way for a standard roundabout installation. The benefits of mini-roundabouts are the Compact size, operational efficiency, traffic safety improvement and traffic Calming.			
General Qualities (Time, Cost and Effectiveness):			
Construction costs for mini-roundabouts vary widely depending upon the extent of sidewalk modifications or other geometric improvements and the types of materials used. In most cases, mini-roundabouts have been installed with little or no pavement widening and with only minor changes to curbs and sidewalks. Construction costs can be minimum for an installation consisting entirely of pavement markings and signage or moderate for mini-roundabouts that include raised islands and pedestrian improvements.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	NA	CRF: NA

NS06, Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	15%	10 years
Notes:	This CM only applies to crashes occurring in the influence area of the new signs. The influence area must be determined on a location by location basis.		
General information			
Where to use:			
The target for this strategy should be approaches to unsignalized intersections with patterns of rear-end, right-angle, or turning collisions related to lack of driver awareness of the presence of the intersection.			
Why it works:			
The visibility of intersections and, thus, the ability of approaching drivers to perceive them can be enhanced by installing larger regulatory and warning signs at or prior to intersections. A key to success in applying this strategy is to select a combination of regulatory and warning sign techniques appropriate for the conditions on a particular unsignalized intersection approach.			
General Qualities (Time, Cost and Effectiveness):			
Signing improvements do not require a long development process and can typically be implemented quickly. Costs for implementing this strategy are nominal and depend on the number of signs. When considered at a single location, these low cost improvements are usually funded through local funding by local maintenance crews. However, This CM can be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in moderate cost projects that are more appropriate to seek state or federal funding.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF: 11 - 55%

NS07, Upgrade intersection pavement markings (NS.I.)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	25%	10 years
Notes:	This CM only applies to crashes occurring on the approaches / influence area of the new pavement markings. This CM is not intended to be used for general maintenance activities (i.e. the replacement of existing pavement markings in-kind) and must include upgraded safety features over the existing pavement markings and striping.		
General information			
Where to use:			
Unsignalized intersections that are not clearly visible to approaching motorists, particularly approaching motorists on the major road. The strategy is particularly appropriate for intersections with patterns of rear-end, right-angle, or turning crashes related to lack of driver awareness of the presence of the intersection. Also at minor road approaches where conditions allow the stop bar to be seen by an approaching driver at a significant distance from the intersection. Typical improvements include "Stop Ahead" markings and the addition of Centerlines and Stop Bars.			
Why it works:			
The visibility of intersections and, thus, the ability of approaching drivers to perceive them can be enhanced by installing appropriate pavement delineation in advance of and at intersections will provide approaching motorists with additional information at these locations. Providing visible stop bars on minor road approaches to unsignalized intersections can help direct the attention of drivers to the presence of the intersection. Drivers should be more aware that the intersection is coming up, and therefore make safer decisions as they approach the intersection.			
General Qualities (Time, Cost and Effectiveness):			
Pavement marking improvements do not require a long development process and can typically be implemented quickly. Costs for implementing this strategy are nominal and depend on the number of markings. When considered at a single location, these low cost improvements are usually funded through local funding by local maintenance crews. However, This CM can be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in moderate cost projects that are more appropriate to seek state or federal funding. Note: When federal safety funding is used for these installations in high-wear-locations, the local agency is expected to maintain the improvement for a minimum of 10 years.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF: 13 - 60%

NS08, Install Flashing Beacons at Stop-Controlled Intersections

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	15%	10 years
Notes:	This CM only applies to crashes occurring on the stop-controlled approaches / influence area of the new beacons.		
General information			
Where to use:			
Flashing beacons can reinforce driver awareness of the Non-Signalized intersection control and can help mitigate patterns of right-angle crashes related to stop sign violations. Post-mounted advanced flashing beacons or overhead flashing beacons can be used at stop-controlled intersections to supplement and call driver attention to stop signs.			
Why it works:			
Flashing beacons provide a visible signal to the presence of an intersection and can be very effective in rural areas where there may be long stretches between intersections as well as locations where night-time visibility of intersections is an issue.			
General Qualities (Time, Cost and Effectiveness):			
Flashing beacons can be constructed with minimal design, environmental and right-of-way issues and have relatively low costs. Before choosing this CM, the agency needs to confirm the ability to provide power to the site (solar may be an option). In general, This CM can be very effective and can be considered on a systematic approach.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Angle, Rear-End	CRF: 5-34%

NS09, Install flashing beacons as advance warning (NS.I.)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	30%	10 years
Notes:	This CM only applies to crashes occurring on the approaches / influence area of the new beacons placed in advance of the intersection.		
General information			
Where to use:			
Non-Signalized Intersections with patterns of crashes that could be related to lack of a driver's awareness of approaching intersection or controls at a downstream intersection.			
Why it works:			
Advance flashing beacons can be used to supplement and call driver attention to intersection control signs. Flashing beacons are intended to reinforce driver awareness of the stop or yield signs and to help mitigate patterns of crashes related to intersection regulatory sign violations. Most advance warning flashing beacons can be powered by solar, thus reducing the issues relating to power source.			
General Qualities (Time, Cost and Effectiveness):			
Use of flashing beacons requires minimal development process, allowing flashing beacons to be installed within a short time period. Before choosing this CM, the agency needs to confirm the ability to provide power to the site (solar may be an option). In general, This CM can be very effective and can be considered on a systematic approach.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Angle, Rear-End	CRF: 36 - 62%

NS10, Install transverse rumble strips on approaches

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	20%	10 years
Notes:	This CM only applies to crashes occurring on the approaches / influence area of the new rumble strips.		
General information			
Where to use:			
Transverse rumble strips are installed in the travel lane for the purposes of providing an auditory and tactile sensation for each motorist approaching the intersection. They can be used at any stop or yield approach intersection, often in combination with advance signing to warn of the intersection ahead. Due to the noise generated by vehicles driving over the rumble strips, care must be taken to minimize disruption to nearby residences and businesses.			
Why it works:			
When motorists are traveling along the roadway, they are sometimes unaware they are approaching an intersection. This is especially true on rural roads, as there may be fewer clues indicating an intersection ahead. Transverse rumble strips warn motorists that something unexpected is ahead that they need to pay attention to.			
General Qualities (Time, Cost and Effectiveness):			
Use of transverse rumble strips requires minimal development process, allowing transverse rumble strips to be installed within a short time period. In general, This CM can be very effective and can be considered on a systematic approach, although care should be taken to not over-use this CM. Note: When federal safety funding is used for these installations in high-wear-locations, the local agency is expected to maintain the improvement for a minimum of 10 years.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF: 0 - 35%

NS11, Improve sight distance to intersection (Clear Sight Triangles)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	20%	10 years
Notes:	This CM only applies to crashes occurring on the approaches / influence area of the significantly improved new sight distance. Minor/incidental improvements to sight distance would not likely result in the CRF shown below.		
General information			
Where to use:			
Unsignalized intersections with restricted sight distance and patterns of crashes related to lack of sight distance where sight distance can be improved by clearing roadside obstructions without major reconstruction of the roadway.			
Why it works:			
Adequate sight distance for drivers at stop or yield-controlled approaches to intersections has long been recognized as among the most important factors contributing to overall safety at unsignalized intersections. By removing sight distance restrictions (e.g., vegetation, parked vehicles, signs, buildings) from the sight triangles at stop or yield-controlled intersection approaches, drivers will be able see approaching vehicles on the main line, without obstruction and therefore make better decisions about entering the intersection safely.			
General Qualities (Time, Cost and Effectiveness):			
Projects involving clearing sight obstructions on the highway right-of-way can typically be accomplished quickly, assuming the objects are readily moveable. Clearing sight obstructions on private property requires more time for discussions with the property owner. Costs will generally be low, assuming that in most cases the objects to be removed are within the right-of-way. In general, this CMs can be very effective and can be implemented by agencies' maintenance staff and/or implemented on a systematic approach. Usually only high-cost removals would be good candidates for Caltrans Federal Safety Funding. Note: When federal safety funding is used to remove vegetation that has the potential to grow back, the local agency is expected to maintain the improvement for a minimum of 10 years.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF: 11 - 56%

NS12, Improve pavement friction (High Friction Surface Treatments)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	55%	10 years
Notes:	This CM only applies to crashes occurring within the limits of the improved friction overlay. This CM is not intended to apply to standard chip-seal or open-graded maintenance projects for long segments of corridors or structure repaving projects intended to fix failed pavement.		
General information			
Where to use:			
Nationally, this countermeasure is referred to as "High Friction Surface Treatments" or HFST. Non-signalized Intersections noted as having crashes on wet pavements or under dry conditions when the pavement friction available is significantly less than needed for the actual roadway approach speeds. This treatment is intended to target locations where skidding and failure to stop is determined to be a problem in wet or dry conditions and the target vehicle is unable to stop due to insufficient skid resistance.			
Why it works:			
Improving the skid resistance at locations with high frequencies of wet-road crashes and/or failure to stop crashes can result in reductions of 50 percent for wet-road crashes and 20 percent for total crashes. Applying HFST can double friction numbers, e.g. low 40s to high 80s. This CM represents a special focus area for both FHWA and Caltrans, which means there are extra resources available for agencies interested in more details on High Friction Surface Treatment projects.			
General Qualities (Time, Cost and Effectiveness):			
This strategy can be relatively inexpensive and implemented in a short timeframe. The installation would be done by either agency personnel or contractors and can be done by hand or machine. In general, This CM can be very effective and can be considered on a systematic approach.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Wet, Night, ALL	CRF: 10 - 62 %

NS13, Install splitter-islands on the minor road approaches

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	40%	20 years
Notes:	This CM only applies to crashes occurring on the approaches / influence area of <u>the new splitter island on the minor road approaches.</u>		
General information			
Where to use:			
Minor road approaches to unsignalized intersections where the presence of the intersection or the stop sign is not readily visible to approaching motorists. The strategy is particularly appropriate for intersections where the speeds on the minor road are high. In creation of a splitter island allows for an additional stop sign to be placed in the median for the minor approach.			
Why it works:			
The installation of splitter islands allows for the addition of a stop sign in the median to make the intersection more conspicuous. Additionally, the splitter island on the minor-road provides for a positive separation between turning vehicles on the through road and vehicles stopped on the minor road approach.			
General Qualities (Time, Cost and Effectiveness):			
Splitter islands at non-signalized intersections can usually be installed with minimal roadway reconstruction and relatively quickly. In general, This CM can be very effective and can be considered on a systematic approach.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Angle, Rear-End	CRF: 35 - 100 %

NS14, Install raised median on approaches (NS.I)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	25%	20 years
Notes:	This CM only applies to crashes occurring on the approaches / influence area of the new raised median. All new raised medians funded with federal HSIP funding should not include the removal of the existing roadway structural section and should be doweled into the existing roadway surface. This requirement is being implemented to maximize the safety-effectiveness of the limited HSIP funding and to minimize project impacts. Landscaping, if included in the project, is considered non-participating.		
General information			
Where to use:			
Where related or nearby turning movements affect the safety and operation of an intersection. Effective access management is key to improving safety at, and adjacent to, intersections. The number of intersection access points coupled with the speed differential between vehicles traveling along the roadway often contributes to crashes. Any access points within 250 feet upstream and downstream of an intersection are generally undesirable.			
Why it works:			
Raised medians with left-turn lanes at intersections offer a cost-effective means for reducing crashes and improving operations at higher volume intersections. The raised medians also prohibit left turns into and out of driveways that may be located too close to the functional area of the intersection.			
General Qualities (Time, Cost and Effectiveness):			
Raised medians at intersections may be most effective in retrofit situations where high volumes of turning vehicles have degraded operations and safety, and where more extensive approaches would be too expensive because of limited right-of-way and the constraints of the built environment. Because raised medians limit property access to right turns only, the need for providing alternative access ways should be considered. In general, This CM can be very effective and can be considered on a systematic approach. When agencies opt to install landscaping in conjunction with new raised medians, the portion of the cost for landscaping and other non-safety related items that exceeds 10% of the project total cost is not federally participated and must be funded by the applicant.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF: 20 - 39 %

NS15, Create directional median openings to allow (and restrict) left-turns and u-turns (NS.I)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	50%	20 years
Notes:	This CM only applies to crashes occurring in the intersection / influence area of the new directional openings.		
General information			
Where to use:			
Crashes related to turning maneuvers include angle, rear-end, pedestrian, and sideswipe (involving opposing left turns) type crashes. If any of these crash types are an issue at an intersection, restriction or elimination of the turning maneuver may be the best way to improve the safety of the intersection. Because raised medians limit property access to right turns only, they should be used in conjunction with efforts to provide alternative access ways and promote driveway spacing objectives.			
Why it works:			
Agencies are increasingly using access management techniques on urban and suburban arterials to manage the number of conflicts experienced at an intersection. A key element of access management is to restrict certain movements, create directional median openings, or close median openings that are deemed too close to an intersection.			
General Qualities (Time, Cost and Effectiveness):			
Turn prohibitions that are implemented by closing a median opening can usually be implemented quickly. Costs are highly variable but in many cases could be considered low. In some cases this strategy may involve acquiring access or constructing replacement access; those actions will significantly increase the cost of the project. Impacts to businesses and other land uses must be considered and controversy can delay the implementation. In general, This CM can be very effective and can be considered on a systematic approach.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF: 51%

NS16, Reduced Left-Turn Conflict Intersections (NS.I.)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	50%	20 years
Notes:	This CM only applies to crashes occurring in the intersection / influence area of the new Reduced Left-Turn Conflict.		
General information			
Where to use and Why it works:			
<p>Reduced left-turn conflict intersections are geometric designs that alter how left-turn movements occur in order to simplify decisions and minimize the potential for related crashes. Two highly effective designs that rely on U-turns to complete certain left-turn movements are known as the restricted crossing U-turn (RCUT) and the median U-turn (MUT).</p> <p>Restricted Crossing U-turn (RCUT): The RCUT intersection modifies the direct left-turn and through movements from cross-street approaches. Minor road traffic makes a right turn followed by a U-turn at a designated location (either signalized or unsignalized) to continue in the desired direction.</p> <p>The RCUT is suitable for a variety of circumstances, including along rural, high-speed, four-lane, divided highways or signalized routes. It also can be used as an alternative to signalization or constructing an interchange. RCUTs work well when consistently used along a corridor, but also can be used effectively at individual intersections.</p> <p>Median U-turn (MUT) The MUT intersection modifies direct left turns from the major approaches. Vehicles proceed through the main intersection, make a U-turn a short distance downstream, followed by a right turn at the main intersection. The U-turns can also be used for modifying the cross-street left turns.</p> <p>The MUT is an excellent choice for heavily traveled intersections with moderate left-turn volumes. When implemented at multiple intersections along a corridor, the efficient two-phase signal operation of the MUT can reduce delay, improve travel times, and create more crossing opportunities for pedestrians and bicyclists.</p> <p><i>MUT and RCUT Can Reduce Conflict Points by 50%</i></p>			
General Qualities (Time, Cost and Effectiveness):			
Implementing this strategy may take from months to years, depending on whether additional R/W is required. Such projects require a substantial time for development and construction. Costs are highly variable and range from very low to high. The expected effectiveness of this CM must be assessed for each individual location.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Angle/Left-turn/Rear-End/All	CRF: 34.8-100%

NS17, Install right-turn lane (NS.I.)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	20%	20 years
Notes:	This CM only applies to crashes occurring on the approaches / influence area of the new right-turn lanes. This CM is not eligible for use at existing all-way stop intersections.		
General information			
Where to use:			
Many collisions at unsignalized intersections are related to right-turn maneuvers. A key strategy for minimizing such collisions is to provide exclusive right-turn lanes, particularly on high-volume and high-speed major-road approaches. When considering new right-turn lanes, potential impacts to non-motorized users should be considered and mitigated as appropriate. When considering new right-turn lanes, potential impacts to non-motorized users should be considered and mitigated as appropriate.			
Why it works:			
The strategy is targeted to reduce the frequency of rear-end collisions resulting from conflicts between vehicles turning right and following vehicles and vehicles turning right and through vehicles coming from the left on the cross street. Right-turn lanes also remove slow vehicles that are decelerating to turn right from the through-traffic stream, thus reducing the potential for rear-end collisions. Right-turn lanes can increase the length of the intersection crossing and create an additional potential conflict point for non-motorized users.			
General Qualities (Time, Cost and Effectiveness):			
Implementing this strategy may take from months to years. At some locations, right-turn lanes can be quickly and simply installed by restriping the roadway. At other locations, widening of the roadway, acquisition of additional right-of-way, and extensive environmental processes may be needed. Such projects require a substantial time for development and construction. Costs are highly variable and range from very low to high. The expected effectiveness of this CM must be assessed for each individual location.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF: 14 - 26 %

NS18, Install left-turn lane (where no left-turn lane exists)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	35%	20 years
Notes:	This CM only applies to crashes occurring on the approaches / influence area of the new left-turn lanes. This CM does NOT apply to converting a single-left into double-left turn. This CM is not eligible for use at existing all-way stop intersections.		
General information			
Where to use:			
Many collisions at unsignalized intersections are related to left-turn maneuvers. A key strategy for minimizing such collisions is to provide exclusive left-turn lanes, particularly on high-volume and high-speed major-road approaches. When considering new left-turn lanes, potential impacts to non-motorized users should be considered and mitigated as appropriate.			
Why it works:			
Adding left-turn lanes remove vehicles waiting to turn left from the through-traffic stream, thus reducing the potential for rear-end collisions. Because they provide a sheltered location for drivers to wait for a gap in opposing traffic, left-turn lanes may encourage drivers to be more selective in choosing a gap to complete the left-turn maneuver. This strategy may reduce the potential for collisions between left-turn and opposing through vehicles.			
General Qualities (Time, Cost and Effectiveness):			
Implementing this strategy may take from months to years. At some locations, left-turn lanes can be quickly and simply installed by restriping the roadway. At other locations, widening of the roadway, acquisition of additional right-of-way, and extensive environmental processes may be needed. Such projects require a substantial time for development and construction. Costs are highly variable and range from very low to high. The expected effectiveness of this CM must be assessed for each individual location.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF: 9 -55 %

NS19PB, Install raised medians (refuge islands)

For HSIP Cycle 11 Call-for-projects					
Funding Eligibility		Crash Types Addressed		CRF	Expected Life
90%		Pedestrian and Bicycle		45%	20 years
Notes:	This CM only applies to "Ped & Bike" crashes occurring in the crossing with the new islands. All new raised medians funded with federal HSIP funding should not include the removal of the existing roadway structural section and should be doweled into the existing roadway surface. This requirement is being implemented to maximize the safety-effectiveness of the limited HSIP funding and to minimize project impacts. Landscaping, if included in the project, is considered non-participating.				
General information					
Where to use:					
Intersections that have a long pedestrian crossing distance, a higher number of pedestrians, or a crash history. Raised medians decrease the level of exposure for pedestrians and allow pedestrians to concentrate on (or cross) only one direction of traffic at a time.					
Why it works:					
Raised pedestrian refuge islands, or medians at crossing locations along roadways, are another strategy to reduce exposure between pedestrians and motor vehicles. Refuge islands and medians that are raised (i.e., not just painted) provide pedestrians more secure places of refuge during the street crossing. They can stop partway across the street and wait for an adequate gap in traffic before completing their crossing.					
General Qualities (Time, Cost and Effectiveness):					
Median and pedestrian refuge areas are a low-cost countermeasure to implement. This cost can be applied to retrofit improvements or if it is a new construction project, implementing this countermeasure is even more cost-effective. In general, This CM can be very effective and can be considered on a systematic approach. When agencies opt to install landscaping in conjunction with new raised medians, the portion of the cost for landscaping and other non-safety related items that exceeds 10% of the project total cost is not federally participated and must be funded by the applicant.					
FHWA CMF Clearinghouse:		Crash Types Addressed:		CRF:	30 - 56 %
		Pedestrian and Bicycle			

NS20PB, Install pedestrian crossing at uncontrolled locations (signs and markings only)

For HSIP Cycle 11 Call-for-projects					
Funding Eligibility		Crash Types Addressed		CRF	Expected Life
90%		Pedestrian and Bicycle		25%	10 years
Notes:	This CM only applies to "Ped & Bike" crashes occurring in the intersection/crossing with the new crossing. This CM is not intended to be used for high-cost aesthetic enhancements to intersection crosswalks (i.e. stamped concrete or stamped asphalt).				
General information					
Where to use:					
Non-signalized intersections without a marked crossing, where pedestrians are known to be crossing intersections that involve significant vehicular traffic. They are especially important at school crossings and intersections with right and/or left turns pockets. See Zegeer study (Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations) for additional guidance regarding when to install a marked crosswalk.					
Why it works:					
Adding pedestrian crossings has the opportunity to enhance pedestrian safety at locations noted as being problematic. Pavement markings delineate a portion of the roadway that is designated for pedestrian crossing. These markings will often be different for controlled verses uncontrolled locations. The use of "ladder", "zebra" or other enhanced markings at uncontrolled crossings can increase both pedestrian and driver awareness to the increased exposure at the crossing. Incorporating advanced "stop" or "yield" markings provides an extra safety buffer and can be effective in reducing the 'multiple-threat' danger to pedestrians. Nearly one-third of all pedestrian-related crashes occur at or within 50 feet of an intersection. Of these, 30 percent may involve a turning vehicle. There are several types of pedestrian crosswalks, including: continental, ladder, zebra, and standard. When agencies opt to install aesthetic enhancement to intersection crosswalks like stamped concrete/asphalt, the project design and construction costs can significantly increase. For HSIP applications, these costs must be accounted for in the B/C calculation, but these costs (over standard crosswalk markings) must be tracked separately and are not federally reimbursable and will increase the agency's local-funding share for the project costs.					
General Qualities (Time, Cost and Effectiveness):					
Costs associated with this strategy will vary widely, depending upon if curb ramps and sidewalk modifications are required with the crossing. When considered at a single location, these low cost improvements are usually funded through local funding by local crews. However, This CM can be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in moderate cost projects that are more appropriate to seek state or federal funding.					
FHWA CMF Clearinghouse:		Crash Types Addressed:		CRF:	25 %
		Pedestrian and Bicycle			

NS21PB, Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	Pedestrian and Bicycle	35%	20 years
Notes:	This CM only applies to "Ped & Bike" crashes occurring in the new crossing (influence area) with enhanced safety features. This CM is not intended to be used for high-cost aesthetic enhancements to intersection crosswalks (i.e. stamped concrete or stamped asphalt).		
General information			
Where to use:			
Non-signalized intersections where pedestrians are known to be crossing intersections that involve significant vehicular traffic. They are especially important at school crossings and intersections with turn pockets. Based on the Zegeer study (Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations) at many locations, a marked crosswalk alone may not be sufficient to adequately protect non-motorized users. In these cases, flashing beacons, curb extensions, advanced "stop" or "yield" markings, and other safety features should be added to complement the standard crossing elements.			
Why it works:			
Adding pedestrian crossings that include enhanced safety features has the opportunity to enhance pedestrian safety at locations noted as being especially problematic. The enhanced safety elements help delineate a portion of the roadway that is designated for pedestrian crossing. Incorporating advanced "yield" markings provide an extra safety buffer and can be effective in reducing the 'multiple-threat' danger to pedestrians. Nearly one-third of all pedestrian-related crashes occur at or within 50 feet of an intersection. When agencies opt to install aesthetic enhancement to intersection crosswalks like stamped concrete/asphalt, the project design and construction costs can significantly increase. For HSIP applications, these costs must be accounted for in the B/C calculation, but these costs (over standard crosswalk markings) must be tracked separately and are not federally reimbursable and will increase the agency's local-funding share for the project costs.			
General Qualities (Time, Cost and Effectiveness):			
Costs associated with this strategy will vary widely, depending upon the types of enhanced features that will be combined with the standard crossing improvements. The need for new curb ramps and sidewalk modifications will also be a factor. This CM may be effectively and efficiently implemented using a systematic approach with more than one location and can have relatively high B/C ratios based on past non-motorized crash history.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Pedestrian and Bicycle	CRF: 37%

NS22PB, Install Rectangular Rapid Flashing Beacon (RRFB)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	Pedestrian and Bicycle	35%	20 years
Notes:	This CM only applies to "Ped & Bike" crashes occurring in the influence area (expected to be a maximum of within 250') of the crossing which includes the RRFB.		
General information			
Where to use:			
Rectangular Rapid Flashing Beacon (RRFB) includes pedestrian-activated flashing lights and additional signage that enhance the visibility of marked crosswalks and alert motorists to pedestrian crossings. It uses an irregular flash pattern that is similar to emergency flashers on police vehicles. RRFBs are installed at unsignalized intersections and mid-block pedestrian crossings.			
Why it works:			
RRFBs can enhance safety by increasing driver awareness of potential pedestrian conflicts and reducing crashes between vehicles and pedestrians at unsignalized intersections and mid-block pedestrian crossings. The addition of RRFB may also increase the safety effectiveness of other treatments, such as crossing warning signs and markings.			
General Qualities (Time, Cost and Effectiveness):			
RRFBs are a lower cost alternative to traffic signals and hybrid signals. This CM can often be effectively and efficiently implemented using a systematic approach with numerous locations.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Pedestrian, Bicycle	CRF: 7 – 47.4%

NS23PB, Install Pedestrian Signal (including Pedestrian Hybrid Beacon (HAWK))

For HSIP Cycle 11 Call-for-projects				
Funding Eligibility	Crash Types Addressed		CRF	Expected Life
90%	Pedestrian and Bicycle		55%	20 years
Notes:	This CM only applies to "Ped & Bike" crashes occurring in the intersection/crossing with the new signal. For HAWK or other pedestrian signals, the justification may be Warrant 4, 5 and/or 7, or passing the test in Figure 4F-1/4F-2 in Chapter 4F of CA MUTCD. Please refer to Chapter 4F of CA MUTCD for more details			
General information				
Where to use:				
Intersections noted as having a history of pedestrian vs. vehicle crashes and in areas where the likelihood of the pedestrian presence is high. Corridors should also be assessed to determine if there are adequate safe opportunities for non-motorists to cross and if a pedestrian signal, or a Pedestrian Hybrid Beacon (PHB) (also called High-Intensity Activated crossWalk beacon (HAWK)) are needed to provide an active warning to motorists when a pedestrian is in the crosswalk.				
Why it works:				
Adding a pedestrian signal has the opportunity to greatly enhance pedestrian safety at locations noted as being problematic. Nearly one-third of all pedestrian-related crashes occur at or within 50 feet of an intersection. In combination with this CM, better guidance signs and markings for non-motorized and motorized roadway users should be considered, including: sign and markings directing pedestrians and cyclists on appropriate/legal travel paths and signs and markings warning motorists of non-motorized uses of the roadway that should be expected.				
General Qualities (Time, Cost and Effectiveness):				
The cost of improvements are generally high, but can vary dependent on the type of signal and overall scope of the project. In most cases the project duration can be short. The expected effectiveness of this CM must be assessed for each individual location.				
FHWA CMF Clearinghouse:	Crash Types Addressed:	Pedestrian and Bicycle	CRF:	15 - 69%

B.3 Roadway Countermeasures

R01, Add Segment Lighting

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	Night	35%	20 years
Notes:	This CM only applies to "night" crashes (all types) occurring within limits of the proposed roadway lighting 'engineered' area.		
General information			
Where to use:			
Where to use: Noted substantial patterns of nighttime crashes. In particular, patterns of rear-end, right-angle, turning or roadway departure collisions on the roadways may indicate that night-time drivers can be unaware of the roadway characteristics.			
Why it works:			
Providing roadway lighting improves the safety during nighttime conditions by (1) making drivers more aware of the surroundings, which improves drivers' perception-reaction times, (2) enhancing drivers' available sight distances to perceive roadway characteristic in advance of the change, and (3) improving non-motorist's visibility and navigation.			
General Qualities (Time, Cost and Effectiveness):			
It expected that projects of this type may be constructed in a year or two and are relatively costly. There are several types of costs associated with providing lighting, including the cost of providing a permanent source of power to the location, the cost for the luminaire supports (i.e., poles), and the cost for routinely replacing the bulbs and maintenance of the luminaire supports. Some locations can result in high B/C ratios, but due to higher costs, these projects often result in medium to low B/C ratios.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Night, All	CRF: 18 - 69 %

R02, Remove or relocate fixed objects outside of Clear Recovery Zone

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	35%	20 years
Notes:	This CM only applies to crashes occurring within the limits of the new clear recovery zone (per Caltrans' HDM).		
General information			
Where to use:			
Known locations or roadway segments prone to collisions with fixed objects such as utility poles, drainage structures, trees, and other fixed objects, such as the outside of a curve, end of lane drops, and in traffic islands. A clear recovery zone should be developed on every roadway, as space is available. In situations where public right-of-way is limited, steps should be taken to request assistance from property owners, as appropriate.			
Why it works:			
While this strategy does not prevent the vehicle leaving the roadway, it does provide a mechanism to reduce the severity of a resulting crash. A clear zone is an unobstructed, traversable roadside area that allows a driver to stop safely or regain control of a vehicle that has left the roadway. Removing or moving fixed objects, flattening slopes, or providing recovery areas reduces the likelihood of a crash.			
General Qualities (Time, Cost and Effectiveness):			
Projects involving removing fixed objects from highway right-of-way can typically be accomplished quickly, assuming the objects are readily moveable. Clearing objects on private property requires more time for discussions with the property owner. Costs will generally be low, assuming that in most cases the objects to be removed are within the right-of-way. This CMs can be very effective and can be implemented by agencies' maintenance staff and/or implemented on a systematic approach. High-cost removals or removals implemented using a systematic approach would be good candidates for Caltrans Federal Safety Funding.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Fixed Object	CRF: 17 - 100 %

R03, Install Median Barrier

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	25%	20 years
Notes:	Note: For Caltrans' statewide Calls-for-Projects, this CM only applies to crashes occurring within the limits of the new barrier.		
General information			
Where to use:			
Areas where crash history indicates drivers are unintentionally crossing the median and the cross-overs are resulting in high severity crashes. The installation of median barriers can increase the number of PDO and non-severe injuries. The net result in safety from this countermeasure is connected more to reducing the severity of crashes not the number of crashes. It is recommended to review the warrants as outlined in Chapter 7 of the Caltrans Traffic Manual when considering whether to install median barriers.			
Why it works:			
This strategy is designed to prevent head-on collisions by providing a barrier between opposing lanes of traffic. The variety of median barriers available makes it easier to choose a site-specific solution. The main advantage is the reduction of the severity of the crashes. The key to success would be in selecting an appropriate barrier based on the site, previous crash history, maintenance needs, and median width.			
General Qualities (Time, Cost and Effectiveness):			
This strategy would in many cases be possible to implement within a short period after site selection. Costs will vary depending on the type of median barrier selected and whether the strategy is implemented as a stand-alone project or incorporated as part of a reconstruction or resurfacing effort. Maintenance costs and worker exposure will also vary depending on the type of barrier selected. The expected effectiveness of this CM must be assessed for each individual location.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Head-on	CRF: 0 - 94 %

R04, Install Guardrail

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	25%	20 years
Notes:	This CM only applies to crashes occurring within the limits of the new guardrail. This CM is not intended to be used for general maintenance activities (i.e. the replacement of existing damaged rail). For projects proposing to upgrade existing guardrail to current standards, this CM and corresponding CRF should only be applied to locations where past crash data or engineering judgment applied to the existing rail conditions suggests the upgraded guardrail may result in fewer or less severe crashes (justifying the use of the 25% CRF for this CM).		
General information			
Where to use:			
Guardrail is installed to reduce the severity of lane departure crashes. However, guardrail can reduce crash severity only for those conditions where striking the guardrail is less severe than going down an embankment or striking a fixed object. Guardrail should only be installed where it is clear that crash severity will be reduced, or there is a history of run-off-the-road crashes at a given location that have resulted in severe crashes. New and upgraded guardrail and end-treatments must meet current safety standards; see Method for Assessing Safety Hardware (MASH) for more information. Caltrans (or other national accepted guidance) slope/height criteria need to be considered and documented.			
Why it works:			
Guardrail redirects a vehicle away from embankment slopes or fixed objects and dissipates the energy of an errant vehicle.			
General Qualities (Time, Cost and Effectiveness):			
Strategies range from relatively inexpensive too costly. Costly projects may include those that upgrade existing guardrail applications to more semi-rigid and rigid barrier systems over extended distances. In general, this CMs can be effective and can be implemented by agencies' maintenance staff and/or implemented on a systematic approach.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Fixed Object, Run-off Road	CRF: 11 - 78 %

R05, Install impact attenuators

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	25%	10 years
Notes:	This CM only applies to crashes occurring within the limits of the new attenuators. This CM is not intended to be used for general maintenance activities (i.e. the replacement of existing damaged attenuators). For projects proposing to upgrade existing attenuators to current standards, this CM and corresponding CRF should only be applied to locations where past crash data or engineering judgment applied to the existing attenuator conditions suggests the upgraded attenuators may result in fewer or less severe crashes (justifying the use of the 25% CRF for this CM).		
General information			
Where to use:			
Impact attenuators are typically used to shield rigid roadside objects such as concrete barrier ends, steel guardrail ends and bridge pillars from oncoming automobiles. Attenuators should only be installed where it is impractical for the objects to be removed. New and upgraded barrier end-treatments must meet current safety standards; see MASH for more information.			
Why it works:			
Attenuators bring an errant vehicle to a more-controlled stop or redirect the vehicle away from a rigid object. Attenuators are effective at absorbing impact energy and increasing occupant safety. They also tend to draw attention to the fixed object, which helps drivers steer clear of the fixed objects.			
General Qualities (Time, Cost and Effectiveness):			
Costs depending on the scope of the project, type(s) used, and associated ongoing maintenance costs. Time to install is fairly quick once site is identified.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Fixed Object, Run-off Road	CRF: 5 - 50 %

R06, Flatten side slopes

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	30%	20 years
Notes:	This CM only applies to crashes occurring within the limits of the new side slopes. Minor/incidental flattening of side slopes would not likely result in the CRF shown below and may not be appropriate for use in Caltrans B/C calculations.		
General information			
Where to use:			
Roadways experiencing frequent lane departure crashes that result in roll-over type crashes as a result of the roadway slope being so severe as to not accommodate a reasonable degree of driver correction. When there is a need to reduce the severity of lane departure crashes without installing a barrier system that could result in increased numbers of crashes.			
Why it works:			
Flattened slopes provide a greater area for a driver to regain control of a vehicle. Steep slopes, ditches or unprotected hazardous drops-offs adjacent to a travel lane offer little opportunities to correct an inappropriate action by a driver and can result in sever crashes.			
General Qualities (Time, Cost and Effectiveness):			
Roadside modifications range from relatively inexpensive to very costly. Strategies that include creating safer side slopes where none exists can be moderately expensive based on the scope of the project and the associated clearing, grading, etc. The potential for high environmental and right-of-way impacts is high which can take several years to clear. In other cases This CM can be effective and can be implemented by agencies' maintenance staff and/or implemented on a systematic approach.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Fixed Object, Run-off Road	CRF: 5 - 62 %

R07, Flatten side slopes and remove guardrail

For HSIP Cycle 11 Call-for-projects					
Funding Eligibility		Crash Types Addressed		CRF	Expected Life
90%		All		40%	20 years
Notes:	This CM only applies to crashes occurring within the limits of both the removed guardrail and the new side slopes.				
General information					
Where to use:					
Locations where high number of crashes originate as a lane departure and result in collision with guardrail or a fixed object located on the side slope shielded by guardrail. The guardrail may or may not meet current standards. Even though guardrails are generally installed to reduce the severity of departure crashes, they still can result in severe crashes in some locations.					
Why it works:					
Flattened side slopes and an unobstructed clear zone provide a greater area for a driver to regain control of a vehicle. The existing guardrail may help protect the steep slopes, fixed objects, or unprotected hazardous drops-offs adjacent to a travel lane, but removing all of these obstacles generally improves safety.					
General Qualities (Time, Cost and Effectiveness):					
Roadside modifications range from relatively inexpensive to very costly. Strategies that include creating safer side slopes where none exists can be moderately expensive based on the scope of the project and the associated clearing, grading, etc. The potential for high environmental and right-of-way impacts is high which can take several years to clear.					
FHWA CMF Clearinghouse:	Crash Types Addressed:	Roll Over, Fixed Object	CRF:	42%	

R08, Install raised median

For HSIP Cycle 11 Call-for-projects					
Funding Eligibility		Crash Types Addressed		CRF	Expected Life
90%		All		25%	20 years
Notes:	This CM only applies to crashes occurring within the limits of the new raised median. All new raised medians funded with federal HSIP funding should not include the removal of the existing roadway structural section and should be doweled into the existing roadway surface. This requirement is being implemented to maximize the safety-effectiveness of the limited HSIP funding and to minimize project impacts. Landscaping, if included in the project, is considered non-participating.				
General information					
Where to use:					
Areas experiencing head-on collisions that may be affected by both the number of vehicles that cross the centerline and by the speed of oncoming vehicles. Installing a raised median is a more restrictive approach in that it represents a more rigid barrier between opposing traffic. Application of raised medians on roadways with higher speeds is not advised - instead a median barrier should be considered. Including landscaping in new raised medians can be counterproductive to the HSIP safety goals and should only be done in ways that do not increase drivers' exposure to fixed objects and that will maintain driver's sight distance needs throughout the life of the proposed landscaping. Agencies need to consider and document impacts of additional turning movements at nearby intersections.					
Why it works:					
Adding raised medians is a particularly effective strategy as it adds to or reallocates the existing cross section to incorporate a buffer between the opposing travel lanes and reinforces the limits of the travel lane. Raised median may also be used to limit unsafe turning movements along a roadway.					
General Qualities (Time, Cost and Effectiveness):					
In some cases this strategy may be a retrofit into the existing roadway by utilizing a portion of the existing paved shoulder. These raised medians can be installed directly over the existing pavement. Cost and time to implement could significantly increase if the paved area is not sufficient to include a median. The surface treatment of the raised median also significantly affects their cost-effectiveness: standard concrete or other hardscape surfaces are usually more cost effective than landscaped medians. When agencies opt to install landscaping in conjunction with new raised medians, the project design and construction costs can significantly increase due to excavation, backfill/top-soil, water-connection, irrigation, planting, maintenance needed for the landscaping. When agencies opt to install landscaping in conjunction with new raised medians, the portion of the cost for landscaping and other non-safety related items that exceeds 10% of the project total cost is not federally participated and must be funded by the applicant.					
FHWA CMF Clearinghouse:	Crash Types Addressed:	Head-on	CRF:	20 - 75 %	

R09, Install median (flush)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	15%	20 years
Notes:	This CM only applies to crashes occurring within the limits of the new flush median. The new median must be a minimum of 4 feet wide (or "wider" if a narrow median exists before the proposed project).		
General information			
Where to use:			
Areas experiencing head-on collisions that may be affected by both the number of vehicles that cross the centerline and by the speed of oncoming vehicles. Roadways with oversized lanes offer an opportunity to restripe the roadway to reduce the lanes to standard widths and use the extra width for the median.			
Why it works:			
Adding medians is a particularly effective strategy as it adds to or reallocates the existing cross section to incorporate a narrow buffer median between opposing flows, thereby providing a greater opportunity to correct an errant maneuver and further reinforce the limits of the travel lane. Application widths can vary based on the available cross section and intended application. Additional safety can be provided by combining this CM with rumble strips.			
General Qualities (Time, Cost and Effectiveness):			
In some cases this strategy may be retrofitted into the existing roadway by utilizing a portion of the existing paved shoulder and can ultimately be as simple as restriping the roadway. Costs and time to implement could significantly increase if the paved area is not sufficient to include a median.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF: 15 - 78 %

R10PB, Install pedestrian median fencing

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	Pedestrian and Bicycle	35%	20 years
Notes:	This CM only applies to "Ped & Bike" crashes occurring on the approaches/influence area of the new pedestrian median fencing.		
General information			
Where to use:			
Roadway segments with high pedestrian-generators and pedestrian-destinations nearby (e.g. transit stops) may experience a high volume of pedestrians J-walking across the travel lanes at mid-block locations instead of walking to the nearest intersection or designated mid-block crossing. When this safety issue cannot be mitigated with shoulder, sidewalk and/or crossing treatments, then installing a continuous pedestrian barrier in the median may be a viable solution.			
Why it works:			
Adding pedestrian median fencing has the opportunity to enhance pedestrian safety at locations noted as being problematic involving pedestrians running/darting across the roadway outside designated pedestrian crossings. Pedestrian median fencing can significantly reduce this safety issue by creating a positive barrier, forcing pedestrians to the designated pedestrian crossing.			
General Qualities (Time, Cost and Effectiveness):			
Costs associated with this strategy will vary widely depending on the type and placement of the median fencing. Impacts to transit and other land uses may need to be considered and controversy can delay the implementation. In general, this CM can be effective as a spot-location approach.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Pedestrian, Bicycle	CRF: 25 - 40%

R11, Install acceleration/ deceleration lanes

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	25%	20 years
Notes:	This CM only applies to crashes occurring within the limits of the new accel/decel lanes on high speed roadways. Significant improvements to the merge length for lane-drop locations is also an acceptable use of this CM.		
General information			
Where to use:			
Areas proven to have crashes that are the result of drivers not being able to turn onto a high speed roadway to accelerate until the desired roadway speed is reached and areas that do not provide the opportunity to safely decelerate to negotiate a turning movement. This CM can also be used to improve the safety of merging vehicles at a lane-drop location.			
Why it works:			
A lane that does not provide enough deceleration length and storage space for turning traffic may cause the turn queue to back up into the adjacent through lane. This can contribute to rear-end and sideswipe crashes. An acceleration lane is an auxiliary or speed-change lane that allows vehicles to accelerate to highway speeds (high speed roadways) before entering the through-traffic lanes of a highway. Additionally, if acceleration by entering traffic takes place directly on the traveled way, it may disrupt the flow of through-traffic and cause rear-end and sideswipe collisions.			
General Qualities (Time, Cost and Effectiveness):			
Costs are highly variable. Where sufficient median or shoulder space exists it may be possible to provide acceleration/deceleration lanes at a moderate cost. Where the roadway must be widened and additional right-of-way must be acquired, higher costs and a lengthy time-to-construct are likely. The expected effectiveness of this CM must be assessed for each individual location.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Sideswipe, Rear-End	CRF: 10 - 75 %

R12, Widen lane (initially less than 10 ft)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	25%	20 years
Notes:	Note: For Caltrans' statewide Calls-for-Projects, this CM only applies to crashes occurring within the limits of the widened lanes. Widening must a minimum of 1 foot.		
General information			
Where to use:			
Horizontal curves or tangents and low speed or high speed roadways identified as having lane departure crashes, sideswipe or head-on crashes that can be attributed to an existing pavement width less than 10 feet.			
Why it works:			
Increasing pavement width can affect almost all crash types. A common practice is to widen the traveled way on horizontal curves to make operating conditions on curves comparable to those on tangents. Speed is a primary consideration when evaluating potential adverse impacts of lane width on safety. On high-speed, rural two-lane highways, an increased risk of cross-centerline head-on or cross-centerline sideswipe crashes is a concern because drivers may have more difficulty staying within the travel lane.			
General Qualities (Time, Cost and Effectiveness):			
Costs will depend on the amount of reconstruction necessary and on whether additional right-of-way is required. In general, this is one of the higher-cost strategies recommended, but it can also be very beneficial. Since this is a relatively expensive treatment, one of the keys to creating a cost effective project with at least a medium B/C ratio is targeting higher-hazard roadways.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF: 5 - 70 %

R13, Add two-way left-turn lane

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	30%	20 years
Notes:	This CM only applies to crashes occurring within the limits of the new lane, where an existing median did not already exist.		
General information			
Where to use:			
Roadways having a high frequency of drivers being rear-ended while attempting to make a left turn across oncoming traffic. Also can be effective for drivers crossing the centerline of an undivided multilane roadway inadvertently.			
Why it works:			
Two-way left-turn lanes provide a buffer between opposing directions of travel and separate left turning traffic from through traffic. They can also help to allow vehicles to begin to accelerate before entering the through-traffic lanes. They reduce the disruption of flow of through-traffic and reducing rear-end and sideswipe collisions. For some roadways the option of converting a four-lane undivided arterials to two-vehicle-lane roadways with a center left-turn lane and bike lanes should be considered (see "Road Diet" CM.)			
General Qualities (Time, Cost and Effectiveness):			
In some cases this strategy may be retrofitted into the existing roadway by utilizing a portion of the existing paved shoulder and can ultimately be as simple as restriping the roadway. Costs and time to implement could significantly increase if the paved area is not sufficient to include a median, requiring new right-of-way, and having significant environmental impacts. The expected effectiveness of this CM must be assessed for each individual location as the B/C ratios will vary from low to high.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF: 8 - 50 %

R14, Road Diet (Reduce travel lanes and add a two way left-turn and bike lanes)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	35%	20 years
Notes:	This CM only applies to crashes occurring within the limits of the new lane striping. "Intersection" crashes can only be applied when they resulted from turning movements that had no designated turn lanes/phases in the existing condition and the Road Diet will provide turn lanes/phases for these movements. This CM does not apply to roadway sections that already included left turn lanes or two way left turn lanes before the lane reductions. New bike lanes are also expected to be part of these projects. If any pavement is planned to be removed for the purpose of adding landscaping, planter-boxes, or other non-roadway user features, the cost should be non-participating.		
General information			
Where to use:			
Areas noted as having a higher frequency of head-on, left-turn, and rear-end crashes with traffic volumes that can be handled by only 2 free flowing lanes. Using this strategy in locations with traffic volumes that are too high could result in diversion of traffic to routes less safe than the original four-lane design. It may also result in congestion levels that contribute to other crashes.			
Why it works:			
The application of this strategy usually reduces the roadway segment speeds and serious head-on crashes. In many cases the extra pavement width can be used for the installation of bike lanes. In addition to increasing bicycle safety, these bike lanes can improve the safety of on-street parking.			
General Qualities (Time, Cost and Effectiveness):			
Implementation would require more time than in other low-cost treatments to complete environmental analyses, traffic studies and public input. Projects that only require new lane markings and minor signalization modifications will have relatively low cost and can be very effective and can be considered on a systematic approach. These striping and signal modification costs should be considered part of this CM and not an additional CM. (If additional signal hardware improvements are being made, over what is needed for the road diet, then the Improve Signal Hardware CM may also be used.) Often road diet projects need a seal-coat placed on the roadway to fully remove the old striping. These seal coats are considered part of the proper installation of this CM. In contrast, structural-overlays should not be considered part of this CM and are not considered eligible for funding in the California Local HSIP.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF: 26 - 43 %

R15, Widen shoulder

For HSIP Cycle 11 Call-for-projects					
Funding Eligibility		Crash Types Addressed		CRF	Expected Life
90%		All		30%	20 years
Notes:	This CM only applies to crashes occurring within the limits of the new paved shoulder. A minimum of 2 feet width must be added and the new/resulting shoulders must be a minimum of 4 feet wide. This CM is not eligible unless it is done as the last step of an "incremental approach", for which the agency documents that: 1) they have already pursued and installed lower cost and lower impact CMs (i.e. signing/stripping upgrades to MUTCD standards/recommendations, rumble strips, etc.), 2) they have already monitored the crash occurrences after these improvements were installed, and 3) the 'after' crash rate is still unacceptably high. This 'incremental approach' (or a special exception from the HSIP program manager) must be documented in the Narrative Questions in the application and a summary of the 'before' and 'after' crash analysis must be attached to the application.				
General information					
Where to use:					
Roadways that have a frequent incidence of vehicles leaving the travel lane resulting in an unsuccessful attempt to reenter the roadway. The probability of a safe recovery is increased if an errant vehicle is provided with an increased paved area in which to initiate such a recovery.					
Why it works:					
Based on the best available research, adding shoulder or widening an existing shoulder provides a greater area to regain control of a vehicle, as well as lateral clearance to roadside objects such as guardrail, signs and poles. They may also provide space for disabled vehicles to stop or drive slowly, provide increased sight distance for through vehicles and for vehicles entering the roadway, and in some cases reduce passing conflicts between motor vehicles and bicyclists and pedestrians. The likely safety benefits for adding or widening an existing shoulder generally increase as the widening width increases - practitioners should refer to NCHRP Report 500 Series, the CMF Clearinghouse or other references for more details.					
General Qualities (Time, Cost and Effectiveness):					
Shoulder widening costs would depend on whether new right-of-way is required and whether extensive roadside modification is needed. Since shoulder widening can be a relatively expensive treatment, one of the keys to creating a cost effective project with at least a medium B/C ratio is targeting higher-hazard roadways.					
FHWA CMF Clearinghouse:	Crash Types Addressed:	Fixed Object, Run-off Road, Sideswipe	CRF:	15 - 75 %	

R16, Curve Shoulder widening (Outside Only)

For HSIP Cycle 11 Call-for-projects					
Funding Eligibility		Crash Types Addressed		CRF	Expected Life
90%		All		45%	20 years
Notes:	This CM only applies to crashes occurring within the limits (or influence area) of the new shoulder widening at curves. A minimum of 2-4 feet width must be added to the outside of horizontal curves and the new traversable shoulder must be a minimum of 4 feet wide.				
General information					
Where to use:					
Roadway curves noted as having frequent lane departure crashes due to inadequate or no shoulders, resulting in an unsuccessful attempt to reenter the roadway.					
Why it works:					
Adding shoulders (outside only) creates a recovery area in which a driver can regain control of a vehicle, as well as lateral clearance to roadside objects.					
General Qualities (Time, Cost and Effectiveness):					
To minimize the R/W needs and the cost, only outside shoulder at curves is to be widened. This CM can be implemented in a relatively short timeframe.					
FHWA CMF Clearinghouse:	NA				

R17, Improve horizontal alignment (flatten curves)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	50%	20 years
Notes:	This CM only applies to crashes occurring within the limits (or influence area) of the improved alignment. This CM is not eligible unless it is done as the last step of an "incremental approach", including: the agency documents that: 1) they have already pursued and installed lower cost and lower impact CMs (i.e. signing/stripping upgrades to MUTCD standards/recommendations, rumble strips, etc.), 2) they have already monitored the crash occurrences after these improvements were installed, and 3) the 'after' crash rate is still unacceptably high. This 'incremental approach' (or a special exception from the HSIP program manager) must be documented in the Narrative Questions in the application and a summary of the agency's 'before' and 'after' crash analysis must be attached to the application.		
General information			
Where to use:			
Roadways with horizontal curves that have experienced lane departure crashes as a result of a roadway segment having compound curves or a severe radius. This strategy should generally be considered only when less expensive strategies involving clearing of specific sight obstructions or modifying traffic control devices have been tried and have failed to ameliorate the crash patterns.			
Why it works:			
Increasing the radius of a horizontal curve can be very effective in improving the safety performance of the curve. Curve modification reduces the likelihood of a vehicle leaving its lane, crossing the roadway centerline, or leaving the roadway at a horizontal curve; and minimizes the adverse consequences of leaving the roadway. Horizontal alignment improvement projects are expected to include standard/improved superelevation elements, which should be considered part of this CM and not an additional CM.			
General Qualities (Time, Cost and Effectiveness):			
This strategy is a long-term, higher-cost alternative for improving the safety of a horizontal curve because it usually involves total reconstruction of the roadway. It may also require acquisition of additional right-of-way and an environmental review. This strategy, albeit costly, has shown that increasing the radius of curvature can significantly reduce total curve-related crashes by up to 80 percent. The expected effectiveness of this CM must be assessed for each individual location.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF: 24 - 90%

R18, Flatten crest vertical curve

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	25%	20 years
Notes:	This CM only applies to crashes occurring within the limits (or influence area) of the improved alignment. This CM is not eligible unless it is done as the last step of an "incremental approach", including: the agency documents that: 1) they have already pursued and installed lower cost and lower impact CMs (i.e. signing/stripping upgrades to MUTCD standards/recommendations, rumble strips, etc.), 2) they have already monitored the crash occurrences after these improvements were installed, and 3) the 'after' crash rate is still unacceptably high. This 'incremental approach' (or a special exception from the HSIP program manager) must be documented in the Narrative Questions in the application and a summary of the agency's 'before' and 'after' crash analysis must be attached to the application.		
General information			
Where to use:			
The target for this strategy is usually unsignalized intersections with restricted sight distance due to vertical geometry and with patterns of crashes related to that lack of sight distance that cannot be ameliorated by less expensive methods. This strategy should generally be considered only when less expensive strategies involving clearing of specific sight obstructions or modifying traffic control devices have been tried and have failed to ameliorate the crash patterns.			
Why it works:			
Adequate sight distance for drivers at stopped approaches to intersections has long been recognized as among the most important factors contributing to overall intersection safety. Vertical alignment improvement projects are expected to include standard/improved superelevation elements, which should be considered part of this CM and not an additional CM.			
General Qualities (Time, Cost and Effectiveness):			
Projects involving changing the horizontal and/or vertical alignment to provide more sight distance are quite extensive and usually take several years to accomplish. If additional right-of-way is required or environmental impacts are expected, these projects will require a substantial period of time. Since this is usually an expensive treatment, one of the keys to creating a cost effective project with at least a medium B/C ratio is targeting higher-hazard locations.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF: 20 - 51 %

R19, Improve curve superelevation

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	45%	20 years
Notes:	This CM only applies to crashes occurring within the limits (or influence area) of the improved superelevation. This CM does not apply to sections of roadways where the horizontal or vertical alignments are changing via another CM.		
General information			
Where to use:			
Roadways noted as having frequent lane departure crashes and inadequate or no superelevation. Safety can be enhanced when the superelevation is improved or restored along curves where the actual superelevation is less than the optimal.			
Why it works:			
Superelevation works with friction between the tires and pavement to counteract the forces on the vehicle associated with cornering. Many curves may have inadequate superelevation because of vehicles traveling at higher speeds than were originally designed for, because of loss of effective superelevation after resurfacing, or because of changes in design policy after the curve was originally constructed.			
General Qualities (Time, Cost and Effectiveness):			
This strategy can be a higher-cost alternative for improving the safety of a curve because it involves reconstruction to some degree. Other projects may be able to be constructed by simple overlays and minimal reconstruction of roadway features. When simple overlay fixes are pursued, a systematic installation approach may be appropriate. The expected effectiveness of this CM must be assessed for each individual location.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Run-off Road, All	CRF: 40 - 50 %

R20, Convert from two-way to one-way traffic

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	35%	20 years
Notes:	This CM only applies to crashes occurring within the limits of the new one-way sections.		
General information			
Where to use:			
One-way streets can offer improved signal timing and accommodate odd-spaced signals. One-way streets can simplify crossings for pedestrians, who must look for traffic in only one direction. While studies have shown that conversion of two-way streets to one-way generally reduces pedestrian crashes and the number of conflict points, one-way streets tend to have higher speeds which creates new problems. Care must be taken not to create conditions that cause driver confusion and erratic maneuvers.			
Why it works:			
Studies have shown a 10 to 50-percent reduction in total crashes after conversion of a two-way street to one-way operation. While studies have shown that conversion of two-way streets to one-way generally reduces pedestrian crashes, one-way streets tend to have higher speeds which creates new problems. At the same time, this strategy (1) increases capacity significantly and (2) can have safety-related drawbacks including pedestrian confusion and minor sideswipe crashes.			
General Qualities (Time, Cost and Effectiveness):			
The costs will vary depending on length of treatment and if the conversion requires modification to signals. Conversion costs can be high to build "crossovers" where the one-way streets convert back to two-way streets and to rebuild traffic signals. It's also likely that these types of modifications will require public involvement and could significantly add to the time it takes to complete the project. The expected effectiveness of this CM must be assessed for each individual location.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF: 26 - 43 %

R21, Improve pavement friction (High Friction Surface Treatments)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	55%	10 years
Notes:	This CM only applies to crashes occurring within the limits of the improved friction overlay. This CM is not intended to apply to standard chip-seal or open-graded maintenance projects for long segments of corridors or structure repaving projects intended to fix failed pavement.		
General information			
Where to use:			
Nationally, this countermeasure is referred to as "High Friction Surface Treatments" or HFST. Areas as noted having crashes on wet pavements or under dry conditions when the pavement friction available is significantly less than actual roadway speeds; including but not limited to curves, loop ramps, intersections, and areas with short stopping or weaving distances. This treatment is intended to target locations where skidding is determined to be a problem, in wet or dry conditions and the target vehicle is one that runs (skids) off the road or is unable to stop due to insufficient skid resistance.			
Why it works:			
Improving the skid resistance at locations with high frequencies of wet-road crashes and/or failure to stop crashes can result in a reduction of 50 percent for wet-road crashes and 20 percent for total crashes. Applying HFST can double friction numbers, e.g. low 40s to high 80s. This CM represents a special focus area for both FHWA and Caltrans, which means there are extra resources available for agencies interested in more details on High Friction Surface Treatment projects.			
General Qualities (Time, Cost and Effectiveness):			
This strategy can be relatively inexpensive and implemented in a short timeframe. The installation would be done by either agency personnel or contractors and can be done by hand or machine. In general, This CM can be very effective and can be considered on a systematic approach.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Wet, Rear-End, All	CRF: 17 - 68 %

R22, Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)

For HSIP Cycle 11 Call-for-projects				
Funding Eligibility	Crash Types Addressed		CRF	Expected Life
90%	All		15%	10 years
Notes:	This CM only applies to crashes occurring within the influence area of the new/upgraded signs. This CM is not intended for maintenance upgrades of street-name, parking, guide, or any other signs without a primary focus on roadway safety. This CM is not eligible unless it is done as part of a larger sign audit project, including the study of: 1) the existing signs' locations, sizes and information per MUTCD standards, 2) missing signs per MUTCD standards, and 3) sign retroreflectivity. The overall sign audit scope (or a special exception from the HSIP program manager) must be documented in the Narrative Questions in the application. Based on the scope of the project/audit, it may be appropriate to combine other CMs in the B/C calculation.			
General information				
Where to use:				
The target for this strategy should be on roadway segments with patterns of head on, nighttime, non-intersection, run-off road, and sideswipe crashes related to lack of driver awareness of the presence of a specific roadway feature or regulatory requirement. Ideally this type of safety CM would be combined with other sign evaluations and upgrades (install chevrons, warning signs, delineators, markers, beacons, and relocation of existing signs per MUTCD standards.)				
Why it works:				
This strategy primarily addresses crashes caused by lack of driver awareness (or compliance) roadway signing. It is intended to get the drivers attention and give them a visual warning by using fluorescent yellow sheeting (or other retroreflective material).				
General Qualities (Time, Cost and Effectiveness):				
Signing improvements do not require a long development process and can typically be implemented quickly. Costs for implementing this strategy are nominal and depend on the number of signs. When considered at a single location, these low cost improvements are usually funded through local funding by local maintenance crews. However, This CM can be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in moderate cost projects that are more appropriate to seek state or federal funding. When considering any type of federally funded sign upgrade project, California local agencies are encouraged to consider "Roadway Safety Signing Audit (RSSA) and Upgrade Projects". Including RSSAs in the development phase of sign projects are expected to identify non-standard (per MUTCD) sign features and missing signs that may otherwise go unnoticed. More information on RSSA is available on the Local Assistance HSIP webpage.				
FHWA CMF Clearinghouse:	Crash Types Addressed:	Head on, Run-off road, Sideswipe, Night	CRF:	18 - 35%

R23, Install chevron signs on horizontal curves

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	40%	10 years
Notes:	This CM only applies to crashes occurring within the influence area of the new signs. (i.e. only through the curve).		
General information			
Where to use:			
Roadways that have an unacceptable level of crashes on relatively sharp curves during periods of light and darkness. Ideally this type of safety CM would be combined with other sign evaluations and upgrades (install warning signs, delineators, markers, beacons, and relocation of existing signs per MUTCD standards.)			
Why it works:			
Post-mounted chevrons are intended to warn drivers of an approaching curve and provide tracking information and guidance to the drivers. While they are intended to act as a warning, it should also be remembered that the posts, placed along the roadside, represent a possible object with which an errant vehicle can crash into. Design of posts to minimize damage and injury is an important part of the considerations to be made when selecting these treatments.			
General Qualities (Time, Cost and Effectiveness):			
Signing improvements do not require a long development process and can typically be implemented quickly. Costs for implementing this strategy are nominal and depend on the number of signs. When considered at a single location, these low cost improvements are usually funded through local funding by local maintenance crews. However, This CM can be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in moderate cost projects that are more appropriate to seek state or federal funding. When considering any type of federally funded sign upgrade project, California local agencies are encouraged to consider "Roadway Safety Signing Audit (RSSA) and Upgrade Projects". Including RSSAs in the development phase of sign projects are expected to identify non-standard (per MUTCD) sign features and missing signs that may otherwise go unnoticed. More information on RSSA is available on the Local Assistance HSIP webpage.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Run-off Road, All	CRF: 6 - 64 %

R24, Install curve advance warning signs

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	25%	10 years
Notes:	This CM only applies to crashes occurring within the influence area of the new signs. (i.e. only through the curve)		
General information			
Where to use:			
Roadways that have an unacceptable level of crashes on relatively sharp curves during periods of light and darkness. This countermeasure may also include horizontal alignment and/or advisory speed warning signs. Ideally this type of safety CM would be combined with other sign evaluations and upgrades (install warning signs, chevrons, delineators, markers, beacons, and relocation of existing signs per MUTCD standards.)			
Why it works:			
This strategy primarily addresses problem curves, and serves as an advance warning of an unexpected or sharp curve. It provides advance information and gives drivers a visual warning that their added attention is needed.			
General Qualities (Time, Cost and Effectiveness):			
Signing improvements do not require a long development process and can typically be implemented quickly. Costs for implementing this strategy are nominal and depend on the number of signs. When considered at a single location, these low cost improvements are usually funded through local funding by local maintenance crews. However, This CM can be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in moderate cost projects that are more appropriate to seek state or federal funding. When considering any type of federally funded sign upgrade project, California local agencies are encouraged to consider "Roadway Safety Signing Audit (RSSA) and Upgrade Projects". Including RSSAs in the development phase of sign projects are expected to identify non-standard (per MUTCD) sign features and missing signs that may otherwise go unnoticed. More information on RSSA is available on the Local Assistance HSIP webpage.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Run-off Road, All	CRF: 20 - 30 %

R25, Install curve advance warning signs (flashing beacon)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	30%	10 years
Notes:	This CM only applies to crashes occurring within the influence area of the new signs. (i.e. only through the curve)		
General information			
Where to use:			
Roadways that have an unacceptable level of crashes on relatively sharp curves. Flashing beacons in conjunction with warning signs should only be used on horizontal curves that have an established severe crash history to help maintain their effectiveness.			
Why it works:			
This strategy primarily addresses problem curves, and serves as an enhanced advance warning of an unexpected or sharp curve. It provides advance information and gives drivers a visual warning that their added attention is needed. Flashing beacons are an added indication that a curve may be particularly challenging.			
General Qualities (Time, Cost and Effectiveness):			
Use of flashing beacons requires minimal development process, allowing flashing beacons to be installed within a short time period. Before choosing this CM, the agency needs to confirm the ability to provide power to the site (solar may be an option). In general, This CM can be very effective and can be considered on a systematic approach.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF: 30 %

R26, Install dynamic/variable speed warning signs

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	30%	10 years
Notes:	This CM only applies to crashes occurring within the influence area of the new signs. (i.e. through the curve) {This CM does not apply to dynamic regulatory speed warning signs. There are currently no nationally accepted CRFs for dynamic regulatory signs (also known as Radar Speed Feedback Signs). CRFs are being developed and Caltrans hopes to include these CMs and CRFs in future calls for projects.}		
General information			
Where to use:			
Curvilinear roadways that have an unacceptable level of crashes due to excessive speeds on relatively sharp curves.			
Why it works:			
This strategy primarily addresses crashes caused by motorists traveling too fast around sharp curves. It is intended to get the drivers attention and give them a visual warning that they may be traveling over the recommended speed for the approaching curve. Care should be taken to limit the placement of these signs to help maintain their effectiveness.			
General Qualities (Time, Cost and Effectiveness):			
Use of dynamic speed warning signs requires minimal development process, allowing them to be installed within a short time period. Before choosing this CM, the agency needs to confirm the ability to provide power to the site (solar may be an option). In general, This CM can be very effective and can be considered on a systematic approach.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF: 0 - 41 %

R27, Install delineators, reflectors and/or object markers

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	15%	10 years
Notes:	This CM only applies to crashes occurring within the limits / influence area of the new features. {This is not a striping-related CM}		
General information			
Where to use:			
Roadways that have an unacceptable level of crashes on curves (relatively flat to sharp) during periods of light and darkness. Any road with a history of fixed object crashes is a candidate for this treatment, as are roadways with similar fixed objects along the roadside that have yet to experience crashes. If a fixed object cannot be relocated or made break-away, placing an object marker can provide additional information to motorists. Ideally this type of safety CM would be combined with other sign evaluations and upgrades (install warning signs, chevrons, beacons, and relocation of existing signs per MUTCD standards.)			
Why it works:			
Delineators, reflectors and/or object markers are intended to warn drivers of an approaching curve or fixed object that cannot easily be removed. They are intended to provide tracking information and guidance to the drivers. They are generally less costly than Chevron Signs as they don't require posts to place along the roadside, avoiding an additional object with which an errant vehicle can crash into.			
General Qualities (Time, Cost and Effectiveness):			
These improvements do not require a long development process and can typically be implemented quickly. Costs for implementing this strategy are nominal and depend on the number of locations. When considered at a single location, these low cost improvements are usually funded through local funding by local maintenance crews. However, This CM can be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in low to moderate cost projects that are more appropriate to seek state or federal funding. When considering any type of federally funded sign upgrade project, California local agencies are encouraged to consider "Roadway Safety Signing Audit (RSSA) and Upgrade Projects". Including RSSAs in the development phase of sign projects are expected to identify non-standard (per MUTCD) sign features and missing signs that may otherwise go unnoticed. More information on RSSA is available on the Local Assistance HSIP webpage.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF: 0 - 30 %

R28, Install edge-lines and centerlines

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	25%	10 years
Notes:	This CM only applies to crashes occurring within the limits of the new centerlines and/or edge-lines. This CM is not intended to be used for general maintenance activities (i.e. the replacement of existing striping and RPMs in-kind) and must include upgraded safety features over the existing striping. For two lane roadways allowing passing, a striping audit must be done to ensure the passing limits meeting the MUTCD standards. Both the centerline and edge-lines are expected to be upgraded, unless prior approval is granted by Caltrans staff in writing and attached to application.		
General information			
Where to use:			
Any road with a history of run-off-road right, head-on, opposite-direction-sideswipe, or run-off-road-left crashes is a candidate for this treatment - install where the existing lane delineation is not sufficient to assist the motorist in understanding the existing limits of the roadway. Depending on the width of the roadway, various combinations of edge line and/or center line pavement markings may be the most appropriate. Incorporating raised/reflective pavement markers (RPMs) into centerlines (and edge-lines) should be considered as it has been shown to improve safety.			
Why it works:			
Installing edge-lines and centerlines where none exists or making significant upgrades to existing lines (paint to thermoplastic, adding audible disks/bumps in the thermoplastic stripes, or adding RPMs) are intended/designed to help drivers who might leave the roadway because of their inability to see the edge of the roadway along the horizontal edge of the pavement or cross-over the centerline of the roadway into oncoming traffic. New pavement marking products tend to be more durable, are all-weather, more visible, and have a higher retroreflectivity than traditional pavement markings.			
General Qualities (Time, Cost and Effectiveness):			
These improvements do not require a long development process and can typically be implemented quickly. Costs for implementing this strategy are nominal and depend on the number and length of locations. This CM can be effectively and efficiently implemented using a systematic approach with numerous and long locations, resulting in low to moderate cost projects that are more appropriate to seek state or federal funding. When considering any type of federally funded striping upgrade project, California local agencies are encouraged to consider "Roadway Safety Striping Audit and Upgrade Projects". Including wide-scale striping audits in the development phase of striping projects are expected to identify non-standard (per MUTCD) striping/markings features, no-passing zone limits needing adjustment, and missing striping/markings that may otherwise go unnoticed. More information on this concepts is available on the Local Assistance HSIP webpage under an RSSA example document. Note: When federal safety funding is used for these installations in high-wear-locations, the local agency is expected to maintain the improvement for a minimum of 10 years.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Head-on, Run-off Road, All	CRF: 0 - 44 %

R29, Install no-passing line

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	45%	10 years
Notes:	This CM only applies to crashes occurring within the limits of the new or extended no-passing zones.		
General information			
Where to use:			
Roadways that have a high percentage of head-on crashes suggesting that many head-on crashes may relate to failed passing maneuvers. No-passing lines should be installed where drivers "passing sight distance" is not available due to horizontal or vertical obstructions. General restriping projects can be good opportunities to reevaluate and incorporate new no-passing zones limits. The incorporation 'No Passing Zone' pennants should also be considered when reevaluating the limits of no-passing zones. Installing no-passing limits in areas that are not warranted may reduce the overall safety of the corridor as drivers may become frustrated and attempt passing maneuvers at other locations without the necessary sight distance.			
Why it works:			
When the centerline markings do not differentiate between passing and no-passing areas, drivers may have difficulty determining where passing maneuvers can be completed safely. Providing clear and engineered passing and no-passing areas can encourage drivers to wait patiently for safe passing areas and avoid aggressively looking for passing opportunities.			
General Qualities (Time, Cost and Effectiveness):			
These improvements do not require a long development process and can typically be implemented quickly. Costs for implementing this strategy are nominal and depend on the number and length of locations. When considered at a single location, these low cost improvements are usually funded through local funding by local maintenance crews. However, This CM can be effectively and efficiently implemented using a systematic approach with numerous and long locations, resulting in low to moderate cost projects that are more appropriate to seek state or federal funding.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Head-on, Side-swipe	CRF: 40 - 53%

R30, Install centerline rumble strips/stripes

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	20%	10 years
Notes:	This CM only applies to crashes occurring within the limits of the new rumble strips/stripes.		
General information			
Where to use:			
Center Line rumble strips/stripes can be used on virtually any roadway – especially those with a history of head-on crashes. It is recommended that rumble strips/stripes be applied systematically along an entire route instead of only at spot locations. For all rumble strips/stripes, pavement condition should be sufficient to accept milled rumble strips. Care should be taken when considering installing rumble strips in locations with residential land uses or in areas with high bicycle volumes.			
Why it works:			
Rumble strips provide an auditory indication and tactile rumble when driven on, alerting drivers that they are drifting out of their travel lane, giving them time to recover before they depart the roadway or cross the center line. Additionally, rumble strips (pavement marking in the rumble itself) provide an enhanced marking, especially in wet dark conditions.			
General Qualities (Time, Cost and Effectiveness):			
These improvements do not require a long development process and can typically be implemented quickly. Costs for implementing this strategy are nominal and depend on the number and length of locations. This CM can be effectively and efficiently implemented using a systematic approach with numerous and long locations, resulting in moderate cost projects that are more appropriate to seek state or federal funding.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Head-on, Side-swipe, All	CRF: 15 - 68%

R31, Install edgeline rumble strips/stripes

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	15%	10 years
Notes:	This CM only applies to crashes occurring within the limits of the new rumble strips/stripes.		
General information			
Where to use:			
Shoulder and edge line milled rumble strips/stripes should be used on roads with a history of roadway departure crashes. It is recommended that rumble strips/stripes be applied systematically along an entire route instead of only at spot locations. For all rumble strips/stripes, pavement condition should be sufficient to accept milled rumble strips. Special requirements may apply and care should be taken when considering installing rumble strips in locations with residential land uses or in areas with high bicycle volumes.			
Why it works:			
Rumble strips provide an auditory indication and tactile rumble when driven on, alerting drivers that they are drifting out of their travel lane, giving them time to recover before they depart the roadway or cross the center line. Additionally, rumble stripes (pavement marking in the rumble itself) provide an enhanced marking, especially in wet dark conditions.			
General Qualities (Time, Cost and Effectiveness):			
These improvements do not require a long development process and can typically be implemented quickly. Costs for implementing this strategy are nominal and depend on the number and length of locations. This CM can be effectively and efficiently implemented using a systematic approach with numerous and long locations, resulting in moderate cost projects that are more appropriate to seek state or federal funding.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Run-off Road	CRF: 10 - 41%

R32PB, Install bike lanes

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	Pedestrian and Bicycle	35%	20 years
Notes:	This CM only applies to "Ped & Bike" crashes occurring within the limits of the Class II (not Class III) bike lanes. When an off-street bike-path is proposed that is not adjacent to the roadway, the applicant must document the engineering judgment used to determine which "Ped & Bike" crashes to apply.		
General information			
Where to use:			
Roadway segments noted as having crashes between bicycles and vehicles or crashes that may be preventable with a buffer/shoulder. Most studies suggest that bicycle lanes may provide protection against bicycle/motor vehicle collisions. Striped bike lanes can be incorporated into a roadway when is desirable to delineate which available road space is for exclusive or preferential use by bicyclists.			
Why it works:			
Most studies present evidence that bicycle lanes provide protection against bicycle/motor vehicle collisions. Bicycle lanes provide marked areas for bicyclist to travel along the roadway and provide for more predictable movements for both bicyclist and motorist. Evidence also shows that riding with the flow of vehicular traffic reduces bicyclists' chances of collision with a motor vehicle. Locations with bicycle lanes have lower rates of wrong-way riding. In combination with this CM, better guidance signs and markings for non-motorized and motorized roadway users should be considered, including: sign and markings directing cyclists on appropriate/legal travel paths and signs and markings warning motorists of non-motorized uses of the roadway that should be expected.			
General Qualities (Time, Cost and Effectiveness):			
Adding striped bicycle lanes can range from the simply restriping the roadway and minor signing to projects that require roadway widening, right-of-way, and environmental impacts. It is most cost efficient to create bike lanes during street reconstruction, street resurfacing, or at the time of original construction. The expected effectiveness of this CM must be assessed for each individual location. For simple installation scenarios, This CM can be very effective and can be considered on a systematic approach.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Pedestrian, Bicycle	CRF: 0 - 53 %

R33PB, Install Separated Bike Lanes

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	Pedestrian and Bicycle	45%	20 years
Notes:	This CM only applies to "Ped & Bike" crashes occurring within the limits of the separated bike lanes. When an off-street bike-path is proposed that is not adjacent to the roadway, the applicant must document the engineering judgment used to determine which "Ped & Bike" crashes to apply.		
General information			
Where to use:			
Separated bikeways are most appropriate on streets with high volumes of bike traffic and/or high bike-vehicle collisions, presumably in an urban or suburban area. Separation types range from simple, painted buffers and flexible delineators, to more substantial separation measures including raised curbs, grade separation, bollards, planters, and parking lanes. These options range in feasibility due to roadway characteristics, available space, and cost. In some cases, it may be possible to provide additional space in areas where pedestrian and bicyclists may interact, such as the parking buffer, or loading zones, or extra bike lane width for cyclists to pass one another.			
Why it works:			
Separated bike lanes provide increased safety and comfort for bicyclists beyond conventional bicycle lanes. By separating bicyclists from motor traffic, "protected" or physically separated bike lanes can offer a higher level of comfort and are attractive to a wider spectrum of the public. Intersections and approaches must be carefully designed to promote safety and facilitate left-turns for bicyclists from the primary corridor to cross street. In combination with this CM, better guidance signs and markings for non-motorized and motorized roadway users should be considered, including: sign and markings directing cyclists on appropriate/legal travel paths and signs and markings warning motorists of non-motorized uses of the roadway that should be expected.			
General Qualities (Time, Cost and Effectiveness):			
The cost of Installing separated bike lanes can be low to medium or high, depending on whether roadway widening, right-of-way and environmental impacts are involved. It is most cost efficient to create bike lanes during street reconstruction, street resurfacing, or at the time of original construction. The expected effectiveness of this CM must be assessed for each individual location.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Pedestrian, Bicycle	CRF: 3.7 - 100 %

R34PB, Install sidewalk/pathway (to avoid walking along roadway)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	Pedestrian and Bicycle	80%	20 years
Notes:	This CM only applies to "Ped & Bike" crashes occurring within the limits of the new walkway. This CM is not intended to be used where an existing sidewalk is being replaced with a wider one, unless prior Caltrans approval is included in the application. When an off-street multi-use path is proposed that is not adjacent to the roadway, the applicant must document the engineering judgment used to determine which "Ped & Bike" crashes to apply.		
General information			
Where to use:			
Areas noted as not having adequate or no sidewalks and a history of walking along roadway pedestrian crashes. In rural areas asphalt curbs and/or separated walkways may be appropriate.			
Why it works:			
Sidewalks and walkways provide people with space to travel within the public right-of-way that is separated from roadway vehicles. The presence of sidewalks on both sides of the street has been found to be related to significant reductions in the "walking along roadway" pedestrian crash risk compared to locations where no sidewalks or walkways exist. Reductions of 50 to 90 percent of these types of pedestrian crashes. In combination with this CM, better guidance signs and markings for non-motorized and motorized roadway users should be considered, including: sign and markings directing pedestrians and cyclists on appropriate/legal travel paths and signs and markings warning motorists of non-motorized uses of the roadway that should be expected.			
General Qualities (Time, Cost and Effectiveness):			

Costs for sidewalks will vary, depending upon factors such as width, materials, and existing of curb, gutter and drainage. Asphalt curbs and walkways are less expensive, but require more maintenance. The expected effectiveness of this CM must be assessed for each individual location. These projects can be very effective in areas of high-pedestrian volumes with a past history of crashes involving pedestrians.

FHWA CMF Clearinghouse:	Crash Types Addressed:	Pedestrian, Bicycle	CRF:	65 - 89 %
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R35PB, Install/upgrade pedestrian crossing (with enhanced safety features)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	Pedestrian and Bicycle	35%	20 years
Notes:	This CM only applies to "Ped & Bike" crashes occurring in the influence area (expected to be a maximum of within 250') of the new crossing which includes new enhanced safety features. Note: This CM is not intended to be combined with the "Install raised pedestrian crossing" when calculating the improvement's B/C ratio. This CM is not intended to be used for high-cost aesthetic enhancements (i.e. stamped concrete or stamped asphalt).		

General information

Where to use:

Roadway segments with no controlled crossing for a significant distance in high-use midblock crossing areas and/or multilane roads locations. Based on the Zegeer study (Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations) at many locations, a marked crosswalk alone may not be sufficient to adequately protect non-motorized users. In these cases, flashing beacons, curb extensions, medians and pedestrian crossing islands and/or other safety features should be added to complement the standard crossing elements. For multi-lane roadways, advance "yield" markings can be effective in reducing the 'multiple-threat' danger to pedestrians.

Why it works:

Adding pedestrian crossings has the opportunity to greatly enhance pedestrian safety at locations noted as being problematic. The enhanced safety elements, which may include curb extensions, medians and pedestrian crossing islands, beacons, and lighting, combined with pavement markings delineating a portion of the roadway that is designated for pedestrian crossing. Care must be taken to warn drivers of the potential for pedestrians crossing the roadway and enhanced improvements added to the crossing increase the likelihood of pedestrians crossing in a safe manner. In combination with this CM, better guidance signs and markings for non-motorized and motorized roadway users should be considered, including: sign and markings directing pedestrians and cyclists on appropriate/legal travel paths and signs. When agencies opt to install aesthetic enhancement to crossing like stamped concrete/asphalt, the project design and construction costs can significantly increase. For HSIP applications, these costs must be accounted for in the B/C calculation, but these costs (over standard crosswalk markings) must be tracked separately and are not federally reimbursable and will increase the agency's local-funding share for the project costs.

General Qualities (Time, Cost and Effectiveness):

Costs associated with this strategy will vary widely, depending on the extent of the curb extensions, raised medians, flashing beacons, and other pedestrian safety elements that are needed with the crossing. When considered at a single location, these improvements can sometimes be low cost and funded through local funding by local crews. This CM can often be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in moderate to high cost projects that are appropriate to seek state or federal funding.

FHWA CMF Clearinghouse:	Crash Types Addressed:	Pedestrian, Bicycle	CRF:	8 - 56%
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R36PB, Install raised pedestrian crossing

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	Pedestrian and Bicycle	35%	20 years
Notes:	This CM only applies to "Ped & Bike" crashes occurring in the area with the new raised crossing. Note: This CM is not intended to be combined with the "Install pedestrian crossing (with enhanced safety features)" when calculating the improvement's B/C ratio.		
General information			
Where to use:			
On lower-speed roadways, where pedestrians are known to be crossing roadways that involve significant vehicular traffic. Based on the Zegeer study (Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations) at many locations, a marked crosswalk alone, may not be sufficient to adequately protect non-motorized users. In these cases, raised crossings can be added to complement the standard crossing elements. Special requirements may apply and extra care should be taken when considering installing raised crossings to ensure unintended safety issues are not created, such as: emergency vehicle access or truck route issues.			
Why it works:			
Adding a raised pedestrian crossing has the opportunity to enhance pedestrian safety at locations noted as being especially problematic. The raised crossing encourages motorists to reduce their speed and provides improved delineation for the portion of the roadway that is designated for pedestrian crossing. In combination with this CM, better guidance signs and markings for non-motorized and motorized roadway users should be considered, including: sign and markings directing pedestrians and cyclists on appropriate/legal travel paths.			
General Qualities (Time, Cost and Effectiveness):			
Costs associated with this strategy will vary widely, depending upon the elements of the raised crossing and the need for new curb ramps and sidewalk modifications. This CM may be effectively and efficiently implemented using a systematic approach with more than one location and can have medium to high B/C ratios based on past non-motorized crash history.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Pedestrian, Bicycle	CRF: 30 - 46%

R37PB, Install Rectangular Rapid Flashing Beacon (RRFB)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	Pedestrian and Bicycle	35%	20 years
Notes:	This CM only applies to "Ped & Bike" crashes occurring in the influence area (expected to be a maximum of within 250') of the crossing which includes the RRFB.		
General information			
Where to use:			
Rectangular Rapid Flashing Beacon (RRFB) includes pedestrian-activated flashing lights and additional signage that enhance the visibility of marked crosswalks and alert motorists to pedestrian crossings. It uses an irregular flash pattern that is similar to emergency flashers on police vehicles. RRFBs are installed at unsignalized intersections and mid-block pedestrian crossings.			
Why it works:			
RRFBs can enhance safety by increasing driver awareness of potential pedestrian conflicts and reducing crashes between vehicles and pedestrians at unsignalized intersections and mid-block pedestrian crossings. The addition of RRFB may also increase the safety effectiveness of other treatments, such as crossing warning signs and markings.			
General Qualities (Time, Cost and Effectiveness):			
RRFBs are a lower cost alternative to traffic signals and hybrid signals. This CM can often be effectively and efficiently implemented using a systematic approach with numerous locations.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Pedestrian, Bicycle	CRF: 7 - 47.4%

R38, Install Animal Fencing

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	Animal	80%	20 years
Notes:	This CM only applies to "animal" crashes occurring within the limits of the new fencing.		
General information			
Where to use:			
At locations with high percent of vehicular/animal crashes (reactive) or where there is a known high percent of animals crossing due to migratory patterns (proactive).			
Why it works:			
Animal fencing helps to channelize the identified animals to a natural or man-made crossing, eliminating the conflict between vehicles and animals on the same place. Animal fencing is typically installed at a bridge location with its "run of need" dependent on the surrounding terrain.			
General Qualities (Time, Cost and Effectiveness):			
Time to install fencing can be moderate to lengthy depending on the environmental commitments and agreed upon solution to mitigating project impacts. Costs will be fairly low and depend on the "run of need" length. There will be minimal reoccurring maintenance costs on keeping the fence intact. The expected effectiveness of this CM must be assessed for each individual location.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Animal	CRF: 70 - 90 %

Appendix C: Summary of “Recommended Actions”

The information contained here represent a brief summary of each section of this manual as well as the Summary of “Recommended Actions” from Sections 2 through 7. This is intended to be a quick-reference for local agency practitioners working on a “proactive safety analysis” of their roadway network.

Introduction and Purpose

As safety practitioners consider implementing a ‘proactive safety analysis approach’ they should consider the overall context of the safety issues facing California local agencies and Caltrans primary goals for preparing this Safety manual for California’s local roadway owners. Figure 1 provides a flowchart of the process and Appendices E and F provide examples and lessons learned from recent statewide calls-for-projects.

Identifying Safety Issues

This section provides an overview of the types of data to collect for the identification of roadway safety issues. It discusses sources of crash data and how they can be used. As practitioners gather information they are encouraged to develop one or more separate spreadsheets and/or pin-maps to help track and manage this data. The following spreadsheet is offered as an example, but each agency’s spreadsheet should include data and be formatted as necessary to meet their needs.

Location & Date	General Information		Crash Information			Evaluation / Action		
	Source/Type of information	Safety Issue/Problem	Nature of Crashes	Time of Day	Weather/Traffic Conditions	Staff Evaluation	Recommend Action	Resolution
1) Intersection “X”								
2) Roadway Segment (PM 5.3 to PM 7.8)								

State and Local Crash Databases

Recommended Action: Obtain at least 3 years of network-wide crash data to identify local roads that have a history of roadway crashes. This will be used to identify predominant roadway crash locations, crash types and other common characteristics.

Transportation Injury Mapping System (TIMS)

Recommended Action: Consider augmenting your local agency’s data collection approach with information available using the suite of TIMS tools. The TIMS tools (and/or tools from private for-profit vendors) can help the safety practitioner access and manage their crash data.

Law Enforcement Crash Reports

Recommended Action: Develop a working relationship with law enforcement officials responsible for enforcement and crash investigations. This could foster a partnership where sharing crash reports and

safety information on problem roadway segments becomes an everyday occurrence. Practitioners with limited access to crash data are encouraged to use TIMS to assess the local crash report data.

Observational Information

Recommended Action: Gather information received from law enforcement and road maintenance crew observations. Develop a system for maintenance crews to report and record observed roadway safety issues and a mechanism to address them.

Public Notifications

Recommended Action: Review and summarize information received from these sources, identifying segments or corridors with multiple notifications and record the locations, dates, and nature of the problem that are cited.

Roadway Data and Devices

Recommended Action: Identify and track roadway characteristics for the intersections, roadway segments, and corridors, including compliance with the minimum standards. At a minimum, this should be done for locations being considered for safety improvements, but ideally agencies would establish an extensive database of roadway data to help them proactively identify high risk roadway features.

Exposure Data

Recommended Action: Consider the availability of exposure data and track it along with the other crash data to help prioritize potential locations for safety improvements.

Field Assessments and Road Safety Audits

Recommended Action: Consider completing formal or informal field assessments and RSAs at certain locations to help ensure all relevant information is collected and available for the safety practitioners to complete their safety analysis and identification of the most appropriate countermeasures. Develop simple straightforward criteria on when one of these will be undertaken.

Safety Data Analysis

This section summarizes the types of analyses that can be conducted to determine what roadway countermeasures should be implemented. This section is the link between the data (Section 2) and the selection of appropriate countermeasures (Section 4). It provides definitions and examples of the qualitative and quantitative factors that should be considered when evaluating roadway safety issues.

Quantitative Analysis

Recommended Action: Complete a quantitative analysis of their roadway data using both Crash Frequency and Crash Rate methodologies, including:

Crash Frequency

Top 10 (or 20) lists of intersections and roadway segments.

For lower volume roadways, network wide pin-maps may be more effective.

Develop collision diagrams showing the direction of movement of vehicles and pedestrians.

Crash Rate

Top 10 (or 20) lists of roadway segments in relationship to length, volumes, and/or density.

Top 10 (or 20) lists of intersections, sorted by crash rate.

Top 10 (or 20) lists of the highest volume intersections, sorted by crash frequency or rate.

Qualitative Analysis

Recommended Action: Consider completing field assessments and RSAs to identify roadway infrastructure characteristics relating to both locations with compliance issues and locations with high crash frequencies/rates. As part the field assessments, common roadway and crash characteristics should be identified for the potential systemic deployment of countermeasures.

Caltrans recommends all agencies complete both quantitative and qualitative analyses before starting their applications for HSIP program funding. The findings from these analyses should be documented in spreadsheets and/or pin-maps similar to the ones discussed in Section 2.

Countermeasures

This Section provides a description of selected countermeasures that have been shown in this manual. It includes a basic set of strategies to implement at locations experiencing a history of crashes and their corresponding crash modification factors (CMF). NOTE: Crash Reduction Factors (CRFs) are directly connected to the CMFs and are another indication of the effectiveness of a particular treatment. The CRF for a countermeasure is defined mathematically as $1 - \text{CMF}$. The terms CMFs and CRFs are used interchangeably throughout this document.

Selecting Countermeasures and Crash Modification Factors / Crash Reduction Factors

Countermeasure Details and Characteristics

Recommended Action: Agencies should use all information and results obtained through completing the actions in Sections 2, 3 and 4 to select the appropriate countermeasures for their HCCLs and systemic improvements. As novice safety practitioners select countermeasures, they must realize that a reasonable level of traffic ‘engineering judgment’ is required and that this manual and should not be used as a simple cheat-sheet for preparing and submitting applications for funding.

Calculating the B/C ratio and Comparing Projects

This section defines a methodology for calculating a benefit to cost (B/C) ratio for a potential safety project. It includes sources for estimating projected costs and benefits and the specific values/formulas Caltrans uses for its statewide evaluations of HSIP projects. This section also discusses the potential value in reevaluating projects’ overall cost effectiveness.

Estimating the Benefit of Implementing Proposed Improvements

Recommended Action: Prepare ‘Total Benefit’ estimates for the proposed projects being evaluated in the proactive safety analysis.

Estimating the Cost of Implementing Proposed Improvements

Recommended Action: Prepare ‘Total Project Cost’ estimates for the proposed projects being evaluated in the proactive safety analysis.

Calculating the B/C Ratio

Recommended Action: Calculate the B/C ratio for each of the proposed projects being evaluated in the proactive safety analysis.

Compare B/C Ratios and Consider the Need to Reevaluate Project Elements

Recommended Action: Compare, reevaluate, and prioritize the potential safety projects. Consider changing the project limits or utilizing lower cost countermeasures for projects with low initial B/C ratios.

Identifying Funding and Construct Improvements

This section identifies existing and new funding opportunities for safety projects that local agencies should be considering. This section also briefly discusses some unique project development issues and strategies for safety projects as they proceed through design and construction.

Existing Funding for Low-cost Countermeasures

Recommended Action: Survey planned maintenance, developer and capital projects to determine whether they overlap any of the proposed safety projects. Where projects overlap, leverage the existing funding sources to include safety countermeasures.

Other Funding Sources

Recommended Action: Consider all potential funding opportunities to incorporate the identified safety countermeasures including the HSIP and ATP Programs.

Project Development and Construction Considerations

Recommended Action: Safety practitioners should follow their safety projects all the way through the project delivery and construction process. In addition, they should establish a safety program delivery plan that brings awareness and support to the expedited delivery of safety projects. Where possible, safety practitioners should involve the media and even consider having their own program intended to “toot their own safety-horn.”

Evaluation Improvements

This section presents the process to complete an evaluation of installed treatments. After the countermeasures are installed, assessing their effectiveness will provide valuable information and can help determine which countermeasures should continue to be installed on other roadways to make them safer as well.

Recommended Action: Develop a spreadsheet to track future safety project installations and record 3+ years of “before” and “after” crash information at those locations. Once safety countermeasures are constructed, schedule and track assessment dates to ensure they happen.

Appendix D: Benefit Cost Ratio (BCR) Calculations

This appendix includes the Benefit Cost methodology used in the Caltrans calls-for-projects in the HSIP programs. The HSM, Part B - Chapter 7, includes more details on conducting Economic Appraisal for roadway safety projects. Local agencies will be required to utilize the HSIP Analyzer to calculate the Benefit Cost Ratio (BCR) as part of their application for HSIP funding. Starting in Cycle 7 call for projects, the fatality and severe injury costs have been combined for calculating the benefit. Because fatality figures are small and are a matter of randomness, this change is being made to reduce the possibility of selecting an improvement project on the basis of randomness.

$$1) \text{ Benefit (Annual)} = \sum_{s=0}^3 \frac{CRF \times N \times CC_{ave}}{Y}$$

- CRF : Crash reduction factor in each countermeasure.
- S : Severity (0: PDO, 1: Minor Injury, 2: Injury, 3: Severe Injury/Fatal). See the below table.
- N : Number of Crashes, in severity levels, related to selected countermeasure.
- Y : Crash data time period (Year).
- CC_{ave} : Crash costs in severity levels.

Severity (S)	Crash Severity *	Location Type	Crash Cost ***
3	**Fatality and Severe Injury Combined (KA)	Signalized Intersection	\$1,787,000
3		Non Signalized Intersection	\$2,843,000
3		Roadway	\$2,461,000
2	Evident Injury – Other Visible (B)		\$159,900
1	Possible Injury–Complaint of Pain (C)		\$90,900
0	Property Damage Only (O)		\$14,900

- * The letters in parenthesis (K, A, B, C and O) refer to the KABCO scale; it is commonly used by law enforcement agencies in their crash reporting efforts and is further documented in the HSM.
- ** Figures were calculated based on an average Fatality (K) / Severe Injury (A) ratio for each area type, a crash cost for a Fatality (K) of \$8,112,200, and a crash cost of a Severe/Disabling Injury (A) of \$437,100. These costs are used in the HSIP Analyzer.
- *** Based on Table 7-1, Highway Safety Manual (HSM), First Edition, 2010. Adjusted to 2022 Dollars.

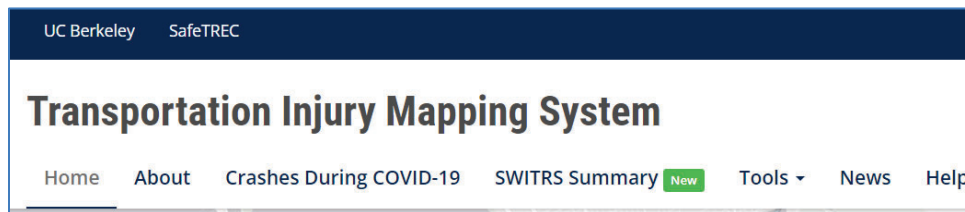
$$2) \text{ Benefit (Life)} = \text{Benefit (annual)} \times \text{Years of service life}$$

$$3) \text{ BCR (each countermeasure): } \text{Benefit Cost Ratio}_{(CM)} = \frac{\text{Benefit (Life)}_{(CM)}}{\text{Total Project Cost}_{(CM)}}$$

$$4) \text{ BCR (project): } \text{BCR (Project)} = \frac{\sum_{CM=1}^n \text{Benefit (Life)}_{(CM)}}{\text{Total Project Cost}}$$

Appendix E: Examples of Crash Data Collection and Analysis Techniques using TIMS

As demonstrated throughout the manual, SafeTREC's TIMS website <http://tims.berkeley.edu/> can be used to assist local agencies in completing a proactive safety analysis of their roadway network. *(Note: This manual focuses on TIMS as a tool to access and map SWITRS data because TIMS is free to local agencies and the general public. Local agencies are encouraged to try TIMS, but they should not feel obligated to make a switch if they prefer using their vendor-supplied crash analysis software to complete their data collection and analysis process).*



SWITRS Query & Map:

The SWITRS Query & Map application is a tool for accessing and mapping fatal and injury collision data from the California Statewide Integrated Traffic Records System (SWITRS).

SWITRS GIS Map:

The SWITRS GIS Map offers an interactive map-centric approach to viewing and querying SWITRS collision data, with the capability of multiple tasks including Rank by Intersection, Collision Diagram, etc.

Collision Diagram Tool:

The Collision Diagram tool allows users to generate an interactive collision diagram. The Collision Diagram is accessible through SWITRS GIS Map after a set of collisions is selected.

ATP Maps & Summary Data:

The ATP Maps & Summary Data tool utilizes interactive collision maps to find pedestrian and bicycle collisions hot spot and generate data summaries within specified project and/or community limits. Though it is designed to support the California Active Transportation Program (ATP), this tool may be useful in developing an HSIP project targeting pedestrian and bicycle safety issues.

Appendix F: List of Abbreviations

AASHTO	American Association of State Highway and Transportation Officials
ATP	Active Transportation Program
B/C; BCR	Benefit Cost Ratio
Caltrans	California Department of Transportation (Division of Local Assistance)
CA-MUTCD	California - Manual on Uniform Traffic Control Devices
CM	Countermeasure
CMF	Crash Modification Factor
CRF	Crash Reduction Factor
“5 E’s of Safety”	Education, Enforcement, Engineering, Emergency Response and Emerging Technologies
EMS	Emergency Medical Services
FHWA	Federal Highway Administration
HCCL	High Crash Concentration Location
HR3	High Risk Rural Roads Program
HSIP	Highway Safety Improvement Program
HSM	Highway Safety Manual
RSA	Roadway Safety Audit
SafeTREC	Safe Transportation Research and Education Center (SafeTREC) at the University of California, Berkeley
SHSP	Strategic Highway Safety Plan
SWITRS	Statewide Integrated Traffic Records System
TIMS	Transportation Injury Mapping System (a product of SafeTREC)

Appendix G: References

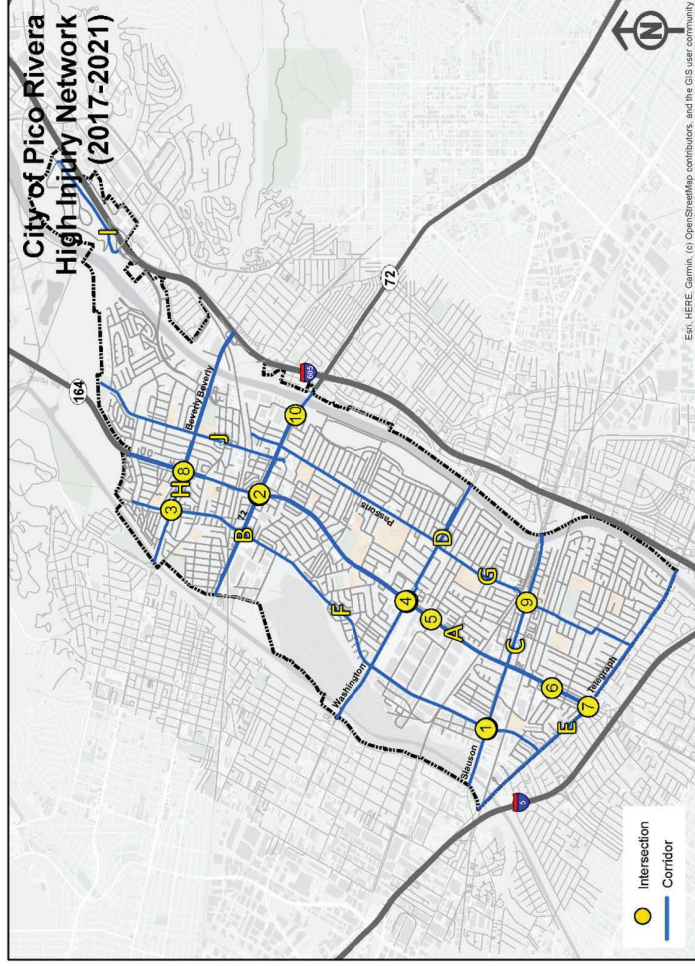
1. FHWA, Office of Safety website: Local and Rural Road Safety Program
 - https://safety.fhwa.dot.gov/local_rural/
2. Highway Safety Manual (HSM). Product of the American Association of State Highway and Transportation Officials.
 - <http://www.highwaysafetymanual.org/Pages/default.aspx>
3. National Highway Traffic Safety Administration (NHTSA): National Center for Statistics and Analysis (NCSA) Motor Vehicle Traffic Crash Data Resource
 - <https://crashstats.nhtsa.dot.gov/>
4. California - Manual on Uniform Traffic Control Devices (CA-MUTCD)
 - <https://dot.ca.gov/programs/safety-programs/camutcd>
5. Caltrans' website on the Highway Design Manual
 - <https://dot.ca.gov/programs/design/manual-highway-design-manual-hdm>
6. FHWA, Research and Development website for Bikesafe and Pedsafe
 - https://safety.fhwa.dot.gov/ped_bike/tools_solve/
7. AASHTO - A Policy on Geometric Design of Highways and Streets ("Green Book")
AASHTO - the Roadside Design Guide
 - <https://store.transportation.org/>
8. FHWA – Public Roads Magazine:
 - <https://highways.dot.gov/public-roads/home>

APPENDIX E: **Countermeasure Toolbox**

High-risk Roadway Segments

ID	Roadway Segment	Consolidated CMs (HSIP-Eligible - Refer to USM* 2020)						Additional CM (non-HSIP)**	EA - 1 Improve Intersection Safety			EA - 2 Address Rear-end collisions			EA - 3 Address Broadside collisions			EA - 4 Reduce Unsafe speed violations			EA - 5 Address Nighttime collisions			EA - 6 Reduce Improper Turning violations		
		CM1	CM2	CM3	CM4	CM5	CM6		CM1	CM2	CM3	CM1	CM2	CM3	CM1	CM2	CM3	CM1	CM2	CM3	CM1	CM2	CM3	CM1	CM2	CM3
A	Rosemead Blvd From Trj to City Limits	R22	R26	R27	R02																					
B	Whittier Blvd SR72 From Trj to City Limits	R22	R26	R27	R01			No RTOR, Add protected bike lane																		
C	Sharon Ave From Trj to City Limits	R22	R27	R01	R30			Pavement Resurface																		
D	Washington Blvd From Trj to City Limits	R22	R27	R01				Pavement Resurface and restriping																		
E	Telegraph Rd From Trj to City Limits	R26	R30																							
F	Paramount Blvd Galbain Rd to Telegraph Road	R22	R26	R27	R30			High Visibility Crosswalk, Pavement Resurface and restriping																		
G	Passons Blvd Stephens St to City Limit	R22	R27	R02				Traffic Calming, Speed Feedback Sign																		
H	Beverly Blvd From Trj to City Limits	R22	R26	R27	R01	R23																				
I	Rooks Rd Sports Arena Dr to San Gabriel River Pkwy	R22	R26	R27	R01																					
J	Durfee Ave: Kruse Road to Jackson St	R22	R27	R30				Pavement Resurface and restriping																		

Code	Countermeasure Name
R01	Add Segment Lighting
R02	Remove or relocate fixed objects outside of Clear Recovery Zone
R03	Install Median Barrier
R04	Install Guardrail
R05	Install impact attenuators
R06	Flatten side slopes
R07	Flatten side slopes and remove guardrail
R08	Install raised median
R09	Install median (flush)
R10PB	Install pedestrian median fencing
R11	Install acceleration/deceleration lanes
R12	Widen lane (Initially less than 10 ft)
R13	Add two-way left-turn lane (without reducing travel lanes)
R14	Road Diet (Reduce travel lanes from 4 to 3 and add a two-way left-turn and bike lanes)
R15	Widen shoulder
R16	Curve Shoulder widening (Outside Only)
R17	Improve horizontal alignment (Batten curves)
R18	Flatten crest vertical curve
R19	Improve curve super-elevation
R20	Convert from two-way to one-way traffic
R21	Improve pavement friction (High Friction Surface Treatments)
R22	Install/Upgrade signs with new fluorescent speed warning signs
R23	Install chevron signs on horizontal curves
R24	Install curve advance warning signs
R25	Install curve advance warning signs (flashing beacon)
R26	Install dynamic/variable speed warning signs
R27	Install delineators, reflectors and/or object markers
R28	Install edge-lines and centerlines
R29	Install no-passing line
R30	Install centerline rumble strips/strips
R31	Install edge-line rumble strips/strips
R32PB	Install bike lanes
R33PB	Install Separated Bike Lanes
R34PB	Install sidewalk/pathway (to avoid walking along roadway)
R35PB	Install/upgrade pedestrian crossing (with enhanced safety features)
R36PB	Install raised pedestrian crossing
R37PB	Install Rectangular Rapid Flashing Beacon (RRFB)
R38	Install Animal Fencing



Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS User community

Table 5. Non-Engineering Countermeasures

	Strategy	Performance Measure	Organizations to be involved
Education	Conduct public information and education campaign for intersection safety laws, unsafe speeds, distracted driving, and driving under the influence.	Number of education campaigns	City/ School District/ Sheriff Department
	Conduct pedestrian safety campaigns and outreach to raise their awareness of pedestrian safety needs through media outlets and social media.	Number of education campaigns	City/ School District/ Sheriff Department
	Conduct bicycle safety campaigns and outreach to raise their awareness of bicycle safety needs through media outlets and social media.	Number of education campaigns	City/ School District/ Sheriff Department
	Targeted enforcement at high-risk locations.	Number of tickets issued.	Sheriff Department
Enforcement	Increase the number of personnel who have completed Advanced Roadside impaired Driving Enforcement (ARIDE) training	Number of personnel who have completed Advanced Roadside impaired Driving Enforcement (ARIDE) training	Sheriff Department
	S05, Install emergency vehicle pre-emption systems	EMS vehicle response time.	Local Emergency Services Agency
Emergency Medical Services (EMS)	Increase the number of EMS/fire controll personnel taking Traffic Incident Management Training	number of EMS/fire controll personnel taking Traffic Incident Management Training	Local Emergency Services Agency

HSIP Eligible Countermeasures

City of Pico Rivera URSP

Countermeasures for Intersections

Signalized						
Sr. No.	Code	Countermeasure Name	CM Description	CRF	Federal Funding	Systemic Approach Opportunity
1	S01	Add intersection lighting	Provision of lighting at intersection.	40%	90%	Medium
2	S02	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and larger signal heads, relocation of the signal heads, or additional signal heads.	Includes New LED lighting, signal back plates, retro-reflective tape outlining the back plates, or visors to increase signal visibility, larger signal heads, relocation of the signal heads, or additional signal heads.	15%	90%	Very High
3	S03	Improve signal timing (coordination, phases, red, yellow, or operation)	Includes adding phases, lengthening clearance intervals, eliminating or restricting higher-risk movements, and coordinating signals at multiple locations.	15%	50%	Very High
5	S05	Install emergency vehicle pre-emption systems	Corridors that have a history of crashes involving emergency response vehicles. The target of this strategy is signalized intersections where normal traffic operations impede emergency vehicles and where traffic conditions create a potential for conflicts between emergency and non-emergency vehicles. These conflicts could lead to almost any type of crash, due to the potential for erratic maneuvers of vehicles moving out of the paths of emergency vehicles	70%	90%	High
6	S06	Install left-turn lane and add turn phase (signal has no left-turn lane or phase before)	Intersections that do not currently have a left turn lane or a related left-turn phase that are experiencing a large number of crashes. Many intersection safety problems can be traced to difficulties in accommodating left-turning vehicles, in particular where there is currently no accommodation for left turning traffic. A key strategy for minimizing collisions related to left-turning vehicles (angle, rear-end, sideswipe) is to provide exclusive left-turn lanes and the appropriate signal phasing, particularly on high-volume and high-speed major-road approaches.	55%	90%	Low
7	S07	Provide protected left turn phase (left turn lane already exists)	Left turns are widely recognized as the highest-risk movements at signalized intersections. Providing Protected left-turn phases for signalized intersections with existing left turn pockets significantly improve the safety for left-turn maneuvers by removing the need for the drivers to navigate through gaps in oncoming/opposing through vehicles	30%	90%	High
8	S08	Convert signal to mast arm (from pedestal-mounted)	Providing better visibility of intersection signs and signals aids the drivers' advance perception of the upcoming intersection. Visibility and clarity of the signal should be improved without creating additional confusion or distraction for drivers.	30%	90%	Medium
9	S09	Install raised pavement markers and striping (Through intersection)	Adding clear pavement markings can guide motorists through complex intersections. When driver's approach and traverse through complex intersections, drivers may be required to perform unusual or unexpected maneuvers	10%	90%	Very High
10	S10	Install flashing beacons as advance warning (S.I.)	Increased driver awareness of an approaching signalized intersection and an increase in the driver's time to react	30%	90%	Medium
11	S11	Improve pavement friction (High Friction Surface Treatments)	Improving the skid resistance at locations with high frequencies of wet road crashes and/or failure to stop crashes	55%	90%	Medium
12	S12	Install raised median on approaches (S.I.)	Raised medians next to left turn lanes at intersections offer a cost effective means for reducing crashes and improving operations at higher volume intersections	25%	90%	Medium
13	S13PB	Install pedestrian median fencing on approaches	Signalized intersections with high pedestrian-generators nearby (e.g. transit stops) may experience a high volumes of pedestrians walking across the travel lanes at mid-block locations instead of walking to the intersection and waiting to cross during the walk phase.	30%	90%	Low
14	S14	Create directional median openings to allow (and restrict) left-turns and U-turns (S.I.)	Crashes related to turning maneuvers include angle, rear-end, pedestrian, and sideswipe (involving opposing left turns) type crashes. If any of these crash types are an issue at an intersection, restriction or elimination of the turning maneuver may be the best way to improve the safety of the intersection	50%	90%	Medium
15	S15	Reduced Left-Turn Conflict Intersections (S.I.)	Reduced left-turn conflict intersections are geometric designs that alter how left-turn movements occur in order to simplify decisions and minimize the potential for related crashes. Two highly effective designs that rely on U-turns to complete certain left-turn movements are known as the restricted crossing U-turn (RCUT) and the median U-turn (MUT).	50%	90%	Medium
16	S16	Convert intersection to roundabout (from signal)	Signalized intersections that have a significant crash problem and the only alternative is to change the nature of the intersection itself. Roundabouts can also be very effective at intersections with complex geometry and intersections with frequent left-turn movements.	Varies	90%	Low
17	S17PB	Install pedestrian countdown signal heads	Signals that have signalized pedestrian crossing with walk/don't walk indicators and where there have been pedestrian vs. vehicle crashes.	25%	90%	Very High
18	S18PB	Install pedestrian crossing (S.I.)	Signalized intersections with no marked crossing and pedestrian signal heads, where pedestrians are known to be crossing intersections that involve significant turning movements. They are especially important at intersections with (1) multiphase traffic signals, such as left-turn arrows and split phases, (2) school crossings, and (3) double-right or double-left turns. At signalized intersections, pedestrian crossings are often safer when the left turns have protected phases that do not overlap the pedestrian walk phase.	25%	90%	High

19	S19PB	Pedestrian Scramble	Pedestrian Scramble is a form of pedestrian "WALK" phase at a signalized intersection in which all vehicular traffic is required to stop, allowing pedestrians/bicyclists to safely cross through the intersection in any direction, including diagonally. Pedestrian Scramble may be considered at signalized intersections with very high pedestrian/bicycle volumes, e.g. in an urban business district.	40%	90%	High
20	S20PB	Install advance stop bar before crosswalk (Bicycle Box)	Signalized intersections with a marked crossing, where significant bicycle and/or pedestrian volumes are known to occur.	15%	90%	Very High
21	S21PB	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)	Addition of LPI gives pedestrians the opportunity to enter an intersection 3-7 seconds before vehicles are given a green indication; only minor signal timing alteration is required.	60%	90%	Very High

Unsignalized

Sr. No.	Code	Countermeasure Name	CM Description	CRF	Federal Funding	Systemic Approach Opportunity
1	NS01	Add intersection lighting (NS.I.)	Provision of lighting at intersection.	40%	90%	Medium
2	NS02	Convert to all-way STOP control (from 2-way or Yield control)	Unsignalized intersection locations that have a crash history and have no controls on the major roadway approaches. However, all-way stop control is suitable only at intersections with moderate and relatively balanced volume levels on the intersection approaches. Under other conditions, the use of all-way stop control may create unnecessary delays and aggressive driver behavior.	50%	90%	High
3	NS03	Install Signals	Installation of traffic signals	25%	90%	Low
4	NS04	Convert intersection to roundabout (from all way stop)	Intersections that have a high frequency of right-angle and left-turn type crashes. Whether such intersections have existing crash patterns or not, a roundabout provides an alternative to signalization. The primary target locations for roundabouts should be moderate-volume unsignalized intersections.	Varies	90%	Low
5	NS05	Convert intersection to roundabout (from 2-way stop or Yield control)	Intersections that have a high frequency of right-angle and left-turn type crashes. Whether such intersections have existing crash patterns or not, a roundabout provides an alternative to signalization. The primary target locations for roundabouts should be moderate-volume unsignalized intersections.	Varies	90%	Low
6	NS05nr	Convert intersection to mini-roundabout	Mini-roundabouts are characterized by a small diameter (45-90 ft) and traversable islands (central island and splitter islands).	30%	90%	High
7	NS06	Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs	Additional regulatory and warning signs at or prior to intersections will help enhance the ability of approaching drivers to perceive them	15%	90%	Very High
8	NS07	Upgrade intersection pavement markings (NS.I.)	Typical improvements include "Stop Ahead" markings and the addition of centerlines and stop bars	25%	90%	Very High
9	NS08	Install Flashing Beacons at Stop-Controlled Intersections	Flashing beacons can reinforce driver awareness of the Non-Signalized intersection control and can help mitigate patterns of right-angle crashes related to stop sign violations. Post-mounted advanced flashing beacons or overhead flashing beacons can be used at stop-controlled intersections to supplement and call driver attention to stop signs.	15%	90%	High
10	NS09	Install flashing beacons as advance warning (NS.I.)	Installation of advance flashing beacons to call drivers attention to intersection control signs	30%	90%	High
11	NS10	Install transverse rumble strips on approaches	Transverse rumble strips are installed in the travel lane for the purposes of providing an auditory and tactile sensation for each motorist approaching the intersection.	20%	90%	High
12	NS11	Improve sight distance to intersection (Clear Sight Triangles)	Unsignalized intersections with restricted sight distance and patterns of crashes related to lack of sight distance where sight distance can be improved by clearing roadside obstructions without major reconstruction of the roadway.	20%	90%	High
13	NS12	Improve pavement friction (High Friction Surface Treatments)	Non-signalized intersections noted as having crashes on wet pavements or under dry conditions when the pavement friction available is significantly less than needed for the actual roadway approach speeds. This treatment is intended to target locations where skidding and failure to stop is determined to be a problem in wet or dry conditions and the target vehicle is unable to stop due to insufficient skid resistance.	55%	90%	Medium
14	NS13	Install splitter-islands on the minor road approaches	The installation of a splitter island allows for the addition of a stop sign in the median to make the intersection more conspicuous.	40%	90%	Medium
15	NS14	Install raised median on approaches (NS.I.)	Effective access management is key to improving safety at, and adjacent to, intersections. The number of intersection access points coupled with the speed differential between vehicles traveling along the roadway often contributes to crashes. Any access points within 250 feet upstream and downstream of an intersection are generally undesirable.	25%	90%	Medium
16	NS15	Create directional median openings to allow (and restrict) left-turns and u-turns (NS.I.)	Crashes related to turning maneuvers include angle, rear-end, pedestrian, and sideswipe (involving opposing left turns) type crashes. If any of these crash types are an issue at an intersection, restriction or elimination of the turning maneuver may be the best way to improve the safety of the intersection.	50%	90%	Medium
17	NS16	Reduced Left-Turn Conflict Intersections (NS.I.)	Reduced left-turn conflict intersections are geometric designs that alter how left-turn movements occur in order to simplify decisions and minimize the potential for related crashes.	50%	90%	Medium
18	NS17	Install right-turn lane (NS.I.)	Many collisions at unsignalized intersections are related to right-turn maneuvers. A key strategy for minimizing such collisions is to provide exclusive right-turn lanes, particularly on high-volume and high-speed major-road approaches. When considering new right-turn lanes, potential impacts to non-motorized users should be considered and mitigated as appropriate.	20%	90%	Low
19	NS18	Install left-turn lane (where no left-turn lane exists)	Many collisions at unsignalized intersections are related to left-turn maneuvers. A key strategy for minimizing such collisions is to provide exclusive left-turn lanes, particularly on high-volume and high-speed major-road approaches. When considering new left-turn lanes, potential impacts to non-motorized users should be considered and mitigated as appropriate.	35%	90%	Low

20	NS19PB	Install raised medians (refuge islands)	Intersections that have a long pedestrian crossing distance, a higher number of pedestrians, or a crash history. Raised medians decrease the level of exposure for pedestrians and allow pedestrians to concentrate on (or cross) only one direction of traffic at a time.	45%	90%	Medium
21	NS20PB	Install pedestrian crossing at uncontrolled locations (signs and markings only)	Non-signalized intersections without a marked crossing, where pedestrians are known to be crossing intersections that involve significant vehicular traffic. They are especially important at school crossings and intersections with right and/or left turns pockets. See Zegeer study (Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations) for additional guidance regarding when to install a marked crosswalk.	25%	90%	High
22	NS21PB	Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)	Non-signalized intersections where pedestrians are known to be crossing intersections that involve significant vehicular traffic. They are especially important at school crossings and intersections with turn pockets, flashing beacons, curb extensions, advanced "stop" or "yield" markings, and other safety features should be added to complement the standard crossing elements.	35%	90%	Medium
23	NS22PB	Install Rectangular Rapid Flashing Beacon (RRFB)	Rectangular Rapid Flashing Beacon (RRFB) includes pedestrian-activated flashing lights and additional signage that enhance the visibility of marked crosswalks and alert motorists to pedestrian crossings. It uses an irregular flash pattern that is similar to emergency flashers on police vehicles. RRFBs are installed at unsignalized intersections and mid-block pedestrian crossings.	35%	90%	Medium
24	NS23PB	Install Pedestrian Signal (Including Pedestrian Hybrid Beacon (HAWK))	Intersections noted as having a history of pedestrian vs. vehicle crashes and in areas where the likelihood of the pedestrian presence is high. Corridors should also be assessed to determine if there are adequate safe opportunities for non-motorists to cross and if a pedestrian signal, or a Pedestrian Hybrid Beacon (PHB) (also called High-Intensity Activated Crosswalk Beacon (HAWK)) are needed to provide an active warning to motorists when a pedestrian is in the crosswalk.	55%	90%	Low

Countermeasures for Roadway Segments

Sr. No.	Code	Countermeasure Name	CM Description	CRF	Federal Funding	Systemic Approach Opportunity
1	R01	Add Segment Lighting	Provision of lighting along roadways.	35%	90%	Medium
2	R02	Remove or relocate fixed objects outside of Clear Recovery Zone	Known locations or roadway segments prone to collisions with fixed objects such as utility poles, drainage structures, trees, and other fixed objects, such as the outside of a curve, end of lane drops, and in traffic islands. A clear recovery zone should be developed on every roadway, as space is available. In situations where public right-of-way is limited, steps should be taken to request assistance from property owners, as appropriate.	35%	90%	High
3	R03	Install Median Barrier	Areas where crash history indicates drivers are unintentionally crossing the median and the cross-overs are resulting in high severity crashes. The installation of median barriers can increase the number of PDO and non-severe injuries. The net result in safety from this countermeasure is connected more to reducing the severity of crashes not the number of crashes.	25%	90%	Medium
4	R04	Install Guardrail	Guardrail is installed to reduce the severity of lane departure crashes. However, guardrail can reduce crash severity only for those conditions where striking the guardrail is less severe than going down an embankment or striking a fixed object. Guardrail should only be installed where it is clear that crash severity will be reduced, or there is a history of run-off-the-road crashes at a given location that have resulted in severe crashes.	25%	90%	High
5	R05	Install impact attenuators	Impact attenuators are typically used to shield rigid roadside objects such as concrete barrier ends, steel guardrail ends and bridge pillars from oncoming automobiles. Attenuators should only be installed where it is impractical for the objects to be removed.	25%	90%	High
6	R06	Flatten side slopes	Roadways experiencing frequent lane departure crashes that result in roll-over type crashes as a result of the roadway slope being so severe as to not accommodate a reasonable degree of driver correction. When there is a need to reduce the severity of lane departure crashes without installing a barrier system that could result in increased numbers of crashes.	30%	90%	Medium
7	R07	Flatten side slopes and remove guardrail	Locations where high number of crashes originate as a lane departure and result in collision with guardrail or a fixed object located on the side slope shielded by guardrail. The guardrail may or may not meet current standards. Even though guardrails are generally installed to reduce the severity of departure crashes, they still can result in severe crashes in some locations.	40%	90%	Medium
8	R08	Install raised median	Areas experiencing head-on collisions that may be affected by both the number of vehicles that cross the centerline and by the speed of oncoming vehicles. Installing a raised median is a more restrictive approach in that it represents a more rigid barrier between opposing traffic.	25%	90%	Medium
9	R09	Install median (flush)	Areas experiencing head-on collisions that may be affected by both the number of vehicles that cross the centerline and by the speed of oncoming vehicles. Roadways with oversized lanes offer an opportunity to restripe the roadway to reduce the lanes to standard widths and use the extra width for the median.	15%	90%	Medium
10	R10PB	Install pedestrian median fencing	Roadway segments with high pedestrian-generators and pedestrian-destinations nearby (e.g. transit stops) may experience a high volume of pedestrians J-walking across the travel lanes at mid-block locations instead of walking to the nearest intersection or designated mid-block crossing. When this safety issue cannot be mitigated with shoulder, sidewalk and/or crossing treatments, then installing a continuous pedestrian barrier in the median may be a viable solution.	35%	90%	Low
11	R11	Install acceleration/ deceleration lanes	Areas proven to have crashes that are the result of drivers not being able to turn onto a high speed roadway to accelerate until the desired roadway speed is reached and areas that do not provide the opportunity to safety decelerate to negotiate a turning movement.	25%	90%	Low

12	R12	Widen lane (Initially less than 10 ft)	Horizontal curves or tangents and low speed or high speed roadways identified as having lane departure crashes, sideswipe or head-on crashes that can be attributed to an existing pavement width less than 10 feet.	25%	90%	Medium
13	R13	Add two-way left-turn lane (without reducing travel lanes)	Roadways having a high frequency of drivers being rear-ended while attempting to make a left turn across oncoming traffic. Also can be effective for drivers crossing the centerline of an undivided multilane roadway inadvertently.	30%	90%	Medium
14	R14	Road Diet (Reduce travel lanes from 4 to 3 and add a two way left-turn and bike lanes)	Areas noted as having a higher frequency of head-on, left-turn, and rear-end crashes with traffic volumes that can be handled by only 2 free flowing lanes. Using this strategy in locations with traffic volumes that are too high could result in diversion of traffic to routes less safe than the original four-lane design.	30%	90%	Medium
15	R15	Widen shoulder	Roadways that have a frequent incidence of vehicles leaving the travel lane resulting in an unsuccessful attempt to reenter the roadway. The probability of a safe recovery is increased if an errant vehicle is provided with an increased paved area in which to initiate such a recovery.	30%	90%	Medium
16	R16	Curve Shoulder widening (Outside Only)	Roadway curves noted as having frequent lane departure crashes due to inadequate or no shoulders, resulting in an unsuccessful attempt to reenter the roadway.	45%	90%	Medium
17	R17	Improve horizontal alignment (flatten curves)	Roadways with horizontal curves that have experienced lane departure crashes as a result of a roadway segment having compound curves or a severe radius. This strategy should generally be considered only when less expensive strategies involving clearing of specific sight obstructions or modifying traffic control devices have been tried and have failed to ameliorate the crash patterns.	50%	90%	Low
18	R18	Flatten crest vertical curve	The target for this strategy is usually unsignalized intersections with restricted sight distance due to vertical geometry and with patterns of crashes related to that lack of sight distance that cannot be ameliorated by less expensive methods. This strategy should generally be considered only when less expensive strategies involving clearing of specific sight obstructions or modifying traffic control devices have been tried and have failed to ameliorate the crash patterns.	25%	90%	Low
19	R19	Improve curve superelevation	Roadways noted as having frequent lane departure crashes and inadequate or no superelevation. Safety can be enhanced when the superelevation is improved or restored along curves where the actual superelevation is less than the optimal.	45%	90%	Medium
20	R20	Convert from two-way to one-way traffic	One-way streets can offer improved signal timing and accommodate odd-spaced signals. One-way streets can simplify crossings for pedestrians, who must look for traffic in only one direction. While studies have shown that conversion of two-way streets to one-way generally reduces pedestrian crashes and the number of conflict points, one-way streets tend to have higher speeds which creates new problems.	35%	90%	Medium
21	R21	Improve pavement friction (High Friction Surface Treatments)	Improving the skid resistance at locations with high frequencies of wet road crashes and/or failure to stop crashes	55%	90%	High
22	R22	Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)	Additional or new signage can address crashes caused by lack of driver awareness or compliance of roadway signing.	15%	90%	Very High
23	R23	Install chevron signs on horizontal curves	Roadways that have an unacceptable level of crashes on relatively sharp curves during periods of light and darkness.	90%	90%	Very High
24	R24	Install curve advance warning signs	Addition of advance curve warning signs; may also include horizontal alignment and/or advisory speed warning signs	25%	90%	Very High
25	R25	Install curve advance warning signs (flashing beacon)	Roadways that have an unacceptable level of crashes on relatively sharp curves. Flashing beacons in conjunction with warning signs should only be used on horizontal curves that have an established severe crash history to help maintain their effectiveness.	40%	90%	Very High
26	R26	Install dynamic/variable speed warning signs	Includes the addition of dynamic speed warning signs (also known as Radar Speed Feedback Signs)	30%	90%	High
27	R27	Install delineators, reflectors and/or object markers	Installation of delineators, reflectors and/or object markers are intended to warn drivers of an approaching curve or fixed object that cannot easily be removed.	15%	90%	Very High
28	R28	Install edge-lines and centerlines	Any road with a history of run-off-road right, head-on, opposite-direction-sideswipes, or run-off-road-left crashes is a candidate for this treatment -install where the existing lane delineation is not sufficient to assist the motorist in understanding the existing limits of the roadway. Depending on the width of the roadway, various combinations of edge line and/or center line pavement markings may be the most appropriate.	25%	90%	Very High
29	R29	Install no-passing line	Roadways that have a high percentage of head-on crashes suggesting that many head-on crashes may relate to failed passing maneuvers. No-passing lines should be installed where drivers "passing sight distance" is not available due to horizontal or vertical obstructions.	45%	90%	Very High
30	R30	Install centerline rumble strips/strips	Center line rumble strips/strips can be used on virtually any roadway - especially those with a history of head-on crashes.	20%	90%	High
31	R31	Install edge-line rumble strips/strips	Shoulder and edge line milled rumble strips/strips should be used on roads with a history of roadway departure crashes.	15%	90%	High
32	R32PB	Install bike lanes	Roadway segments noted as having crashes between bicycles and vehicles or crashes that may be preventable with a buffer/shoulder.	35%	90%	High
33	R33PB	Install Separated Bike Lanes	Separated bikeways are most appropriate on streets with high volumes of bike traffic and/or high bike-vehicle collisions presumably in an urban or suburban area. Separation types range from simple, painted buffers and flexible delineators, to more substantial separation measures including raised curbs, grade separation, bollards, planters, and parking lanes.	45%	90%	High
34	R34PB	Install sidewalk/pathway (to avoid walking along roadway)	Areas noted as not having adequate or no sidewalks and a history of walking along roadway pedestrian crashes. In rural areas asphalt curbs and/or separated walkways may be appropriate.	80%	90%	Medium
35	R35PB	Install/upgrade pedestrian crossing (with enhanced safety features)	Roadway segments with no controlled crossing for a significant distance in high-use midblock crossing areas and/or multilane roads locations. Flashing beacons, curb extensions, medians and pedestrian crossing islands and/or other safety features should be added to complement the standard crossing elements.	35%	90%	Medium
36	R36PB	Install raised pedestrian crossing	On lower-speed roadways, where pedestrians are known to be crossing roadways that involve significant vehicular traffic.	35%	90%	Medium

37	R37PB	Install Rectangular Rapid Flashing Beacon (RRFB)	Rectangular Rapid Flashing Beacon (RRFB) includes pedestrian-activated flashing lights and additional signage that enhance the visibility of marked crosswalks and alert motorists to pedestrian crossings. It uses an irregular flash pattern that is similar to emergency flashers on police vehicles. RRFBs are installed at unsignalized intersections and mid-block pedestrian crossings	35%	90%	Medium
38	R38	Install Animal Fencing	At locations with high percent of vehicular/animal crashes (reactive) or where there is a known high percent of animals crossing due to migratory patterns (proactive).	80%	90%	Medium

APPENDIX F:
B/C Ratio Calculation
(HSIP Analyzers)
Added as Attachments

APPENDIX G:
HSIP Cycle 11 Applications
Added as Attachments



To: Mayor and City Council
From: City Manager
Meeting Date: June 13, 2023
Subject: TREASURER'S MONTHLY INVESTMENT TRANSACTION REPORT AS OF APRIL 30, 2023

Recommendation:

1. Receive and file the Treasurer's Monthly Investment Transaction Report as of April 30, 2023.

Fiscal Impact:

There is no fiscal impact to the General Fund.

Background:

Per the City of Pico Rivera (City) Investment Policy approved by the City Council on April 11, 2023, the City Treasurer submits a monthly investment transaction report to the City Council within 45 days of the end of the reporting period in accordance with California Government Code Section 53607.

Discussion:

This report updates the City Council on the City's monthly transactions of the City's investment portfolio for the month ending April 30, 2023. The statements enclosed include transactions of the City's investments with Local Agency Investment Fund (LAIF) and Chandler Asset Management (Enclosures 1 and 2).

Conclusion:

As of April 30, 2023, the City's portfolio remains highly rated, liquid, and stable. All investments are maintained in accordance with California Government Code Section 53601 and the City's investment policy approved by the City Council on April 11, 2023.

Steve Carmona

CITY COUNCIL AGENDA REPORT – MEETING OF JUNE 13, 2023
TREASURER'S MONTHLY INVESTMENT TRANSACTION REPORT AS OF APRIL 30,
2023
Page 2 of 2

SC:JG:JM:ep

- Enclosures: 1) LAIF Statements for the Month Ending April 30, 2023.
2) Chandler Asset Management Transaction Ledger for the Month Ending
April 30, 2023.

California State Treasurer
Fiona Ma, CPA



Local Agency Investment Fund
 P.O. Box 942809
 Sacramento, CA 94209-0001
 (916) 653-3001

May 01, 2023

[LAIF Home](#)
[PMIA Average Monthly Yields](#)

CITY OF PICO RIVERA

DIRECTOR OF FINANCE/ADMINISTRATIVE SVCS
 6615 PASSONS BLVD
 PICO RIVERA, CA 90660

[Tran Type Definitions](#)



Account Number: 98-19-653

April 2023 Statement

Effective Date	Transaction Date	Tran Type	Confirm Number	Web Confirm Number	Authorized Caller	Amount
4/14/2023	4/13/2023	QRD	1727888	N/A	SYSTEM	372,956.99
4/17/2023	4/17/2023	RD	1728395	1688753	JIE GUO	2,000,000.00
4/25/2023	4/24/2023	RD	1728704	1689054	JIE GUO	2,000,000.00

Account Summary

Total Deposit:	4,372,956.99	Beginning Balance:	57,092,883.80
Total Withdrawal:	0.00	Ending Balance:	61,465,840.79

California State Treasurer
Fiona Ma, CPA



Local Agency Investment Fund
P.O. Box 942809
Sacramento, CA 94209-0001
(916) 653-3001

May 01, 2023

[LAIF Home](#)
[PMIA Average Monthly Yields](#)

CITY OF PICO RIVERA
COVID RELIEF EMERGENCY ACCOUNT
DIR OF FINANCE/ADMIN SERVICES
6615 PASSONS BLVD
PICO RIVERA, CA 90660

[Tran Type Definitions](#)



Account Number: 19-19-007

April 2023 Statement

Effective Date	Transaction Date	Tran Type	Confirm Number	Web Confirm Number	Authorized Caller	Amount
4/14/2023	4/13/2023	QRD	1726429	N/A	SYSTEM	67,525.81

Account Summary

Total Deposit:	67,525.81	Beginning Balance:	10,013,804.70
Total Withdrawal:	0.00	Ending Balance:	10,081,330.51

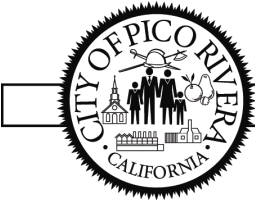
**City of Pico Rivera Portfolio
Chandler Investment Transactions
April 2023**

Enclosure 2

Transaction Date	Tran Category	Tran Type Description	Security Description	Quantity	Price	Principal	Interest	Total Amount
4/3/2023	Acquisitions	Purchase	First American Govt Obligation Fund Class Y	496.14	1.00000	496.14	-	496.14
4/12/2023	Acquisitions	Purchase	GM Auto Receivable Trust 2023-2 A3	115,000.00	0.99997	114,996.84	-	114,996.84
4/12/2023	Acquisitions	Purchase	Hyundai Auto Receivables Trust 2023-A A3	155,000.00	0.99990	154,984.87	-	154,984.87
4/15/2023	Acquisitions	Purchase	First American Govt Obligation Fund Class Y	300,000.00	1.00000	300,000.00	-	300,000.00
4/15/2023	Acquisitions	Purchase	First American Govt Obligation Fund Class Y	375.00	1.00000	375.00	-	375.00
4/16/2023	Acquisitions	Purchase	First American Govt Obligation Fund Class Y	1,904.38	1.00000	1,904.38	-	1,904.38
4/17/2023	Acquisitions	Purchase	First American Govt Obligation Fund Class Y	47.67	1.00000	47.67	-	47.67
4/17/2023	Acquisitions	Purchase	First American Govt Obligation Fund Class Y	219.33	1.00000	219.33	-	219.33
4/17/2023	Acquisitions	Purchase	First American Govt Obligation Fund Class Y	678.00	1.00000	678.00	-	678.00
4/17/2023	Acquisitions	Purchase	First American Govt Obligation Fund Class Y	2,362.16	1.00000	2,362.16	-	2,362.16
4/17/2023	Acquisitions	Purchase	First American Govt Obligation Fund Class Y	933.17	1.00000	933.17	-	933.17
4/17/2023	Acquisitions	Purchase	First American Govt Obligation Fund Class Y	1,008.17	1.00000	1,008.17	-	1,008.17
4/17/2023	Acquisitions	Purchase	First American Govt Obligation Fund Class Y	358.42	1.00000	358.42	-	358.42
4/17/2023	Acquisitions	Purchase	First American Govt Obligation Fund Class Y	394.62	1.00000	394.62	-	394.62
4/17/2023	Acquisitions	Purchase	First American Govt Obligation Fund Class Y	3,817.50	1.00000	3,817.50	-	3,817.50
4/17/2023	Acquisitions	Purchase	First American Govt Obligation Fund Class Y	212.67	1.00000	212.67	-	212.67
4/17/2023	Acquisitions	Purchase	First American Govt Obligation Fund Class Y	47.33	1.00000	47.33	-	47.33
4/17/2023	Acquisitions	Purchase	First American Govt Obligation Fund Class Y	3,235.67	1.00000	3,235.67	-	3,235.67
4/17/2023	Acquisitions	Purchase	First American Govt Obligation Fund Class Y	9,847.82	1.00000	9,847.82	-	9,847.82
4/17/2023	Acquisitions	Purchase	First American Govt Obligation Fund Class Y	3,933.97	1.00000	3,933.97	-	3,933.97
4/17/2023	Acquisitions	Purchase	First American Govt Obligation Fund Class Y	10,808.37	1.00000	10,808.37	-	10,808.37
4/17/2023	Acquisitions	Purchase	First American Govt Obligation Fund Class Y	4,322.60	1.00000	4,322.60	-	4,322.60
4/18/2023	Acquisitions	Purchase	First American Govt Obligation Fund Class Y	279.75	1.00000	279.75	-	279.75
4/18/2023	Acquisitions	Purchase	First American Govt Obligation Fund Class Y	5,390.48	1.00000	5,390.48	-	5,390.48
4/20/2023	Acquisitions	Purchase	First American Govt Obligation Fund Class Y	121,263.19	1.00000	121,263.19	-	121,263.19
4/20/2023	Acquisitions	Purchase	FHLB Note	275,000.00	1.02668	282,337.00	1,375.00	283,712.00
4/20/2023	Acquisitions	Purchase	First American Govt Obligation Fund Class Y	11,282.22	1.00000	11,282.22	-	11,282.22
4/21/2023	Acquisitions	Purchase	First American Govt Obligation Fund Class Y	66.00	1.00000	66.00	-	66.00
4/21/2023	Acquisitions	Purchase	First American Govt Obligation Fund Class Y	294.00	1.00000	294.00	-	294.00
4/21/2023	Acquisitions	Purchase	First American Govt Obligation Fund Class Y	5,434.04	1.00000	5,434.04	-	5,434.04
4/21/2023	Acquisitions	Purchase	MasterCard Inc Callable Note Cont 2/9/28	400,000.00	1.03046	412,184.00	2,275.00	414,459.00
4/25/2023	Acquisitions	Purchase	First American Govt Obligation Fund Class Y	1,143.75	1.00000	1,143.75	-	1,143.75
4/25/2023	Acquisitions	Purchase	First American Govt Obligation Fund Class Y	557.84	1.00000	557.84	-	557.84
4/25/2023	Acquisitions	Purchase	First American Govt Obligation Fund Class Y	85.44	1.00000	85.44	-	85.44
4/25/2023	Acquisitions	Purchase	First American Govt Obligation Fund Class Y	169,671.54	1.00000	169,671.54	-	169,671.54
4/25/2023	Acquisitions	Purchase	First American Govt Obligation Fund Class Y	202,849.89	1.00000	202,849.89	-	202,849.89
4/25/2023	Acquisitions	Purchase	First American Govt Obligation Fund Class Y	2,428.75	1.00000	2,428.75	-	2,428.75
4/25/2023	Acquisitions	Purchase	First American Govt Obligation Fund Class Y	71,677.86	1.00000	71,677.86	-	71,677.86
4/25/2023	Acquisitions	Purchase	First American Govt Obligation Fund Class Y	172.00	1.00000	172.00	-	172.00
4/25/2023	Acquisitions	Purchase	First American Govt Obligation Fund Class Y	7,382.70	1.00000	7,382.70	-	7,382.70
4/15/2023	Dispositions	Maturity	US Treasury Note	300,000.00	1.00000	300,000.00	-	(300,000.00)
4/25/2023	Dispositions	Maturity	FHLMC K031 A2	202,849.89	1.00000	202,849.89	-	(202,849.89)
4/17/2023	Dispositions	Paydown	American Express Credit Trust 2022-2 A	-	-	-	678.00	(678.00)
4/17/2023	Dispositions	Paydown	Toyota Auto Receivables 2020-D A3	4,313.84	1.00000	4,313.84	8.76	(4,322.60)
4/17/2023	Dispositions	Paydown	Toyota Auto Receivables Trust 2021-D A3	-	-	-	47.33	(47.33)

**City of Pico Rivera Portfolio
Chandler Investment Transactions
April 2023**

Transaction Date	Tran Category	Tran Type Description	Security Description	Quantity	Price	Principal	Interest	Total Amount
4/17/2023	Dispositions	Paydown	John Deere Owner Trust 2022-A A3	-	-	-	212.67	(212.67)
4/17/2023	Dispositions	Paydown	John Deere Owner Trust 2021-A A3	3,799.47	1.00000	3,799.47	18.03	(3,817.50)
4/17/2023	Dispositions	Paydown	John Deere Owner Trust 2022-B A3	-	-	-	358.42	(358.42)
4/17/2023	Dispositions	Paydown	Honda Auto Receivables Trust 2022-1 A3	-	-	-	219.33	(219.33)
4/17/2023	Dispositions	Paydown	John Deere Owner Trust 2020-B A3	2,357.31	1.00000	2,357.31	4.85	(2,362.16)
4/17/2023	Dispositions	Paydown	John Deere Owner Trust 2021-B A3	-	-	-	47.67	(47.67)
4/17/2023	Dispositions	Paydown	Toyota Auto Receivable Own 2020-A A3	10,779.46	1.00000	10,779.46	28.91	(10,808.37)
4/17/2023	Dispositions	Paydown	John Deere Owner Trust 2020-A A3	3,224.88	1.00000	3,224.88	10.79	(3,235.67)
4/17/2023	Dispositions	Paydown	John Deere Owner Trust 2022-C A3	-	-	-	933.17	(933.17)
4/17/2023	Dispositions	Paydown	Mercedes-Benz Auto Receivables 2022-1 A2	-	-	-	1,008.17	(1,008.17)
4/17/2023	Dispositions	Paydown	Mercedes-Benz Auto Lease Trust 2021-B A3	9,808.27	1.00000	9,808.27	39.55	(9,847.82)
4/17/2023	Dispositions	Paydown	Mercedes-Benz Auto Receivable 2023-1 A3	-	-	-	394.62	(394.62)
4/17/2023	Dispositions	Paydown	Nissan Auto Receivables Owner 2019-C A3	3,927.65	1.00000	3,927.65	6.32	(3,933.97)
4/18/2023	Dispositions	Paydown	Honda Auto Receivables 2022-2 A3	-	-	-	279.75	(279.75)
4/18/2023	Dispositions	Paydown	Honda Auto Receivables Trust 2020-3 A3	5,377.77	1.00000	5,377.77	12.71	(5,390.48)
4/20/2023	Dispositions	Paydown	Verizon Owner Trust 2020-B A	11,262.25	1.00000	11,262.25	19.97	(11,282.22)
4/21/2023	Dispositions	Paydown	Honda Auto Receivables Trust 2021-4 A3	-	-	-	66.00	(66.00)
4/21/2023	Dispositions	Paydown	Honda Auto Receivables Owner 2023-1 A3	-	-	-	294.00	(294.00)
4/21/2023	Dispositions	Paydown	Honda Auto Receivables Trust 2021-1 A3	5,421.06	1.00000	5,421.06	12.98	(5,434.04)
4/25/2023	Dispositions	Paydown	FHLMC K031 A2	-	-	-	557.84	(557.84)
4/25/2023	Dispositions	Paydown	FHLMC K034 A2	70,618.25	1.00000	70,618.25	1,059.61	(71,677.86)
4/25/2023	Dispositions	Paydown	BMW Vehicle Lease Trust 2022-1 A3	7.52	1.00000	7.52	77.92	(85.44)
4/25/2023	Dispositions	Paydown	FHLMC K032 A2	168,824.73	1.00000	168,824.73	846.81	(169,671.54)
4/25/2023	Dispositions	Paydown	FHLMC K054 A2	-	-	-	1,143.75	(1,143.75)
4/25/2023	Dispositions	Paydown	BMW Vehicle Lease Trust 2023-1 A3	-	-	-	172.00	(172.00)
4/25/2023	Dispositions	Paydown	BMW Vehicle Lease Trust 2021-2 A3	7,366.97	1.00000	7,366.97	15.73	(7,382.70)
4/12/2023	Dispositions	Sale	First American Govt Obligation Fund Class Y	269,981.71	1.00000	269,981.71	-	(269,981.71)
4/20/2023	Dispositions	Sale	FHLMC Note	405,000.00	0.99822	404,279.10	696.09	(404,975.19)
4/21/2023	Dispositions	Sale	First American Govt Obligation Fund Class Y	414,459.00	1.00000	414,459.00	-	(414,459.00)
4/17/2023	Dispositions	Security Withdrawal	First American Govt Obligation Fund Class Y	2,489.08	1.00000	2,489.08	-	(2,489.08)
4/26/2023	Dispositions	Security Withdrawal	First American Govt Obligation Fund Class Y	246.93	1.00000	246.93	-	(246.93)
4/3/2023	Other Transactions	Dividend	First American Govt Obligation Fund Class Y	277,742.48	0.00179	496.14	-	496.14
4/15/2023	Other Transactions	Interest	US Treasury Note	300,000.00	0.00125	375.00	-	375.00
4/16/2023	Other Transactions	Interest	FHLMC Note	295,000.00	0.00063	184.38	-	184.38
4/16/2023	Other Transactions	Interest	International Finance Corp Note	250,000.00	0.00688	1,720.00	-	1,720.00
4/25/2023	Other Transactions	Interest	Bank of NY Mellon Corp Callable Note Cont 3/25/20	145,000.00	0.01675	2,428.75	-	2,428.75
	Changes of Market Values and Accrued Interests							
	Net Investment Transactions							
								\$ (75,351.90)
	Beginning Balance as of 3/31/2023							
	Ending Balance as of 4/30/2023							
								\$ 31,213,227.84



Tuesday, May 9, 2023

A Regular Meeting of the Water Authority was held in the Parks and Recreation Community Room, 6767 Passons Boulevard, Pico Rivera, California.

Meeting was jointly held with the City Council and Water Authority. Items appear as listed on the combined agenda for the meeting of May 9, 2023.

Authority President Lutz called the meeting to order at 6:05 p.m.

PRESENT: Camacho, Garcia, Lara, Sanchez, Lutz

ABSENT: None

PUBLIC COMMENTS: None

CONSENT CALENDAR:

Water Authority:

14. Minutes:

- Approved Water Authority meeting of March 28, 2023.

15. Water Main Replacement Projects (CIP No. 50078) – Award Professional Services Agreement for Design and Construction Support Services. (500)

1. Awarded a Professional Services Agreement to Tetra Tech, Inc. to provide design and construction support services for the Water Main Replacement Projects (CIP No. 50078) for an amount not-to-exceed \$180,000; and
2. Authorized the Executive Director to execute an agreement in a form approved by the General Counsel.

Agreement No. 23-71

Motion by Vice President Lara, seconded by Commissioner Garcia to approve Consent Calendar Item Nos. 14 and 15. Motion carries by the following roll call vote:

AYES: Camacho, Garcia, Lara, Sanchez, Lutz

NOES: None

CONSENT CALENDAR ITEMS PULLED FOR FURTHER DISCUSSION: None

REGULAR AGENDA: None

ADJOURNMENT:

President Lutz adjourned the Water Authority meeting at 7:17 p.m. There being no objection it was so ordered.

AYES: Camacho, Garcia, Lara, Sanchez, Lutz
ABSENT: None

Erik Lutz, President

ATTEST:

Cynthia Ayala, Interim Authority Secretary

I hereby certify that the foregoing is a true and correct report of the proceedings of the Water Authority regular meeting dated May 9, 2023, and received and filed by the Water Authority on June 13, 2023.

Cynthia Ayala, Interim Authority Secretary



To: President and Commissioners
From: Executive Director
Meeting Date: June 13, 2023
Subject: PFAS TREATMENT SYSTEM PROJECT (CIP NO. 50042) – EXECUTE PROFESSIONAL SERVICES AGREEMENTS FOR ION EXCHANGE RESIN AND DESIGN SERVICES

Recommendation:

1. Approve a Professional Services Agreement (PSA) to complete the scope of work under Agreement No. 21-58, in the amount not-to-exceed \$1,746,134, to Calgon Carbon Corporation (Calgon Corporation), for procurement of Ion Exchange (IX) resin for treatment of per and polyfluoroalkyl substances (PFAS) for the PFAS Treatment System Project (CIP No. 50042), and authorize the Executive Director to execute the agreement in a form approved by the General Counsel; and
2. Approve a PSA to complete the scope of work under Agreement No. 20-50, in the amount not-to-exceed \$1,289,194, to Jacobs Engineering Group, Inc. (Jacobs Engineering), to provide engineering design and construction support services for treatment the PFAS Treatment System Project (CIP No. 50042) and authorize the Executive Director to execute the agreement in a form approved by the General Counsel.

Fiscal Impact:

Sufficient funding is available in GL Account No. 550.70.7340.54500-CIP.50042 for the proposed agreements, and no additional funding is required at this time.

Background:

On May 23, 2019, the Pico Rivera Water Authority (PRWA) was required to monitor perfluorooctanoic acid (PFOA) and perfluorooctanesulfonic acid (PFOS), two (2) compounds within the PFAS family of chemicals, by the State Water Resources Control Board (SWRCB) and the Department of Drinking Water (DDW). The results showed that the levels for PFOA and PFOS had exceeded the notification levels set for PFOS at 13 parts per trillion (ppt) and PFOA at 14 ppt. On August 27, 2019, PRWA Commissioners were notified of California Health and Safety Code Section 116455 regarding the

WATER AUTHORITY AGENDA REPORT – MEETING OF JUNE 13, 2023
PFAS TREATMENT SYSTEM PROJECT (CIP NO. 50042) – EXECUTE
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exceedance of the Notification Level (NL) for PFOA/PFOS and the detection levels in the groundwater supply. PRWA has continued to comply with SWRCB and DDW regulations including consumer notification of water quality in the Annual Consumer Confidence Report (CCR) and the required monitoring of each well.

In February 2020, DDW established a new NL of 5.1 ppt and 6.5 ppt for PFOA and PFOS, respectively. It has also established a new Response Level (RL) of 10 ppt and 40 ppt for PFOA and PFOS, respectively as well as providing a tentative schedule to regulate PFOA and PFOS by establishing a Maximum Contaminate Level (MCL's) by winter of 2023. DDW has also started the process of reviewing other PFAS compounds in addition to PFOA and PFOS for possible regulations, but a schedule for establishing NL, RL, or MCL's has not yet been identified for said compounds.

On May 5, 2020, the SWRCB issued a general order to monitor PRWA wells beginning in the third quarter of 2020. The SWRCB recommends the removal of wells from service, if the well exceeds the new NL of 5.1 ppt and 6.5 ppt for PFOA and PFOS, respectively. Additionally, the PRWA may be required to remove a well from service if the RL is 10 ppt and 40 ppt for PFOA and PFOS, respectively.

Discussion:

In order to comply with the SWRCB general orders above, the City has begun construction on water treatment facilities at City wells. The goal is to comply with the requirements so that no wells are removed from service. The treatment requires the purchase of filter media.

Pre-procurement of IX Resin for PFAS Treatment System

On August 10, 2021, PRWA authorized the pre-purchase of Ion Exchange Resin due to the current market's extensive lead time for its production and delivery. Agreement No. 21-58 with Calgon Corporation was executed for a not-to-exceed amount of \$2,494,477, for 8,480 cubic feet of Ion Exchange Resin for the PFAS treatment systems at PRWA Plant Nos. 1, 2, 3 and at Water Well No. 5.

The previous agreement between the City and Calgon Corporation, Agreement No. 21-58, expired in May 2022. Therefore, a new agreement would enable Calgon Corporation to fulfill the delivery of the Ion Exchange medium for Plants No. 1, 2 and Water Well No. 5, initially outlined in Agreement No. 21-58. The amount to the agreement is being reduced from \$2,494,477 to \$1,746,134 to exclude the 2,544 cubic-foot portion of media for Plant 3, which will be purchased separately by the contractor as part of the future Phase 2 construction contract.

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Design Services and Technical Support During Construction

On November 10, 2020, PRWA authorized consultant services to provide engineering services for the design, bidding, and construction support of the PFAS Treatment System Project. Agreement No. 20-50 with Jacobs Engineering was executed for an amount not-to-exceed \$1,289,194, for PFAS treatment systems at PRWA Plant Nos. 1, 2, 3 and at Water Well No. 5.

The previous agreement between the City and Jacobs Engineering, Agreement No. 20-50, expired in November 2022. Therefore, a new agreement would enable Jacobs Engineering to fulfill the remaining Scope of Services that were initially outlined in Agreement No. 20-50. The construction is expected to be completed by the end of the year.

Conclusion:

Staff recommends awarding a Professional Services Agreement to Calgon Carbon Corporation for the purchase of 5,936 cubic feet of Ion Exchange Resin and complete the delivery of the Ion Exchange Media for Plants No. 1, 2 and Water Well No. 5 under Agreement No. 21-58, including fabrication, delivery and associated start-up services, for a price not-to-exceed \$1,746,134. In addition, staff also recommends awarding a Professional Services Agreement to Jacobs Engineering Group, Inc., to complete the remaining design, bidding and construction support under Agreement No. 20-50 for the PFAS Treatment Systems at Plants No. 1, 2, 3 and Water Well No. 5, for a price not-to-exceed \$1,289,194 amount.



Steve Carmona

SC:NN:GE:ll

Enclosures: 1) Professional Services Agreement (Calgon Carbon Corporation)
2) Professional Services Agreement (Jacobs Engineering Group, Inc.)

AGREEMENT NO. _____
PROFESSIONAL SERVICES AGREEMENT
BETWEEN THE PICO RIVERA WATER AUTHORITY AND
CALGON CARBON CORPORATION

1. IDENTIFICATION

THIS PROFESSIONAL SERVICES AGREEMENT (“Agreement”) is entered into by and between the Pico Rivera Water Authority, a California municipal corporation (“PRWA”) and Calgon Carbon Corporation, (“Supplier”). PRWA and Supplier are sometimes hereinafter individually referred to as a “Party” and collectively referred to as “Parties.”

2. RECITALS

2.1 PRWA has determined that it requires professional services from a supplier to provide Ion Exchange Resin related to the PFAS Treatment Systems at Plant 1, Plant 2 and Well 5.

2.2 Supplier represents that it is fully qualified to perform such professional services by virtue of its experience and the training, education and expertise of its principals and employees. Supplier further represents that it is willing to accept responsibility for performing such services in accordance with the terms and conditions set forth in this Agreement.

2.3 PRWA and Supplier previously entered into Agreement No. 21-58 Professional Service Agreement between the Pico Rivera Water Authority and Calgon Carbon Corporation for Ion Exchange Resin related to the PFAS Treatment Systems which expired in May 2022. PRWA and Supplier desire to enter into this Agreement for Supplier to complete the remaining Scope of Services under Agreement No. 21-58.

NOW, THEREFORE, for and in consideration of the performance by the Parties of the mutual covenants and conditions herein contained, the Parties hereto agree as follows:

3. DEFINITIONS

3.1 “Scope of Services”: Such professional services as are set forth in the Supplier’s July 14, 2021, proposal to PRWA attached hereto as Exhibit “A” and incorporated herein by this reference.

3.2 “Approved Fee Schedule”: Such compensation rates as are set forth in the Supplier’s July 14, 2021, proposal to PRWA attached hereto as Exhibit “B.”

3.3 “Commencement Date”: May 11, 2022

3.4 “Expiration Date”: May 11, 2024

4. TERM

The term of this Agreement shall commence at 12:00 a.m. on the Commencement Date and shall expire at 11:59 p.m. on the Expiration Date unless extended by written agreement of the Parties or terminated in accordance with Section 22 below.

5. SUPPLIER'S SERVICES

5.1 Supplier shall perform the services identified in the Scope of Services. PRWA shall have the right to request, in writing, changes in the Scope of Services. Any such changes mutually agreed upon by the Parties, and any corresponding increase or decrease in compensation, shall be incorporated by written amendment to this Agreement. In no event shall the total compensation and costs payable to Supplier under this Agreement exceed the sum of One Million Seven Hundred Forty-Six Thousand One Hundred Thirty-Three Dollars and Seventy-Six Cents (\$1,746,133.76), unless specifically approved in advance, in writing, by PRWA.

5.2 Supplier shall perform all work to the highest professional standards of Supplier's profession and in a manner reasonably satisfactory to PRWA.

6. COMPENSATION

6.1 PRWA agrees to compensate Supplier for the services provided under this Agreement, and Supplier agrees to accept in full satisfaction for such services, payment in accordance with the Approved Fee Schedule.

6.2 Supplier shall submit to PRWA an invoice, on a monthly basis or less frequently, for the services performed pursuant to this Agreement. Each invoice shall itemize the services rendered during the billing period and the amount due. Within ten (10) business days of receipt of each invoice, PRWA shall notify Supplier in writing of any disputed amounts included on the invoice. Within thirty (30) calendar days of receipt of each invoice, PRWA shall pay all undisputed amounts included on the invoice. PRWA shall not withhold applicable taxes or other authorized deductions from payments made to Supplier.

6.3 Payments for any services requested in writing by PRWA and not included in the Scope of Services shall be made to Supplier by PRWA on a time-and-materials basis using Supplier's standard fee schedule. Fees for such additional services shall be paid within sixty (60) days of the date Supplier issues an invoice to PRWA for such services.

7. BUSINESS LICENSE

Supplier shall obtain a PRWA business license prior to commencing performance under this Agreement.

8. COMPLIANCE WITH LAWS

Supplier shall keep informed of State, Federal and Local laws, ordinances, codes and regulations that in any manner affect those employed by it or in any way affect the performance of its services pursuant to this Agreement. The Supplier shall at all times comply with such laws, ordinances, codes and regulations. Without limiting the generality of the foregoing, if Supplier is an out-of-state corporation or LLC, it must be qualified and registered to do business in the State of California pursuant to sections 2105 and 17708.02 of the California Corporations Code. The PRWA, its officers and employees shall not be liable at law or in equity occasioned by failure of Supplier to comply with this Section.

9. CONFLICT OF INTEREST

Supplier covenants that it presently has no interest and shall not acquire any interest, direct or indirect, which may be affected by the services to be performed by Supplier under this Agreement, or which would conflict in any manner with the performance of its services hereunder. During the term of this Agreement, Supplier shall not perform any work for another person or entity for whom Supplier was not working at the Commencement Date if both: (i) such work would require Supplier to abstain from a decision under this Agreement pursuant to a conflict of interest statute; and (ii) PRWA has not consented in writing prior to Supplier's performance of such work.

10. PERSONNEL

Supplier represents that it has, or will secure at its own expense, all personnel required to perform the services identified in the Scope of Services. All such services shall be performed by Supplier or under its supervision, and all personnel engaged in the work shall be qualified to perform such services. Supplier reserves the right to determine the assignment of its own employees to the performance of Supplier's services under this Agreement, but PRWA reserves the right, for good cause, to require Supplier to exclude any employee from performing services on PRWA's premises. Jeremy J. Jones, DWS Project Manager, shall be Supplier's project administrator and shall have direct responsibility for management of Supplier's performance under this Agreement. No change shall be made in Supplier's project administrator without PRWA's prior written consent.

11. OWNERSHIP OF WRITTEN PRODUCTS

All reports, documents or other written material ("written products") developed by Supplier in the performance of this Agreement shall be and remain the property of PRWA without restriction or limitation upon its use or dissemination by PRWA. Supplier may take and retain copies of such written products as desired, but no such written products shall be the subject of a copyright application by Supplier. If any state, federal, or local law requires mandatory copyright protection for Supplier's work product, PRWA shall comply with such laws to the extent feasible.

12. INDEPENDENT CONTRACTOR

12.1 Supplier is, and shall at all times remain as to PRWA, a wholly independent Contractor. Supplier shall have no power to incur any debt, obligation, or liability on behalf of PRWA or otherwise to act on behalf of PRWA as an agent. Neither PRWA nor any of its officers, employees or agents shall have control over the conduct of Supplier or any of Supplier's employees, except as set forth in this Agreement. Supplier shall not at any time represent that it is, or that any of its agents or employees are, in any manner employees of PRWA.

12.2 The Parties further acknowledge and agree that nothing in this Agreement shall create or be construed to create a partnership, joint venture, employment relationship, joint-employer relationship, or any other relationship between Supplier or Supplier's employees except as set forth in this Agreement.

12.3 PRWA shall have no direct or indirect control over Supplier's employees or subsuppliers with respect to wages, hours, and working conditions. In addition, PRWA shall not deduct from the Compensation paid to Supplier any sums required for Social Security, withholding taxes, FICA, state disability insurance or any other federal, state or local tax or charge which may or may not be in effect or hereinafter enacted or required as a charge or withholding on the compensation paid to Supplier, Supplier's employees or subsuppliers. PRWA shall have no responsibility to provide Supplier, its employees or subsuppliers with workers' compensation insurance or any other insurance.

12.4 The Parties further acknowledges the following: (i) that Supplier shall provide the services outlined in the Scope of Services directly to City; (ii) Supplier maintains a business location at the address listed under Section 20 that is separate and distinct from the City; (iii) Supplier contracts with other businesses to provide the same or similar services and maintains a clientele without restriction from the City; (iv) Supplier advertises and holds itself out to the public as available to provide the same or similar services; (v) unless otherwise specified in this Agreement, Supplier provides its own tools, vehicles, and equipment necessary for performing the Scope of Services; (vi) Supplier has proposed and negotiated its own rates; and (vii) consistent with the nature and demands of the project and the City's business hours, Supplier may set its own hours and location of work.

13. CONFIDENTIALITY

All data, documents, discussion, or other information developed or received by Supplier or provided for performance of this Agreement are deemed confidential and shall not be disclosed by Supplier without prior written consent by PRWA. PRWA shall grant such consent if disclosure is legally required. Upon request, all PRWA data and any copies thereof shall be returned to PRWA upon the termination or expiration of this Agreement.

14. NON-LIABILITY OF PRWA OFFICIALS AND EMPLOYEES

No official or employee of the PRWA shall be personally liable to Supplier in the event of any default or breach by PRWA, or for any amount which may become due to Supplier.

15. INDEMNIFICATION

15.1 The Parties agree that PRWA, its officers, agents, elected and appointed officials, employees, affiliated public agencies and volunteers should, to the extent permitted by law, be fully protected from any loss, injury, damage, claim, lawsuit, cost, expense, attorneys' fees, litigation costs, or any other cost arising out of or in any way related to the performance of this Agreement. Accordingly, the provisions of this indemnity provision are intended by the Parties to be interpreted and construed to provide the fullest protection possible under the law to PRWA. Supplier acknowledges that PRWA would not enter into this Agreement in the absence of Supplier's commitment to indemnify and protect PRWA as set forth herein. Notwithstanding the foregoing, to the extent Supplier's services are subject to Civil Code Section 2782.8, the above indemnity shall be limited, to the extent required by Civil Code Section 2782.8, to claims that arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of the Supplier.

15.2 To the full extent permitted by law, Supplier shall indemnify, hold harmless and defend PRWA, its officers, agents, elected and appointed officials, employees, affiliated public agencies and volunteers from and against any and all claims, demands, lawsuits, causes of action, losses, costs or expenses for any damage due to death or injury to any person and injury to any property resulting from or arising out of any alleged intentional, reckless, negligent, or otherwise wrongful acts, errors or omissions of Supplier or any of its officers, employees, servants, agents, or subsuppliers in the performance of this Agreement. Such costs and expenses shall include reasonable attorneys' fees incurred by counsel of PRWA's choice and expert witness fees and supplier fees. Notwithstanding the foregoing, to the extent Supplier's Services are subject to Civil Code Section 2782.8, the above indemnity shall be limited, to the extent required by Civil Code Section 2782.8, to claims that arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of the Supplier.

15.3 PRWA shall have the right to offset against the amount of any compensation due Supplier under this Agreement any amount due PRWA from Supplier as a result of Supplier's failure to pay PRWA promptly any indemnification arising under this Section 15 or related to Supplier's failure to either: (i) pay taxes on amounts received pursuant to this Agreement or (ii) comply with applicable workers' compensation laws.

15.4 The obligations of Supplier under this Section 15 will not be limited by the provisions of any workers' compensation act or similar act. Supplier expressly waives its statutory immunity under such statutes or laws as to PRWA, its officers, agents, employees and volunteers.

15.5 Supplier agrees to obtain executed indemnity agreements with provisions identical to those set forth here in this Section 15 from each and every subsupplier or any other person or entity involved by, for, with or on behalf of Supplier in the performance of this Agreement. In the event Supplier fails to obtain such indemnity obligations from others as required herein, Supplier agrees to be fully responsible and indemnify, hold harmless and defend PRWA, its officers, agents, elected and appointed officials, employees, affiliated public agencies and volunteers from and against any and all claims, demands, lawsuits, causes of action, losses, costs or expenses for any damage due to death or injury to any person and injury to any property resulting from or arising out of any alleged intentional, reckless, negligent, or otherwise wrongful acts, errors or omissions of Supplier's subsuppliers or any other person or entity involved by, for, with or on behalf of Supplier in the performance of this Agreement. Such costs and expenses shall include reasonable attorneys' fees incurred by counsel of PRWA's choice and expert witness fees and supplier fees.

15.6 PRWA does not, and shall not, waive any rights that it may possess against Supplier because of the acceptance by PRWA, or the deposit with PRWA, of any insurance policy or certificate required pursuant to this Agreement. This hold harmless and indemnification provision shall apply regardless of whether or not any insurance policies are determined to be applicable to the claim, demand, damage, liability, loss, cost or expense.

15.7 **PERS ELIGIBILITY INDEMNITY.** In the event that Supplier or any employee, agent, or subsupplier of Supplier providing services under this Agreement claims or is determined by a court of competent jurisdiction or the California Public Employees Retirement System (PERS) to be eligible for enrollment in PERS as an employee of the PRWA, Supplier shall indemnify, defend, and hold harmless PRWA for the payment of any employee and/or employer contributions for PERS benefits on behalf of Supplier or its employees, agents, or subsuppliers, as well as for the payment of any penalties and interest on such contributions, which would otherwise be the responsibility of PRWA.

Notwithstanding any other agency, state or federal policy, rule, regulation, law or ordinance to the contrary, Supplier and any of its employees, agents, and subsuppliers providing service under this Agreement shall not qualify for or become entitled to, and hereby agree to waive any claims to, any compensation, benefit, or any incident of employment by PRWA, including but not limited to eligibility to enroll in PERS as an employee of PRWA and entitlement to any contribution to be paid by PRWA for employer contribution and/or employee contributions for PERS benefits.

16. **INSURANCE**

16.1 During the term of this Agreement, Supplier shall carry, maintain, and keep in full force and effect insurance against claims for death or injuries to persons or damages to property that may arise from or in connection with Supplier's performance of

this Agreement. Such insurance shall be of the types and in the amounts as set forth below:

16.1.1 Comprehensive general liability, and Umbrella or Excess Liability Insurance covering all operations by or on behalf of Supplier providing insurance for bodily injury liability and property damage liability for the following and including coverage for:

16.1.1.1 Premises, operations, and mobile equipment

16.1.1.2 Products and completed operations

16.1.1.3 Broad form property damage (including completed operations)

16.1.1.4 Explosion, collapse, and underground hazards

16.1.1.5 Personal Injury

16.1.1.6 Contractual liability

in the amount of Two Million Dollars (\$2,000,000) for each occurrence, combined single limit, against any personal injury, death, loss, or damage resulting from the wrongful or negligent acts by Supplier.

16.1.2 Automobile Liability Insurance for owned, hired and non-owned vehicles utilized by Supplier, its employees or subsuppliers, in the amount of One Million Dollars (\$1,000,000) per accident for bodily injury and property damage.

16.1.3 Worker's Compensation Insurance as required by the laws of the State of California, with Statutory Limits, and Employer's Liability Insurance with limit of no less than One Million Dollars (\$1,000,000) per accident for bodily injury or disease.

16.2 Supplier shall require each of its subsuppliers, if any, to maintain insurance coverage that meets all of the requirements of this Agreement.

16.3 The policy or policies required by this Agreement shall be issued by an insurer admitted in the State of California and with a rating of at least A:VII in the latest edition of Best's Insurance Guide.

16.4 Supplier agrees that if it does not keep the aforesaid insurance in full force and effect PRWA may either: (i) immediately terminate this Agreement; or (ii) take out the necessary insurance and pay, at Supplier's expense, the premium thereon.

16.5 At all times during the term of this Agreement, Supplier shall maintain on file with PRWA's Risk Manager a certificate or certificates of insurance showing that the aforesaid policies are in effect in the required amounts and, for the general liability and

automobile liability policies, naming the PRWA as an additional insured. Supplier shall, prior to commencement of work under this Agreement, file with PRWA's Risk Manager such certificate(s).

16.6 Supplier shall provide proof that policies of insurance required herein expiring during the term of this Agreement have been renewed or replaced with other policies providing at least the same coverage. Supplier shall provide such proof to PRWA at least two weeks prior to the expiration of the coverages.

16.7 The general liability and automobile policies of insurance required by this Agreement shall contain an endorsement naming PRWA, its officers, employees, agents and volunteers as additional insureds. All of the policies required under this Agreement shall contain an endorsement providing that the policies cannot be canceled or reduced except on thirty days' prior written notice to PRWA. Supplier agrees to require its insurer to modify the certificates of insurance to delete any exculpatory wording stating that failure of the insurer to mail written notice of cancellation imposes no obligation, and to delete the word "endeavor" with regard to any notice provisions.

16.8 The general liability and automobile policies of insurance provided by Supplier shall be primary to any coverage available to PRWA. Any insurance or self-insurance maintained by PRWA, its officers, employees, agents or volunteers, shall be in excess of Supplier's insurance and shall not contribute with it.

16.9 All insurance coverage provided pursuant to this Agreement shall not prohibit Supplier, and Supplier's employees, agents or subsuppliers, from waiving the right of subrogation prior to a loss. Supplier hereby waives all rights of subrogation against the PRWA.

16.10 Any deductibles or self-insured retentions must be declared to and approved by the PRWA. At the option of PRWA, Supplier shall either reduce or eliminate the deductibles or self-insured retentions with respect to PRWA, or Supplier shall procure a bond guaranteeing payment of losses and expenses.

16.11 Procurement of insurance by Supplier shall not be construed as a limitation of Supplier's liability or as full performance of Supplier's duties to indemnify, hold harmless and defend under Section 15 of this Agreement.

16.12 If Supplier maintains broader coverage and/or higher limits than the minimums shown above, the PRWA requires and shall be entitled to the broader coverage and/or the higher limits maintained by the Supplier. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the PRWA.

17. MUTUAL COOPERATION

17.1 PRWA shall provide Supplier with all pertinent data, documents and other requested information as is reasonably available to PRWA for the proper performance of Supplier's services under this Agreement.

17.2 In the event any claim or action is brought against PRWA relating to Supplier's performance in connection with this Agreement, Supplier shall render any reasonable assistance that PRWA may require.

18. RECORDS AND INSPECTIONS

Supplier shall maintain full and accurate records with respect to all matters covered under this Agreement for a period of three years after the expiration or termination of this Agreement. PRWA shall have the right to access and examine such records, without charge, during normal business hours. PRWA shall further have the right to audit such records, to make transcripts therefrom and to inspect all program data, documents, proceedings, and activities.

19. PERMITS AND APPROVALS

Supplier shall obtain, at its sole cost and expense, all permits and regulatory approvals necessary in the performance of this Agreement. This includes, but shall not be limited to, encroachment permits and building and safety permits and inspections.

20. NOTICES

Any notices, bills, invoices, or reports required by this Agreement shall be deemed received on: (i) the day of delivery if delivered by hand, facsimile, email, or overnight courier service during Supplier's and PRWA's regular business hours; or (ii) on the third business day following deposit in the United States mail if delivered by mail, postage prepaid, to the addresses listed below (or to such other addresses as the Parties may, from time to time, designate in writing).

If to PRWA:

Steve Carmona, Executive Director
Pico Rivera Water Authority
PO Box 1016
6615 Passons Blvd.
Pico Rivera, California 90660-1016
Facsimile: (562) 801-4765

If to Supplier:

Jeremy J. Jones,
DWS Project Manager
Calgon Carbon Corporation
3000 GSK Drive
Moon Township, PA 15108

With a courtesy copy to:

Arnold M. Alvarez-Glasman, General Counsel
13181 Crossroads Parkway North
Suite 400 - West Tower
City of Industry, CA 91746
Facsimile: (562) 692-2244

21. SURVIVING COVENANTS

The Parties agree that the covenants contained in Sections 13, 15 and Paragraph 17.2 of Section 17, of this Agreement shall survive the expiration or termination of this Agreement.

22. TERMINATION

22.1. PRWA shall have the right to terminate this Agreement for any reason on five (5) calendar days' written notice to Supplier. Supplier shall have the right to terminate this Agreement for any reason on sixty (60) calendar days' written notice to PRWA. The effective date of termination shall be upon the date specified in the notice of termination. Supplier agrees that in the event of such termination, PRWA's obligation to pay Supplier shall be limited to payment only for those services satisfactorily rendered, as solely determined by the PRWA, prior to the effective date of termination. Supplier agrees to cease all work under this Agreement on or before the effective date of any notice of termination. All PRWA data, documents, objects, materials or other tangible things shall be returned to PRWA upon the termination or expiration of this Agreement.

22.2 If PRWA terminates this Agreement due to no fault or failure of performance by Supplier, then Supplier shall be paid based on the work satisfactorily performed, as solely determined by the PRWA, at the time of termination. In no event shall Supplier be entitled to receive more than the amount that would be paid to Supplier for the full performance of the services required by this Agreement.

23. ASSIGNMENT

Supplier shall not delegate, transfer, subcontract or assign its duties or rights hereunder, either in whole or in part, without PRWA's prior written consent, and any attempt to do so shall be void and of no effect. PRWA shall not be obligated or liable under this Agreement to any Party other than Supplier.

24. NON-DISCRIMINATION AND EQUAL EMPLOYMENT OPPORTUNITY

24.1 In the performance of this Agreement, Supplier shall not discriminate against any employee, subsupplier, or employment applicant because of race, color, creed, religion, sex, marital status, national origin, ancestry, age, physical or mental handicap, medical condition or sexual orientation. Supplier will take affirmative action to ensure that subsuppliers, employees, and employment applicants are treated without regard to their race, color, creed, religion, sex, marital status, national origin, ancestry, age, physical or mental handicap, medical condition or sexual orientation.

24.2 Supplier will, in all solicitations or advertisements for employees placed by or on behalf of Supplier state either that it is an equal opportunity employer or that all qualified applicants will receive consideration for employment without regard to race, color, creed, religion, sex, marital status, national origin, ancestry, age, physical or mental handicap, medical condition or sexual orientation.

24.3 Supplier will cause the foregoing provisions to be inserted in all subcontracts for any work covered by this Agreement except contracts or subcontracts for standard commercial supplies or raw materials.

25. WARRANTIES

25.1 Each Party has received independent legal advice from its attorneys with respect to the advisability of entering into and executing this Agreement, or been provided with an opportunity to receive independent legal advice and has freely and voluntarily waived and relinquished the right to do so. Each Party who has not obtained independent counsel acknowledges that the failure to have independent legal counsel will not excuse such Party's failure to perform under this Agreement.

25.2 In executing this Agreement, each Party has carefully read this Agreement, knows the contents thereof, and has relied solely on the statements expressly set forth herein and has placed no reliance whatsoever on any statement, representation, or promise of any other party, or any other person or entity, not expressly set forth herein, nor upon the failure of any other party or any other person or entity to make any statement, representation or disclosure of any matter whatsoever.

25.3 It is agreed that each Party has the full right and authority to enter into this Agreement, and that the person executing this Agreement on behalf of either Party has the full right and authority to fully commit and bind such Party to the provisions of this Agreement.

26. CAPTIONS

26.1 The captions appearing at the commencement of the sections hereof, and in any paragraph thereof, are descriptive only and for convenience in reference to this Agreement. Should there be any conflict between such heading, and the section or paragraph thereof at the head of which it appears, the section or paragraph thereof, as the case may be, and not such heading, shall control and govern in the construction of this Agreement.

26.2 Masculine or feminine pronouns shall be substituted for the neuter form and vice versa, and the plural shall be substituted for the singular form and vice versa, in any place or places herein in which the context requires such substitution(s).

27. NON-WAIVER

27.1 The waiver by PRWA or Supplier of any breach of any term, covenant or condition herein contained shall not be deemed to be a waiver of such term, covenant or condition or of any subsequent breach of the same or any other term, covenant or condition herein contained. In no event shall the making by PRWA of any payment to Supplier constitute or be construed as a waiver by PRWA of any breach of covenant, or any default which may then exist on the part of Supplier, and the making of any such

payment by PRWA shall in no way impair or prejudice any right or remedy available to PRWA with regard to such breach or default. No term, covenant or condition of this Agreement shall be deemed to have been waived by PRWA or Supplier unless in writing.

27.2 Each right, power and remedy provided for herein or now or hereafter existing at law, in equity, by statute, or otherwise shall be cumulative and shall be in addition to every other right, power, or remedy provided for herein or now or hereafter existing at law, in equity, by statute, or otherwise. The exercise, the commencement of the exercise, or the forbearance of the exercise by any Party of any one or more of such rights, powers or remedies shall not preclude the simultaneous or later exercise by such Party of any of all of such other rights, powers or remedies.

27.3 Supplier shall not be liable for any failure to perform if Supplier presents acceptable evidence, in PRWA's sole judgment, that such failure was due to causes beyond the control and without the fault or negligence of Supplier.

28. COURT COSTS AND ATTORNEY FEES

In the event legal action shall be necessary to enforce any term, covenant or condition herein contained, the Party prevailing in such action, whether reduced to judgment or not, shall be entitled to its reasonable court costs, including accountants' fees and expert witness fees, if any, and attorneys' fees expended in such action. The venue for any litigation shall be Los Angeles County, California.

29. SEVERABILITY

If any term or provision of this Agreement or the application thereof to any person or circumstance shall, to any extent, be invalid or unenforceable, then such term or provision shall be amended to, and solely to, the extent necessary to cure such invalidity or unenforceability, and in its amended form shall be enforceable. In such event, the remainder of this Agreement, or the application of such term or provision to persons or circumstances other than those as to which it is held invalid or unenforceable, shall not be affected thereby, and each term and provision of this Agreement shall be valid and be enforced to the fullest extent permitted by law.

30. GOVERNING LAW

This Agreement shall be governed and construed in accordance with the laws of the State of California.

31. COUNTERPARTS

This Agreement may be signed in any one or more counterparts all of which taken together shall be but one and the same Agreement. Any signed copy of this Agreement or of any other document or agreement referred to herein, or copy or counterpart thereof, delivered by facsimile or email transmission, shall for all purposes be treated as if it were delivered containing an original manual signature of the Party whose signature appears

in the facsimile or email and shall be binding upon such Party in the same manner as though an originally signed copy had been delivered.

32. ENTIRE AGREEMENT

All documents referenced as exhibits in this Agreement are hereby incorporated in this Agreement. In the event of any material discrepancy between the express provisions of this Agreement and the provisions of any document incorporated herein by reference, the provisions of this Agreement shall prevail. This instrument contains the entire Agreement between PRWA and Supplier with respect to the transactions contemplated herein. No other prior oral or written agreements are binding upon the Parties. Amendments hereto or deviations herefrom shall be effective and binding only if made in writing and executed by PRWA and Supplier.

TO EFFECTUATE THIS AGREEMENT, the Parties have caused their duly authorized representatives to execute this Agreement on the dates set forth below.

“PRWA”
PICO RIVERA WATER AUTHORITY

“SUPPLIER”
Calgon Carbon Corporation

Steve Carmona, President

Jeremy J. Jones, DWS Project Manager

Dated: _____

Dated: _____

ATTEST:

APPROVED AS TO FORM:

Cynthia Ayala, Authority Secretary

Arnold M. Alvarez-Glasman,
General Counsel

EXHIBIT A
SCOPE OF SERVICES

**CITY OF PICO RIVERA
PUBLIC WORKS DEPARTMENT
6615 PASSONS BOULEVARD PICO
RIVERA, CA 90660**

**REQUEST FOR PROPOSALS (RFP)
PFAS TREATMENT SYSTEM
ION EXCHANGE RESIN
CIP 50042**

Due: July 14th, 2021 @ 02:00 PM

**Bid Submittal &
Supporting Documentation**

**Calgon Carbon Corporation
3000 GSK Drive
Moon Township, PA 15108
412-787-6771**



**Prepared by:
Charles Drewry, Senior Technical Sales Representative
Kimberly Tyson, Project Manager
Eli Townsend, Applications Engineer
Jeremy Jones, Bid Manager**

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Submittal No. 1

COVER LETTER



July 14, 2021

City of Pico Rivera
Gene Edwards, Senior Engineer
Public Works Department
6615 Passons Boulevard
Pico Rivera, CA 90660

Re: Request for Quotation (RFQ) for Ion Exchange Resin Media and Installation

Dear Mr. Edwards,

I am pleased to present Calgon Carbon's proposal in response to the above RFQ for your Cites PFAS removal project. Our team has prepared a comprehensive package to demonstrate the depth and breadth of Calgon Carbon's capabilities and aptitude. Our experience in PFAS treatment systems spans back more than 15 years, making Calgon Carbon the most capable manufacturer and supplier in the industry. In addition to the information and details that respond directly to the RFQ, you will find supplement information on our, media, and PFAS treatment experience and research.

Calgon Carbon takes pride in contributing to our client's success by managing and delivering large, complex drinking water projects. Specifically, you will find extensive documentation describing our numerous PFAS treatment installations throughout the county. Since the US EPA announced the Health Advisory Limit in 2016, Calgon Carbon has installed more than 180 vessels to treat PFAS contaminated drinking water, both carbon and resin. We have equipment and resin for the largest operational ion exchange PFAS system in the world, consisting of 14 vessels filled with our CalRes 2301 IX resin, for a project in Colorado, and we recently secured another large IX PFAS project in New Jersey. **While these plants will have our CalRes 2301 resin we are continually looking at other resins. Our pilot plants are operating throughout the US.**

We are also pleased to inform you that we will be able to utilize our Santa Fe Springs resin rinse station for your application. Pre rinsing of the resin prior to installation is important as this removes pre cursers in the resin. Pre rinsing is required to all resins in drinking water applications, all our perchlorate and PFAS resin exchanges are pre rinsed prior to installation. Our rinse station is within 45 miles of the site. This location will also store our resin for this project.

Calgon Carbon intends to perform the agreement as a single Proposer and will bear sole and complete responsibility for all work as defined in the RFP and in the agreed upon resultant Agreement, even if any of the work is performed by a sub supplier or manufacturer approved by PRWA. Our pricing is valid for 90 days.

As the number one supplier of PFAS treatment systems in the world, there is no company in the industry that can match Calgon Carbon's experience, expertise, and production capabilities. Thank you for the opportunity to provide this proposal – should you have any questions about its contents, feel free to contact me at any time.

Sincerely,
Charles Drewry

Charles Drewry
Drinking Water Solutions Sales – ISEP/IX, 352-467-0103; Charles.Drewry@kuraray.com

Submittal No. 2

EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

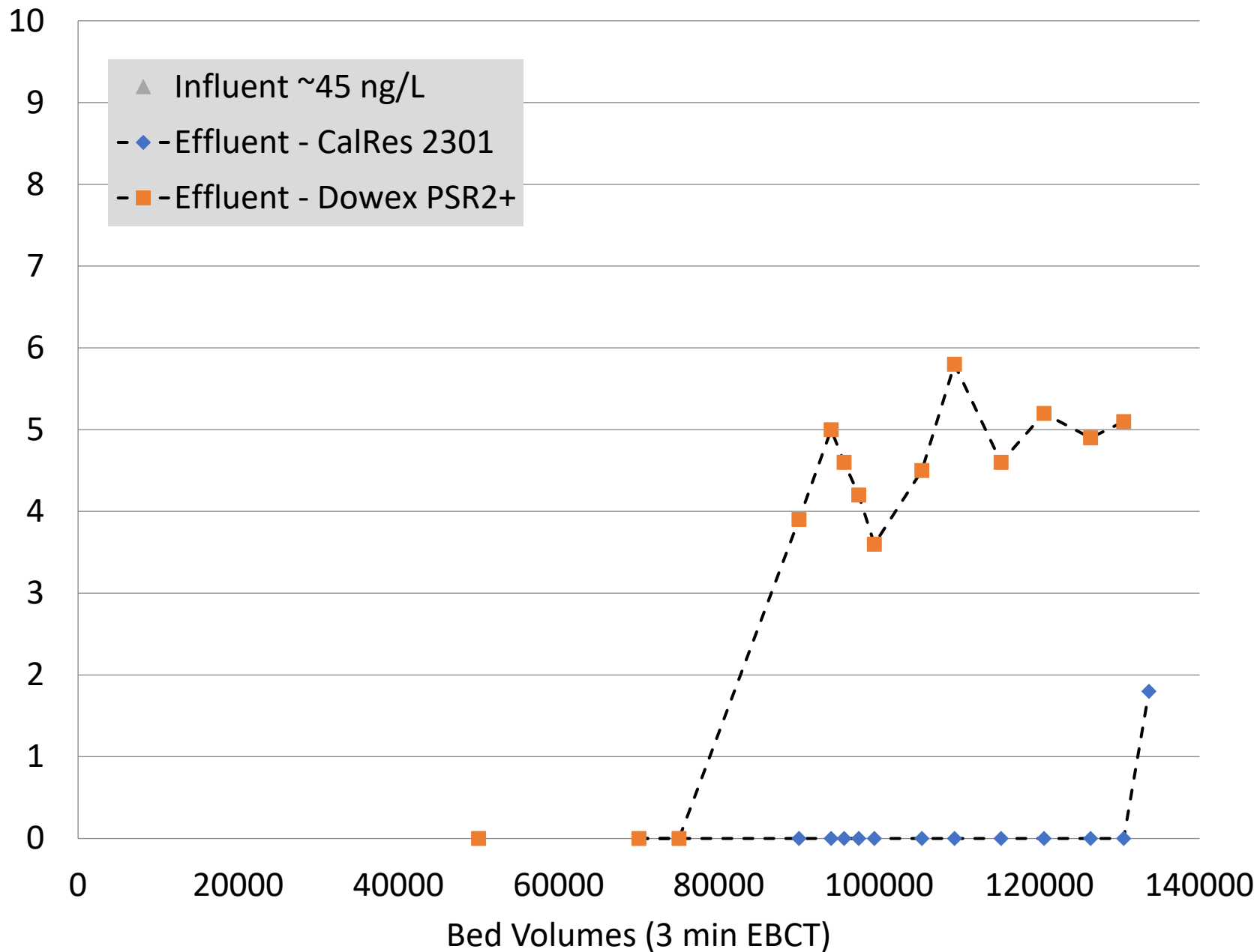
Calgon Carbon has taken a unique approach to the perchlorate and PFAS removal market. Unlike other companies that utilize manufacturers' resin, Calgon Carbon screens and designs new and improved resins. During the testing process we work to develop and produce resins specific to Calgon Carbon. Our resins are not sold by others but are manufactured to our specifications and have been proven to maintain the design flow rate after installation. **Our CalRes 2301 resin, as recommended for this project, is a macroporous resin, which means the resin has a harder shell, allows larger molecules to enter the bead and has transport sites within the resin to allow for better performance in low ppt applications** as compared to gel resins. **The harder shell also resists compression at higher flows which can be an issue with gel resins. Should the resin become contaminated with bacteria the CalRes 2301 can withstand chlorine disinfection, gel resins cannot. Based upon past data we anticipate the CalRes 2301 media to provide ~100% longer runtime to breakthrough of PFOA.**

Our field service staff has many years of experience handling IX resins for both perchlorate and PFAS application. We will utilize our Santa Fe Springs resin rinsing station for the pre rinsing of your resin. Kim Tyson Cain will be your designated project manager, 412 818 6784, Kimberly.Tyson@kuraray.com, Mark Bailey will be your FS Manager, 510 918 4742' Mark.Bailey@kuraray.com .

Our demonstrated success in the market, empowered by R&D and technical know-how and years of experience in equipment design, media, and fabrication, makes Calgon Carbon the most proficient company to fulfill your requirements.



DRINKING WATER
SOLUTIONS





Calgon Carbon History

When the United States entered World War II, coconut shells were the raw material used to produce granular activated carbon, the filtering agent in military gas masks. Faced with a shortage of this crucial war material, the government asked Pittsburgh Coke and Chemical to develop a substitute from a native material. In 1942, the Company produced an activated carbon product using bituminous coal, and that was the beginning of the firm now known as Calgon Carbon Corporation.

Throughout history, Calgon Carbon has been a pioneer in creating new activated carbon products, systems and services from the infancy stages to the current global industry. The Company currently offers carbon technologies used in over 700 distinct market applications from purifying air and drinking water, to purifying foods and pharmaceuticals, to separating gas and removing mercury emissions from coal-powered electrical facilities. As a leader in the activated carbon industry and with ultraviolet light disinfection and oxidation expertise, Calgon Carbon Corporation has originated cutting-edge purification systems for drinking water, wastewater, odor control, pollution abatement, and a variety of industrial and commercial manufacturing processes.

Innovations

Over 20 years ago, Calgon Carbon introduced an advanced UV oxidation process to remediate contaminated groundwater. In 1998, we followed that up with the first radical breakthrough in the treatment of drinking water in decades, when our scientists invented a process that could be used to inactivate Cryptosporidium and other similar pathogens in surface water, rendering them harmless to humans. This inventive process placed Calgon Carbon on the leading edge of UV disinfection technology. With the Sentinel® line for drinking water, the C3 Series™ for wastewater, and the Rayox® line for groundwater and process water, Calgon Carbon continues to lead the marketplace with innovative UV technologies. From the use of granular activated carbon (GAC) for taste and odor removal in the early 1960's, to the development of ultraviolet light technology for pathogen control in the late 1990's, to the application of ion exchange technology for removing perchlorates starting in 2000, Calgon Carbon continues to be a pioneer in making water safer and cleaner.

A Tradition of Innovation

- 1942 - Pittsburgh Coke & Chemical Company, Inc. pioneers the development of coal-based granular activated carbon for use in military protection.
- 1955 - The "Pittsburgh Pulse Bed" system is introduced – the first activated carbon system for sugar decolorization.
- 1960 - The Activated Carbon Division of Pittsburgh Coke and Chemical pioneers the use of granular activated carbon in drinking water treatment.
- 1962 - The Activated Carbon Division reaches a major milestone when 40,000 pounds of bituminous coal-based granular activated carbon is installed for the Virginia-American Water Co., a subsidiary of the American Water Works Service Company, setting a new benchmark for drinking water quality.
- 1965 - Pittsburgh Activated Carbon Company (formerly Pittsburgh Coke & Chemical) is acquired by Calgon Corporation.
- 1967 - Calgon Corporation is reorganized into six autonomous divisions, including the Pittsburgh Activated Carbon Company, responsible for its own marketing and manufacturing.
- 1968 - Calgon Corporation acquired by Merck and Co., Inc.
- 1970 - Chemivron, S.A, headquartered in Brussels, is established to market water pollution control systems, products and engineering services in Europe.
- 1978 - A joint venture is formed with Mitsui Chemicals, Inc. and Mitsui & Co., Ltd.
- 1985 - Calgon Carbon, a wholly-owned subsidiary of Merck and Co., Inc., is acquired by its management through a leveraged buyout.
- 1987 - Calgon Carbon completes initial public offering of common stock.
- 1991 - Calgon Carbon is listed on the New York Stock Exchange (NYSE), trading under the symbol CCC.
- 1993 - In the U.K., Thames Water Utilities, Ltd., grants Calgon Carbon exclusive rights to market its new Sandwich Filter technology for the removal of pesticides and other organic compounds from drinking water.
- 1996 - Calgon Carbon acquires the perox-pure business operations of Vulcan Peroxidation Systems, Inc., (Tucson, Arizona), and Solarchem Enterprises, Inc., (Toronto, Ontario, Canada). Calgon Carbon also acquires Advanced Separation Technologies Incorporated™ (Lakeland, Florida) and Charcoal Cloth (International) Ltd., a British manufacturer of activated carbon in cloth form.
- 1997 - Singapore-based marketing subsidiary Calgon Carbon Asia is formed, serving customers in Korea, Taiwan, the People's Republic of China, Southeast Asia, Australia, New Zealand and India.
- 1998 - Calgon Carbon launches two distinct products: Sentinel® ultraviolet (UV) disinfection system for the inactivation of Cryptosporidium and ISEP® continuous ion exchange system for perchlorate removal.
- 2002 - Calgon Carbon Corporation expands in Asia, starting up a manufacturing plant in China and forming a joint venture with Mitsubishi Chemical Corporation of Tokyo, Japan to produce and sell activated carbon and related services throughout Japan.
- 2004 - The company acquires Waterlink Specialty Products, known as Barnebey Sutcliffe in the United States, and Sutcliffe Speakman in Europe, to enhance capabilities in carbon reactivation, impregnation and on-site services.
- 2005 - Calgon Carbon Corporation and C. Gigantic Carbon (Gigantic) form a joint-venture company to provide carbon reactivation services to the Thailand market. The new company, Calgon Carbon (Thailand) Ltd. begins operation.
- 2007 - First contract for FLUEPAC® powdered activated carbon for treatment of mercury in flue gas streams from coal-fired electric power plant is signed and secured.
- 2009 - The company unveils a new corporate logo, re-positioning the former logo's distinctive "ellipse" shape into a forward-moving direction to symbolize the company's anticipated long-term growth.
- 2010 - Calgon Carbon acquires two companies: the firm Zwicky Denmark and Sweden, service providers and long-term distributors of Chemivron Carbon's activated carbon products; and purchases the outstanding stock of Hyde Marine Inc., a manufacturer of systems that utilize filters and UV technology to treat marine ballast water.
- Calgon Carbon's Blue Lake, California plant is the first in the U.S. to receive certification from NSF International under NSF/ANSI Standard 61: Drinking Water System Components – Health Effects for custom reactivated carbon for potable water applications.
- 2011 - The acquisition of Calgon Carbon Japan KK (CCJ), the former joint venture between Calgon Carbon Corporation and Mitsubishi Chemical Corporation is completed.
- Additionally, the company announces that the City Council of Phoenix, Arizona has selected Calgon Carbon to negotiate a contract to provide reactivation services for a ten-year period, and also includes the construction of a reactivation facility in Maricopa County, Arizona.
- 2012 - Calgon Carbon's chairman, president and chief executive officer, John S. Stanik, retires. Randy Dearth is appointed president and chief executive officer.
- 2014 - Randy Dearth assumes the position of Chairman of the Board.



KEY FIELD SERVICE, TECHNICAL SUPPORT, AND ACCOUNTS ASSISTANCE QUALIFICATIONS

I. FIELD SERVICES SUPPORT TO CUSTOMER OPERATIONS

Calgon Carbon Corporation maintains a Field Services Department responsible for providing carbon, equipment, and other media installation or exchange as well as customer training, operating and start-up assistance to municipal drinking water plants, municipal waste water authorities, and remediation, industrial, and food processing customers across the entire Calgon Carbon products and services offerings. Calgon Carbon's Field Service Representatives and Managers are professionally trained in the installation and operation of equipment used in ground and surface water purification and in vapor phase odor control systems. Other Field Services' responsibilities include transportation co-ordination and scheduling, process related performance testing or troubleshooting, equipment inspection, cost estimation, and field supervision with contractor/vendor selection as the need arises. Through continuous education and training, customer satisfaction and an excellent on-site safety record re achieved. Field Service Managers are available for consultation or assistance 24 hours a day, 7 days a week. Key Individuals are:

William Henderson, P.E. – Manager – Field Services and React Products

Bill joined Calgon Carbon Corporation in 2002 as an Application Engineer and has held a variety of roles during his tenure with the company. Currently, he holds a dual position as both a Field Service Regional Manager and a Product Manager. His responsibilities in Field Service include managing the Eastern Region where his team is responsible for equipment and carbon installations, operations training and system maintenance for municipal water treatment and odor control applications, as well as industrial and wastewater applications. His team also provides support with logistics and product development for all market areas. As a Product Manager, Bill manages the industrial and custom food grade reactivated carbons. Prior to joining Calgon Carbon, Bill spent 13 years in environmental engineering consulting, investigating remediation sites as well as designing and installing remediation systems. Bill is a licensed Chemical Engineer in the State of Pennsylvania and holds two Bachelor of Science degrees from Purdue University.

Mark T. Bailey - Field Services Manager, West Region

Mark Bailey joined Calgon Carbon Corporation in 1997 as Manager of the West Region Field Services Department. Mark has over 34 years of experience in environmental management, 28 of which was directly serving the activated carbon industry. He is responsible for equipment and carbon installations, operations training and system maintenance for municipal water treatment and odor control applications, as well as industrial and wastewater applications. Mark also provides estimates to the bid coordination department at CCC Headquarters, and supports the regional sales people in providing customer service to the West Region.

II. TECHNICAL AND PROCESS SUPPORT PERSONNEL

Calgon Carbon Corporation maintains an Applications Engineering Department that can be utilized to consult with municipal drinking and waste water customers regarding process or operational concerns on an on-going basis. They have extensive experience with recommending carbon, equipment, and other media used in ground and surface water purification and in vapor phase odor control systems. Application Engineers have primary responsibility for consulting with customers participating in Calgon Carbon's service oriented business element and for assistance to our Sales Department in new and existing applications of carbon technology. This consulting work may or may not be on a per diem or project basis, but is available to all customers of Calgon Carbon Corporation.

Calgon Carbon Corporation has a variety of well-trained, specialized individuals suited to assist customers with a multitude of water treatment requirements including process related performance testing or troubleshooting. A brief synopsis of the technical expertise of several key individuals available to meet customer needs relevant to the proposed liquid phase project is as follows:

III. SALES AND ACCOUNT MANAGEMENT PERSONNEL

Leo P. Zappa – Executive Director, Drinking Water Solutions

Leo Zappa is the head of Calgon Carbon's Drinking Water Solutions Business Line, which is responsible for sales of activated carbon, ion exchange resin, and associated equipment and services for the treatment of water in the municipal and point of entry markets in the Americas. Leo has worked for Calgon Carbon Corporation for 29 years, holding positions in sales management, product management, marketing, and project management. He earned an M.B.A. from Robert Morris University, a B.S. in building construction technology from the Pennsylvania State University, and an Associate's degree in architectural engineering from the Pennsylvania State University. Mr. Zappa is also a graduate of the United States Army combat engineer school (Ft. Belvoir, VA

Dr. Adam Redding, PhD – Technical Director, Drinking Water Solutions

Adam Redding completed his Ph.D. in environmental engineering at Penn State University in 2008. Adam also completed both his M.S. and B.S. degrees at Penn State in environmental and civil engineering, respectively. Both his M.S. and Ph.D. degrees focus on predicting the performance of activated carbons for drinking water treatment, in particular the removal of endocrine-disrupting and pharmaceutical compounds. Adam has worked in the activated carbon industry since 2008 in applications involving municipal, industrial, and food & beverage water treatment.

Michael Donaway – Account Manager

Michael Donaway is a National Accounts Manager for the Northeastern region of the United States for the Drinking Water Solutions Business Line. He has been with Calgon Carbon Corporation since 1989.

Mark Peet – Account Manager

Mark has 24 years in the activated carbon industry with past experience as Regional Sales Manager and Equipment Product Manager for a filtration services group servicing petrochemical, refining, industrial, & remediation markets. He came to Calgon Carbon Corporation in February 2004 through an acquisition and is the Senior Technical Sales Representative responsible for municipal activated carbon and equipment sales in the Central/Southwestern US including accounts in Arizona, Arkansas, Kansas, Louisiana, Mississippi, Missouri, New Mexico, Oklahoma, and Texas.

James Gray – Regional Account Manager

James Gray is a Regional Account Manager for the Midwest and Canadian Regions for the Drinking Water Solutions Business Line. He has been with Calgon Carbon Corporation since 2009.

Amber Simonic – Senior Sales Manager

Amber is the Senior Sales Manager within the Drinking Water Solutions Business Line. She has responsibility for direct sales in the mid-Atlantic and Southeast Region of the United States for all Municipal related sales of granular activated carbon. Amber is also the sales manager for three territories encompassing the Southeast, Midwest and Southern California geographies.

Ben Goecke – Account Manager

Ben is a Senior Technical Sales Account Manager for the Western Region of the United States for the Drinking Water Solutions Business Line. He has been with Calgon Carbon Corporation since 2015 and holds a B.S degree in Environmental Engineering from UC Berkeley.

Tim Brekke – Account Manager

Tim is a Technical Sales Representative for the Southern California Region for the Drinking Water Solutions Business Line. He was with Calgon Carbon Corporation since 2018 and holds a B.S. in Chemical Engineering from Iowa State University.

Michael Prevade – National Accounts Manager

Mike has been working for Calgon Carbon Corporation for over 22 years. He holds a B.S. in Electrical Engineering from Point Park College and an MBA from Robert Morris University. He has been a National Account Manager for a variety of market segments including corn sweetener and municipal odor control, industrial air treatment and point of use water purification, municipal drinking water and point of entry water treatment. His responsibilities have ranged from regional to international account management. Most recently his role is one of Account Management and Development in the Southeast United States for the municipal drinking water market. His focus is on the promotion of activated carbon treatment for compliance with PFAS applications, Disinfection By-Products Regulations and Emerging Contaminants.

Charles Drewry – National Sales Manager, ISEP/Ion Exchange Water Treatment Technologies Drinking Water Solutions

A graduate of Indiana State University with a B.S. in Business, Charles has worked with Calgon Carbon Corporation for over 19 years. Sales responsibility included UV technologies, odor control, GAC CMR, ISEP and Ion Exchange treatment systems for water treatment, Charles also assisted in developing the first one-pass resin system for perchlorate, was instrumental in the first DDW system in California for the regenerable perchlorate systems and most recently identifying PFAS resins for one pass resin systems for the removal of PFAS from water.

Kendra Ryan - Product Manager

Kendra Ryan is the Drinking Water Solutions Product Manager with Calgon Carbon Corporation, currently providing activated carbon and ion exchange resin product management support to the Drinking Water Solutions Business Line. She is located at the Calgon Carbon Corporation headquarters in Pittsburgh, PA. Kendra has been with Calgon Carbon since 2008. She received a BS degree in Chemical Engineering from Youngstown State University in 2008 and an MBA from Robert Morris University in 2019. Prior to working at Calgon Carbon, Kendra worked for Case Western Reserve University on proton exchange membrane fuel cells, and also Fireline/TCON Inc., an industrial ceramics manufacturer.

Eli Townsend - Applications Engineer

Eli Townsend received his Master of Science in Civil Engineering from University of Colorado at Boulder in 2014 where he studied with Prof. R. Scott Summers. There, he focused on DBP reduction strategies, process efficiency, taste & odor removal, and environmental study design. He then worked as a consultant for the better part of four years where he was able to hone his process, testing, and water quality skills. Since joining Calgon in March of 2019, Eli is currently working on several DBP, PFAS, taste and odor, and process evaluation projects. He is responsible for product selection, treatment system design, and test development among other things.

Casey Theys – Applications Engineer

Casey Theys is a Technical Development Engineer for the Drinking Water Solutions group at Calgon Carbon Corporation where he is responsible for product selection, treatment system design and application trouble shooting for municipalities in the Eastern United States. He has been with Calgon Carbon since June 2013 with experience in Activated Carbon as well as Ultraviolet Light Disinfection and Advanced Oxidation processes. He graduated from the Pennsylvania State University in 2011 with a B.S in Chemical Engineering.

Kimberly Cain – Sales Account Manager

Kimberly Cain has been with Calgon Carbon Corporation for fifteen (15) years working in various departments such as Customer Service and Logistics. Kim is currently the Bid Coordinator and Municipal Accounts Manager for the Drinking Water Solutions Business Line.

Robyn Galiardi – Sales Account Manager

Robyn Galiardi has been with Calgon Carbon Corporation since 2015. Robyn started as a Customer Service Expert and joined the team in February 2018. She is currently the Bid Coordinator and a Sales Account Manager for the Drinking Water Solutions Business Line. She graduated from Pennsylvania State University with a B.S. in Business Logistics.

Eric Forrester – Sales Account Manager

Eric Forrester is an Account Manager for the Drinking Water Solutions Business Line at Calgon Carbon Corporation, where he is responsible for cost estimation, coordination, and project management for drinking water clients across the United States. He has been at Calgon since 2015 and has previously been an Applications Engineer and Business Development Manager for drinking water applications. He graduated summa cum laude from University at Buffalo, earning a B.S. in Chemical Engineering and a B.A. in Mathematics.

Jeremy Jones - Sales Account Manager

Jeremy Jones joined Calgon Carbon Corporation in 2020 as Bid Coordinator and Sales Account Manager for the Drinking Water Solutions Business Line. Jeremy is a graduate of California University of Pennsylvania and Cornell University.

Submittal No. 3

**PROPOSER'S QUALIFICATIONS AND
METHODOLOGY**

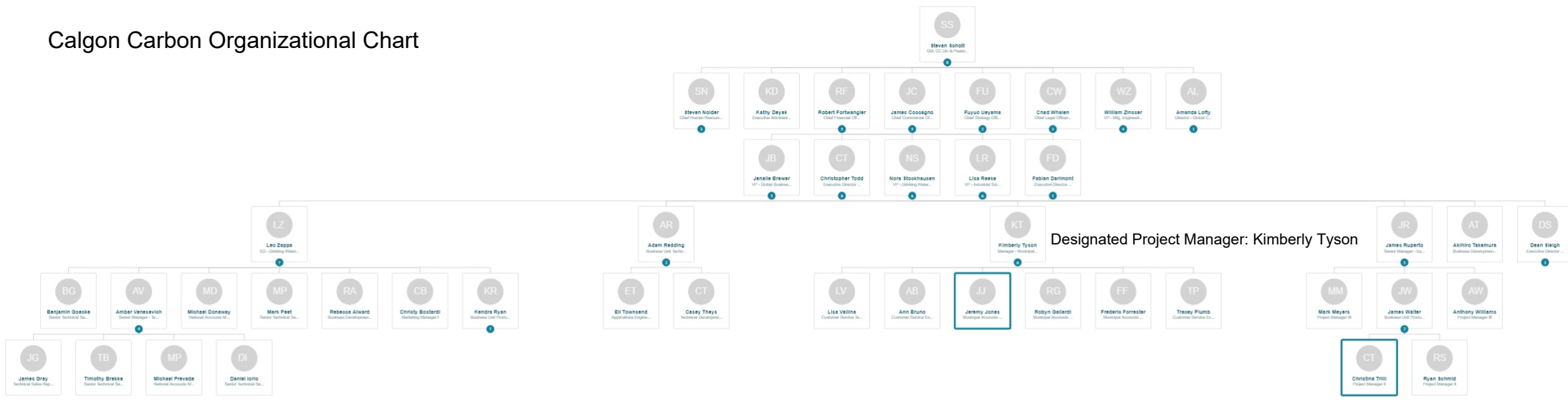
Packaging, Delivery, Storage, and Handling Procedures:

1. The anion exchange resin shall be shipped and delivered in bulk.
2. The resin shall be transported and delivered in trailers used solely for the transport of potable water IX Resin. Trailers shall be thoroughly cleaned and sanitized prior to filling with IX Resin and shall be lined or constructed with materials suitable for transporting IX Resin that will be in contact with potable water.
3. Weight and handling instructions shall be included with each shipment to the Construction Site.
4. Resin shall not be delivered to the Site until written authorization is provided by Owner.
5. Delivery of resin shall be to the following locations:
 - Plant 1: 8739 Gallatin Road, Pico Rivera, 90660
 - Plant 2: 8316 Washington Boulevard, Pico Rivera, 90660
 - Plant 3: 9732 Lundahl Road, Pico Rivera, 90660
 - Well 5: 8305 Slauson Avenue, Pico Rivera, 90660.
6. The resin shall be loaded into the vessels within 48 hours of off-site rinsing.
7. The resin shall be transferred directly to the IX vessels as water slurry using air pressure provided by the Contractor as the motive force.

IX SYSTEMS ONE PASS EXPERIENCE REFERENCES FOR DRINKING WATER

Owner/Site	System	Date	Contact
Widefield Water & Sanitation District	(5) M 10 Systems CalRes 2301 - 5000 gpm	2017 & 2019	Brandon Bernard (719)-464-2051
California Domestic Water Company, Whittier, CA	Fixed Bed IX system for perchlorate removal – 5000 gpm	2002	Che Venegas (562)-947-3811
Security Water & Sanitation District Colorado Springs, CO	(4) M 12 Systems for PFAS CalRes 2301 – 6800 gpm	2017 & 2018	Stephanie Schwenke (719)-227-0072
California Domestic Water Whittier, CA	(3) Model 10 Systems for PFAS CalRes 2301 – 3000 gpm	March 2021	Che Venegas (719)-947-3811
New Jersey American Water Springfield, NJ	(2) Model 10 Systems for PFAS CalRes 2301	2019	Rich Bowen (317) -842-2616
Lincoln Avenue Water Company, Altadena, CA	Fixed Bed IX system for perchlorate removal – 2000 gpm	2007	Jenifer Betancourt (626)-798-9191 x13
San Gabriel Valley Water Company, Alhambra, CA	Fixed Bed IX system for perchlorate removal – 15000 gpm	2003	David Van (626)-433-7924
West Valley Water District, La Puente, CA	Fixed Bed IX system for perchlorate removal – 2000 gpm	2000	General Manager (909)-820-3702
Pasadena Water and Power, Pasadena, CA	Fixed Bed IX system for perchlorate removal – 8000 gpm	2010	Michele Carina (626)-744-7012
Lockheed Martin	Fixed Bed IX systems for Perchlorate, 18 systems, 18,000 gpm	2010	Patrick McCullough (818)-847-0584

Calgon Carbon Organizational Chart



SALES SPECIFICATION SHEET

CALRES 2301 WW

Water Washed Macroporous Strong Base Anion Resin

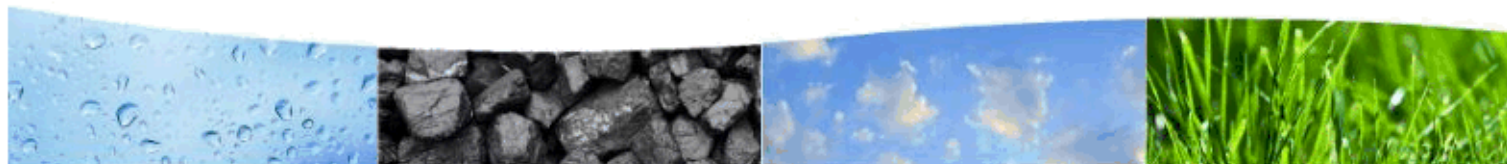
Test	Specification		Calgon Carbon Test Method
	Min	Max	
TOTAL CAPACITY (ANION), eq/l	0.51	-	ASTM D2187
WATER RETENTION CAPACITY, wt%	48	60	ASTM D2187
PARTICLE SIZE RANGE, wt%	95	-	ASTM D2187

This product may or may not contain the WQA Gold Seal (NSF 61 certification). Please reference the Water Quality Association website for usage.

THIS PRODUCT IS NOT INCLUDED IN THE SCOPE OF CCC'S QUALITY SYSTEM CERTIFIED TO ISO 9001.

NOTE: CCC'S Quality System elements are applied whenever possible.

Calgon Carbon Corporation's resin products are continuously being improved and changes may have taken place since this publication went to press. 98007-06/19/2020



+1 800 422 7266 calgoncarbon.com



Water Quality Association Gold Seal Certificate Calgon Carbon Corporation

P O Box 717
Pittsburgh, PA United States

Facility: Calgon Carbon Corporation

Certification Date: September 21, 2020

Authorized By: *Caren L. Settler*

Caren L. Settler
Process Improvement Manager

Water Quality Association
4151 Naperville Road
Lisle, IL 60532, USA



Products are evaluated according to Product Certification Scheme Type 5, as defined in ISO/IEC 17067 (current version).
This Certificate, or any part thereof, may not be used in a misleading manner and validation of its use is contingent upon the Official WQA web-listing.
Please contact your Project Leader for product expiration terms. All Standards referenced in the Product Certification Schemes by Standard Name.

Revision: 01/14/2020

FORM.12046

Water Quality Association Official Gold Seal Listing

Granted to the following company:

Calgon Carbon Corporation
P O Box 717
Pittsburgh, PA 15230 United States

For the Facility Located at:

Calgon Carbon Corporation
12832 Imperial Highway
Santa Fe Springs, CA 90670 United States

The WQA Gold Seal Certification Department has issued certification for the following model(s) to the standard(s) below. Only models that appear in the official listing are authorized to bear the WQA Gold Seal.

NSF/ANSI/CAN 61 - 2018: Drinking Water System Components - Health Effects

CalRes 2109

CalRes 2109 OS WW

CalRes 2122

CalRes 2122 KR WW

CalRes 2301

CalRes 2301 OS WW

CalRes 2304

CalRes 2304 KR WW

Notice: To request any changes to the certified model(s), please request a Change to Certified Product (CCP) form. Examples include any change to the wetted part or formulations such as supplier or material types, literature, or a change in company name. This list is not all inclusive. Failure to submit documentation regarding changes may result in non-compliance with the standard(s) as well as de-listing of the affected models.

Submittal No. 4

PROJECT COMPLETION SCHEDULE

**Pico Rivera Bid
CIP 50042**

**Due
July 14, 2021 at 2:00 pm**

Estimated Field Service Schedule

20 vessels -install only

Plant 1 site – 6 vessels (2,544 ft³ resin)

Plant 2 site – 6 vessels (2,544 ft³ resin)

~~**Plant 3 site – 6 vessels (2,544 ft³ resin)**~~

Well 5 site – 2 vessels (848 ft³ resin)

For each Six Vessels: One man two days

For each Two Vessels: One man one day

Estimated total days for 20 vessels is 7 days. This assumes filters are ready to fill beginning day 1.

EXHIBIT B
APPROVED FEE SCHEDULE

PROPOSAL FORM

**PFAS TREATMENT SYSTEM (CIP NO. 50042)
ION EXCHANGE RESIN**

ITEM	DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT PRICES	EXTENDED AMOUNT
1	Plant 1 site – 6 vessels	CF	2,544	\$ 294.16	\$ 748,343.04
2	Plant 2 site – 6 vessels	CF	2,544	\$ 294.16	\$ 748,343.04
3	Plant 3 site – 6 vessels	CF	2,544	\$ 294.16	\$ 748,343.04
4	Well 5 site – 2 vessels	CF	848	\$ 294.16	\$ 249,447.68

TOTAL PROPOSAL: \$ ~~2,494,476.80~~
\$1,746,133.76

NOTE:

- CF = cubic feet
- Items may be adjusted or deleted. Any changes to the quantities for these items shall not constitute a substantial change. No adjustment in the unit prices will be allowed. PRWA reserves the right to not use any of the estimated quantities; and if this right is exercised, the Vendor will not be entitled to any additional compensation.

EXHIBIT C
TERMS FOR COMPLIANCE WITH CALIFORNIA LABOR LAW REQUIREMENTS

1. This Agreement calls for services that, in whole or in part, constitute “public works” as defined in Division 2, Part 7, Chapter 1 (commencing with Section 1720) of the California Labor Code (“Chapter 1”). Further, Consultant acknowledges that this Agreement is subject to (a) Chapter 1 and (b) the rules and regulations established by the Department of Industrial Relations (“DIR”) implementing such statutes. Therefore, as to those Services that are “public works”, Consultant shall comply with and be bound by all the terms, rules and regulations described in 1(a) and 1(b) as though set forth in full herein.

2. California law requires the inclusion of specific Labor Code provisions in certain contracts. The inclusion of such specific provisions below, whether or not required by California law, does not alter the meaning or scope of Section 1 above.

3. Consultant shall be registered with the Department of Industrial Relations in accordance with California Labor Code Section 1725.5, and has provided proof of registration to PRWA prior to the Effective Date of this Agreement. Consultant shall not perform work with any subconsultant that is not registered with DIR pursuant to Section 1725.5. Consultant and subconsultants shall maintain their registration with the DIR in effect throughout the duration of this Agreement. If the Consultant or any subconsultant ceases to be registered with DIR at any time during the duration of the project, Consultant shall immediately notify PRWA.

4. Pursuant to Labor Code Section 1771.4, Consultant’s Services are subject to compliance monitoring and enforcement by DIR. Consultant shall post job site notices, as prescribed by DIR regulations.

5. Pursuant to Labor Code Section 1773.2, copies of the prevailing rate of per diem wages for each craft, classification, or type of worker needed to perform the Agreement are on file at City Hall and will be made available to any interested party on request. Consultant acknowledges receipt of a copy of the DIR determination of such prevailing rate of per diem wages, and Consultant shall post such rates at each job site covered by this Agreement.

6. Consultant shall comply with and be bound by the provisions of Labor Code Sections 1774 and 1775 concerning the payment of prevailing rates of wages to workers and the penalties for failure to pay prevailing wages. The Consultant shall, as a penalty to PRWA, forfeit \$200.00 for each calendar day, or portion thereof, for each worker paid less than the prevailing rates as determined by the DIR for the work or craft in which the worker is employed for any public work done pursuant to this Agreement by Consultant or by any subconsultant.

7. Consultant shall comply with and be bound by the provisions of Labor Code Section 1776, which requires Consultant and each subconsultant to: keep accurate payroll records and verify such records in writing under penalty of perjury, as specified

in Section 1776; certify and make such payroll records available for inspection as provided by Section 1776; and inform PRWA of the location of the records.

8. Consultant shall comply with and be bound by the provisions of Labor Code seq. concerning the employment of apprentices on public works projects. Consultant shall be responsible for compliance with these aforementioned Sections for all apprenticeable occupations. Prior to commencing work under this Agreement, Consultant shall provide PRWA with a copy of the information submitted to any applicable apprenticeship program. Within 60 days after concluding work pursuant to this Agreement, Consultant and each of its subconsultants shall submit to PRWA a verified statement of the journeyman and apprentice hours performed under this Agreement.

9. The Consultant shall not perform Work with any Subconsultant that has been debarred or suspended pursuant to California Labor Code Section 1777.1 or any other federal or state law providing for the debarment of consultants from public works. The Consultant and Subconsultants shall not be debarred or suspended throughout the duration of this Contract pursuant to Labor Code Section 1777.1 or any other federal or state law providing for the debarment of consultants from public works. If the Consultant or any subconsultant becomes debarred or suspended during the duration of the project, the Consultant shall immediately notify PRWA.

10. Consultant acknowledges that eight hours labor constitutes a legal day's work. Consultant shall comply with and be bound by Labor Code Section 1810. Consultant shall comply with and be bound by the provisions of Labor Code Section 1813 concerning penalties for workers who work excess hours. The Consultant shall, as a penalty to PRWA, forfeit \$25.00 for each worker employed in the performance of this Agreement by the Consultant or by any subconsultant for each calendar day during which such worker is required or permitted to work more than eight hours in any one calendar day and 40 hours in any one calendar week in violation of the provisions of Division 2, Part 7, Chapter 1, Article 3 of the Labor Code. Pursuant to Labor Code section 1815, work performed by employees of Consultant in excess of eight hours per day, and 40 hours during any one week shall be permitted upon public work upon compensation for all hours worked in excess of eight hours per day at not less than one and one-half times the basic rate of pay.

11. California Labor Code Sections 1860 and 3700 provide that every employer will be required to secure the payment of compensation to its employees. In accordance with the provisions of California Labor Code Section 1861, Consultant hereby certifies as follows:

“I am aware of the provisions of Section 3700 of the Labor Code which require every employer to be insured against liability for workers' compensation or to undertake self-insurance in accordance with the provisions of that code, and I will comply with such provisions before commencing the performance of the work of this contract.”

12. For every subconsultant who will perform work on the project, Consultant shall be responsible for such subconsultant's compliance with Chapter 1 and Labor Code

Sections 1860 and 3700, and Consultant shall include in the written contract between it and each subconsultant a copy of those statutory provisions and a requirement that each subconsultant shall comply with those statutory provisions. Consultant shall be required to take all actions necessary to enforce such contractual provisions and ensure subconsultant's compliance, including without limitation, conducting a periodic review of the certified payroll records of the subconsultant and upon becoming aware of the failure of the subconsultant to pay his or her workers the specified prevailing rate of wages. Consultant shall diligently take corrective action to halt or rectify any failure.

13. To the maximum extent permitted by law, Consultant shall indemnify, hold harmless and defend (at Consultant's expense with counsel reasonably acceptable to PRWA) PRWA, its officials, officers, employees, agents and independent consultants serving in the role of PRWA officials, and volunteers from and against any demand or claim for damages, compensation, fines, penalties or other amounts arising out of or incidental to any acts or omissions listed above in this Exhibit C by any person or entity (including Consultant, its subconsultants, and each of their officials, officers, employees and agents) in connection with any work undertaken or in connection with the Agreement, including without limitation the payment of all consequential damages, attorneys' fees, and other related costs and expenses. All duties of Consultant under this Section shall survive the termination of the Agreement.

AGREEMENT NO. _____
PROFESSIONAL SERVICES AGREEMENT
BETWEEN THE PICO RIVERA WATER AUTHORITY AND
JACOBS ENGINEERING GROUP, INC.

1. IDENTIFICATION

THIS PROFESSIONAL SERVICES AGREEMENT (“Agreement”) is entered into by and between the Pico Rivera Water Authority, a California municipal corporation (“PRWA”) and Jacobs Engineering Group, Inc. (“Consultant”). PRWA and Consultant are sometimes hereinafter individually referred to as a “Party” and collectively referred to as “Parties.”

2. RECITALS

2.1 PRWA has determined that it requires professional services from a consultant to provide engineering services for the design, bidding and construction support of the PFAS Treatment System Project (CIP 50042).

2.2 Consultant represents that it is fully qualified to perform such professional services by virtue of its experience and the training, education and expertise of its principals and employees. Consultant further represents that it is willing to accept responsibility for performing such services in accordance with the terms and conditions set forth in this Agreement.

2.3 PRWA and Consultant previously entered into Agreement No. 20-50 Professional Service Agreement between the Pico Rivera Water Authority and Jacobs Engineering Group, Inc. for the design, bidding and construction support of the PFAS Treatment System which expired in November 2022. PRWA and Consultant desire to enter into this Agreement for Consultant to complete the remaining Scope of Services under Agreement No. 20-50.

NOW, THEREFORE, for and in consideration of the performance by the Parties of the mutual covenants and conditions herein contained, the Parties hereto agree as follows:

3. DEFINITIONS

3.1 “Scope of Services”: Such professional services as are set forth in the Consultant’s October 19, 2020 proposal to PRWA attached hereto as Exhibit “A” and incorporated herein by this reference.

3.2 “Approved Fee Schedule”: Such compensation rates as are set forth in the Consultant’s October 19, 2020 proposal to PRWA attached hereto as Exhibit “B.”

3.3 “Commencement Date”: November 11, 2022

3.4 “Expiration Date”: May 11, 2025

4. TERM

The term of this Agreement shall commence at 12:00 a.m. on the Commencement Date and shall expire at 11:59 p.m. on the Expiration Date unless extended by written agreement of the Parties or terminated in accordance with Section 22 below.

5. CONSULTANT'S SERVICES

5.1 Consultant shall perform the services identified in the Scope of Services. PRWA shall have the right to request, in writing, changes in the Scope of Services. Any such changes mutually agreed upon by the Parties, and any corresponding increase or decrease in compensation, shall be incorporated by written amendment to this Agreement. In no event shall the total compensation and costs payable to Consultant under this Agreement exceed the sum of ONE MILLION TWO HUNDRED EIGHTY-NINE THOUSAND ONE HUNDRED NINETY-FOUR DOLLARS (\$1,289,194.00) unless specifically approved in advance, in writing, by PRWA.

5.2 Consultant shall perform all work to the degree of skill and diligence normally employed by professional engineers or consultants, in accordance with the customary and reasonable standards of the industry, in performing the same or similar Services at the time said services are performed.

6. COMPENSATION

6.1 PRWA agrees to compensate Consultant for the services provided under this Agreement, and Consultant agrees to accept in full satisfaction for such services, payment in accordance with the Approved Fee Schedule.

6.2 Consultant shall submit to PRWA an invoice, on a monthly basis or less frequently, for the services performed pursuant to this Agreement. Each invoice shall itemize the services rendered during the billing period and the amount due. Within ten (10) business days of receipt of each invoice, PRWA shall notify Consultant in writing of any disputed amounts included on the invoice. Within thirty (30) calendar days of receipt of each invoice, PRWA shall pay all undisputed amounts included on the invoice. PRWA shall not withhold applicable taxes or other authorized deductions from payments made to Consultant.

6.3 Payments for any services requested in writing by PRWA and not included in the Scope of Services shall be made to Consultant by PRWA on a time-and-materials basis using Consultant's standard fee schedule. Fees for such additional services shall be paid within sixty (60) days of the date Consultant issues an invoice to PRWA for such services.

7. BUSINESS LICENSE

Consultant shall obtain a PRWA business license prior to commencing performance under this Agreement.

8. COMPLIANCE WITH LAWS

Consultant shall keep informed of State, Federal and Local laws, ordinances, codes and regulations that in any manner affect those employed by it or in any way affect the performance of its services pursuant to this Agreement. The Consultant shall at all times comply with such laws, ordinances, codes and regulations. Without limiting the generality of the foregoing, if Consultant is an out-of-state corporation or LLC, it must be qualified and registered to do business in the State of California pursuant to sections 2105 and 17708.02 of the California Corporations Code. The PRWA, its officers and employees shall not be liable at law or in equity occasioned by failure of Consultant to comply with this Section.

9. CONFLICT OF INTEREST

Consultant covenants that it presently has no interest and shall not acquire any interest, direct or indirect, which may be affected by the services to be performed by Consultant under this Agreement, or which would conflict in any manner with the performance of its services hereunder. During the term of this Agreement, Consultant shall not perform any work for another person or entity for whom Consultant was not working at the Commencement Date if both: (i) such work would require Consultant to abstain from a decision under this Agreement pursuant to a conflict of interest statute; and (ii) PRWA has not consented in writing prior to Consultant's performance of such work.

10. PERSONNEL

Consultant represents that it has, or will secure at its own expense, all personnel required to perform the services identified in the Scope of Services. All such services shall be performed by Consultant or under its supervision, and all personnel engaged in the work shall be qualified to perform such services. Consultant reserves the right to determine the assignment of its own employees to the performance of Consultant's services under this Agreement, but PRWA reserves the right, for good cause, to require Consultant to exclude any employee from performing services on PRWA's premises. Cindy Yeager, P.E., PMP shall be Consultant's project administrator and shall have direct responsibility for management of Consultant's performance under this Agreement. No change shall be made in Consultant's project administrator without PRWA's prior written consent.

11. OWNERSHIP OF WRITTEN PRODUCTS

All reports, documents or other written material (“written products”) developed by Consultant in the performance of this Agreement shall be and remain the property of PRWA without restriction or limitation upon its use or dissemination by PRWA. Consultant may take and retain copies of such written products as desired, but no such written products shall be the subject of a copyright application by Consultant. If any state, federal, or local law requires mandatory copyright protection for Consultant’s work product, PRWA shall comply with such laws to the extent feasible.

12. INDEPENDENT CONSULTANT

12.1 Consultant is, and shall at all times remain as to PRWA, a wholly independent consultant. Consultant shall have no power to incur any debt, obligation, or liability on behalf of PRWA or otherwise to act on behalf of PRWA as an agent. Neither PRWA nor any of its officers, employees or agents shall have control over the conduct of Consultant or any of Consultant’s employees, except as set forth in this Agreement. Consultant shall not at any time represent that it is, or that any of its agents or employees are, in any manner employees of PRWA.

12.2 The Parties further acknowledge and agree that nothing in this Agreement shall create or be construed to create a partnership, joint venture, employment relationship, joint-employer relationship, or any other relationship between Consultant or Consultant’s employees except as set forth in this Agreement.

12.3 PRWA shall have no direct or indirect control over Consultant’s employees or sub-consultants with respect to wages, hours, and working conditions. In addition, PRWA shall not deduct from the Compensation paid to Consultant any sums required for Social Security, withholding taxes, FICA, state disability insurance or any other federal, state or local tax or charge which may or may not be in effect or hereinafter enacted or required as a charge or withholding on the compensation paid to Consultant, Consultant’s employees or subconsultants. PRWA shall have no responsibility to provide Consultant, its employees or subconsultants with workers’ compensation insurance or any other insurance.

12.4 The Parties further acknowledges the following: (i) that Consultant shall provide the services outlined in the Scope of Services directly to City; (ii) Consultant maintains a business location at the address listed under Section 20 that is separate and distinct from the City; (iii) Consultant contracts with other businesses to provide the same or similar services and maintains a clientele without restriction from the City; (iv) Consultant advertises and holds itself out to the public as available to provide the same or similar services; (v) unless otherwise specified in this Agreement, Consultant provides its own tools, vehicles, and equipment necessary for performing the Scope of Services; (vi) Consultant has proposed and negotiated its own rates; and (vii) consistent with the nature and demands of the project and the City’s business hours, Consultant may set its own hours and location of work.

13. CONFIDENTIALITY

All data, documents, discussion, or other information developed or received by Consultant or provided for performance of this Agreement are deemed confidential and shall not be disclosed by Consultant without prior written consent by PRWA. PRWA shall grant such consent if disclosure is legally required. Upon request, all PRWA data and any copies thereof shall be returned to PRWA upon the termination or expiration of this Agreement.

14. NON-LIABILITY OF PRWA OFFICIALS AND EMPLOYEES

No official or employee of the PRWA shall be personally liable to Consultant in the event of any default or breach by PRWA, or for any amount which may become due to Consultant.

15. INDEMNIFICATION

15.1 To the fullest extent permitted by law, Consultant shall indemnify, hold harmless and defend PRWA, its officers, agents, elected and appointed officials, employees, affiliated public agencies and volunteers from and against claims, demands, lawsuits, causes of action, losses, costs or expenses asserted by third parties for damage due to death or personal injury and damage to any tangible property to the proportionate extent resulting from or arising out of the negligence, recklessness, or willful misconduct of Consultant or any of its officers, employees, servants, agents, or subconsultants in the performance of this Agreement. Such costs and expenses shall include reasonable attorneys' fees incurred by counsel of PRWA's choice and. Notwithstanding the foregoing, to the extent Consultant's Services are subject to Civil Code Section 2782.8, the above indemnity shall be limited, to the extent required by Civil Code Section 2782.8, to claims that arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of the Consultant.

15.2 PRWA shall have the right to offset against the amount of any compensation due Consultant under this Agreement any amount due PRWA from Consultant as a result of Consultant's failure to pay PRWA promptly any amount related to Consultant's failure to either: (i) pay taxes on amounts received pursuant to this Agreement or (ii) comply with applicable workers' compensation laws.

15.3 The obligations of Consultant under this Section 15 will not be limited by the provisions of any workers' compensation act or similar act. Consultant expressly waives its statutory immunity under such statutes or laws as to PRWA, its officers, agents, employees and volunteers.

15.4 Consultant agrees to obtain executed indemnity agreements with provisions identical to those set forth here in this Section 15 from each and every subconsultant or

any other person or entity involved by, for, with or on behalf of Consultant in the performance of this Agreement. In addition, Consultant shall obtain certificates of insurance in the amounts listed in Section 16, for each and every subconsultant or contractor, naming PRWA as additional insured.

15.5 PRWA does not, and shall not, waive any rights that it may possess against Consultant because of the acceptance by PRWA, or the deposit with PRWA, of any insurance policy or certificate required pursuant to this Agreement. This hold harmless and indemnification provision shall apply regardless of whether or not any insurance policies are determined to be applicable to the claim, demand, damage, liability, loss, cost or expense.

15.6 PERS ELIGIBILITY INDEMNITY. In the event that Consultant or any employee, agent, or subconsultant of Consultant providing services under this Agreement claims or is determined by a court of competent jurisdiction or the California Public Employees Retirement System (PERS) to be eligible for enrollment in PERS as an employee of the PRWA, Consultant shall indemnify, defend, and hold harmless PRWA for the payment of any employee and/or employer contributions for PERS benefits on behalf of Consultant or its employees, agents, or subconsultants, as well as for the payment of any penalties and interest on such contributions, which would otherwise be the responsibility of PRWA.

Notwithstanding any other agency, state or federal policy, rule, regulation, law or ordinance to the contrary, Consultant and any of its employees, agents, and subconsultants providing service under this Agreement shall not qualify for or become entitled to, and hereby agree to waive any claims to, any compensation, benefit, or any incident of employment by PRWA, including but not limited to eligibility to enroll in PERS as an employee of PRWA and entitlement to any contribution to be paid by PRWA for employer contribution and/or employee contributions for PERS benefits.

16. INSURANCE

16.1 During the term of this Agreement, Consultant shall carry, maintain, and keep in full force and effect insurance against claims for death or injuries to persons or damages to property that may arise from or in connection with Consultant's performance of this Agreement. Such insurance shall be of the types and in the amounts as set forth below:

16.1.1 Comprehensive general liability, and Umbrella or Excess Liability Insurance covering all operations by or on behalf of Consultant providing insurance for bodily injury liability and property damage liability for the following and including coverage for:

16.1.1.1 Premises, operations, and mobile equipment

16.1.1.2 Products and completed operations

16.1.1.3 Broad form property damage (including completed operations)

16.1.1.4 Explosion, collapse, and underground hazards

16.1.1.5 Personal Injury

16.1.1.6 Contractual liability

in the amount of One Million Dollars (\$1,000,000) per occurrence combined single limit; Two Million Dollars (\$2,000,000) aggregate for products/completed operation; Two Million Dollars (\$2,000,000) general aggregate (General aggregate must apply separately to Consultant's work under this Agreement.); and Five Million Dollars (\$5,000,000) umbrella or excess liability.

16.1.2 Automobile Liability Insurance for owned, hired and non-owned vehicles utilized by Consultant, its employees or subconsultants, in the amount of One Million Dollars (\$1,000,000) per accident for bodily injury and property damage.

16.1.3 Worker's Compensation Insurance as required by the laws of the State of California, with Statutory Limits, and Employer's Liability Insurance with limit of no less than One Million Dollars (\$1,000,000) per accident for bodily injury or disease.

16.1.4 Professional Liability Insurance against errors and omissions in the performance of the work under this Agreement with coverage limits of not less than One Million Dollars (\$1,000,000) per occurrence of claim/ Two Million Dollars (\$2,000,000) in the aggregate.

16.2 Consultant shall require each of its subconsultants, if any, to maintain insurance coverage that meets all of the requirements of this Agreement and name PRWA as additional insured.

16.3 The policy or policies required by this Agreement shall be issued by an insurer admitted in the State of California and with a rating of at least A:VII in the latest edition of Best's Insurance Guide.

16.4 Consultant agrees that if it does not keep the aforesaid insurance in full force and effect PRWA may either: (i) immediately terminate this Agreement; or (ii) take out the necessary insurance and pay, at Consultant's expense, the premium thereon.

16.5 At all times during the term of this Agreement, Consultant shall maintain on file with PRWA's Risk Manager a certificate or certificates of insurance showing that the aforesaid policies are in effect in the required amounts and, for the general liability and

automobile liability policies, naming the PRWA as an additional insured. Consultant shall, prior to commencement of work under this Agreement, file with PRWA's Risk Manager such certificate(s).

16.6 Consultant shall provide proof that policies of insurance required herein expiring during the term of this Agreement have been renewed or replaced with other policies providing at least the same coverage. Consultant shall provide such proof to PRWA at least two weeks prior to the expiration of the coverages.

16.7 The general liability and automobile policies of insurance required by this Agreement shall contain an endorsement naming PRWA, its officers, employees, agents and volunteers as additional insureds. All of the policies required under this Agreement shall contain an endorsement providing that the policies cannot be canceled or reduced except on thirty days' prior written notice to PRWA. Consultant agrees to require its insurer to modify the certificates of insurance to delete any exculpatory wording stating that failure of the insurer to mail written notice of cancellation imposes no obligation, and to delete the word "endeavor" with regard to any notice provisions.

16.8 The general liability and automobile policies of insurance provided by Consultant shall be primary to any coverage available to PRWA. Any insurance or self-insurance maintained by PRWA, its officers, employees, agents or volunteers, shall be in excess of Consultant's insurance and shall not contribute with it.

16.9 All insurance coverage, excluding Professional Liability Insurance, provided pursuant to this Agreement shall not prohibit Consultant, and Consultant's employees, agents or subconsultants, from waiving the right of subrogation prior to a loss. Consultant hereby waives all rights of subrogation against the PRWA.

16.10 Any deductibles or self-insured retentions must be declared to and approved by the PRWA. At the option of PRWA, Consultant shall either reduce or eliminate the deductibles or self-insured retentions with respect to PRWA, or Consultant shall procure a bond guaranteeing payment of losses and expenses.

16.11 Procurement of insurance by Consultant shall not be construed as a limitation of Consultant's liability or as full performance of Consultant's duties to indemnify, hold harmless and defend under Section 15 of this Agreement.

17. MUTUAL COOPERATION

17.1 PRWA shall provide Consultant with all pertinent data, documents and other requested information as is reasonably available to PRWA for the proper performance of Consultant's services under this Agreement.

17.2 In the event any claim or action is brought against PRWA relating to Consultant's performance in connection with this Agreement, Consultant shall render any reasonable assistance that PRWA may require.

18. RECORDS AND INSPECTIONS

Consultant shall maintain full and accurate records with respect to all matters covered under this Agreement for a period of three years after the expiration or termination of this Agreement. PRWA shall have the right to access and examine such records, without charge, during normal business hours. PRWA shall further have the right to audit such records, to make transcripts therefrom and to inspect all program data, documents, proceedings, and activities.

19. PERMITS AND APPROVALS

Consultant shall obtain, at its sole cost and expense, all permits and regulatory approvals necessary in the performance of this Agreement. This includes, but shall not be limited to, encroachment permits and building and safety permits and inspections.

20. NOTICES

Any notices, bills, invoices, or reports required by this Agreement shall be deemed received on: (i) the day of delivery if delivered by hand, facsimile, email, or overnight courier service during Consultant's and PRWA's regular business hours; or (ii) on the third business day following deposit in the United States mail if delivered by mail, postage prepaid, to the addresses listed below (or to such other addresses as the Parties may, from time to time, designate in writing).

If to PRWA:

Steve Carmona, Executive Director
Pico Rivera Water Authority
PO Box 1016
6615 Passons Blvd.
Pico Rivera, California 90660-1016
Facsimile: (562) 801-4765

If to Consultant:

Richard Nagel, Vice President
Jacobs Engineering Group, Inc.
1000 Wilshire Blvd , Suite 2100
Los Angeles, CA 90017
(213) 228 - 8227
Rich.Nagel@jacobs.com

With a courtesy copy to:

Arnold M. Alvarez-Glasman, General Counsel
13181 Crossroads Parkway North
Suite 400 - West Tower
City of Industry, CA 91746
Facsimile: (562) 692-2244

21. SURVIVING COVENANTS

The Parties agree that the covenants contained in Sections 13, 15 and Paragraph 17.2 of Section 17, of this Agreement shall survive the expiration or termination of this Agreement.

22. TERMINATION

22.1. PRWA shall have the right to terminate this Agreement for any reason on five (5) calendar days' written notice to Consultant. Consultant shall have the right to terminate this Agreement for any reason on sixty (60) calendar days' written notice to PRWA. The effective date of termination shall be upon the date specified in the notice of termination. Consultant agrees that in the event of such termination, PRWA's obligation to pay Consultant shall be limited to payment only for those services satisfactorily rendered, as solely determined by the PRWA, prior to the effective date of termination. Consultant agrees to cease all work under this Agreement on or before the effective date of any notice of termination. All PRWA data, documents, objects, materials or other tangible things shall be returned to PRWA upon the termination or expiration of this Agreement.

22.2 If PRWA terminates this Agreement due to no fault or failure of performance by Consultant, then Consultant shall be paid based on the work satisfactorily performed, as solely determined by the PRWA, at the time of termination. In no event shall Consultant be entitled to receive more than the amount that would be paid to Consultant for the full performance of the services required by this Agreement.

23. ASSIGNMENT

Consultant shall not delegate, transfer, subcontract or assign its duties or rights hereunder, either in whole or in part, without PRWA's prior written consent, and any attempt to do so shall be void and of no effect. PRWA shall not be obligated or liable under this Agreement to any Party other than Consultant.

24. NON-DISCRIMINATION AND EQUAL EMPLOYMENT OPPORTUNITY

24.1 In the performance of this Agreement, Consultant shall not discriminate against any employee, subconsultant, or employment applicant because of race, color, creed, religion, sex, marital status, national origin, ancestry, age, physical or mental handicap, medical condition or sexual orientation. Consultant will take affirmative action to ensure that subconsultants, employees, and employment applicants are treated without regard to their race, color, creed, religion, sex, marital status, national origin, ancestry, age, physical or mental handicap, medical condition or sexual orientation.

24.2 Consultant will, in all solicitations or advertisements for employees placed by or on behalf of Consultant state either that it is an equal opportunity employer or that all qualified applicants will receive consideration for employment without regard to race, color, creed, religion, sex, marital status, national origin, ancestry, age, physical or mental handicap, medical condition or sexual orientation.

24.3 Consultant will cause the foregoing provisions to be inserted in all subcontracts for any work covered by this Agreement except contracts or subcontracts for standard commercial supplies or raw materials.

25. WARRANTIES

25.1 Each Party has received independent legal advice from its attorneys with respect to the advisability of entering into and executing this Agreement, or been provided with an opportunity to receive independent legal advice and has freely and voluntarily waived and relinquished the right to do so. Each Party who has not obtained independent counsel acknowledges that the failure to have independent legal counsel will not excuse such Party's failure to perform under this Agreement.

25.2 In executing this Agreement, each Party has carefully read this Agreement, knows the contents thereof, and has relied solely on the statements expressly set forth herein and has placed no reliance whatsoever on any statement, representation, or promise of any other party, or any other person or entity, not expressly set forth herein, nor upon the failure of any other party or any other person or entity to make any statement, representation or disclosure of any matter whatsoever.

25.3 It is agreed that each Party has the full right and authority to enter into this Agreement, and that the person executing this Agreement on behalf of either Party has the full right and authority to fully commit and bind such Party to the provisions of this Agreement.

26. CAPTIONS

26.1 The captions appearing at the commencement of the sections hereof, and in any paragraph thereof, are descriptive only and for convenience in reference to this Agreement. Should there be any conflict between such heading, and the section or paragraph thereof at the head of which it appears, the section or paragraph thereof, as the case may be, and not such heading, shall control and govern in the construction of this Agreement.

26.2 Masculine or feminine pronouns shall be substituted for the neuter form and vice versa, and the plural shall be substituted for the singular form and vice versa, in any place or places herein in which the context requires such substitution(s).

27. NON-WAIVER

27.1 The waiver by PRWA or Consultant of any breach of any term, covenant or condition herein contained shall not be deemed to be a waiver of such term, covenant or condition or of any subsequent breach of the same or any other term, covenant or condition herein contained. In no event shall the making by PRWA of any payment to

Consultant constitute or be construed as a waiver by PRWA of any breach of covenant, or any default which may then exist on the part of Consultant, and the making of any such payment by PRWA shall in no way impair or prejudice any right or remedy available to PRWA with regard to such breach or default. No term, covenant or condition of this Agreement shall be deemed to have been waived by PRWA or Consultant unless in writing.

27.2 Each right, power and remedy provided for herein or now or hereafter existing at law, in equity, by statute, or otherwise shall be cumulative and shall be in addition to every other right, power, or remedy provided for herein or now or hereafter existing at law, in equity, by statute, or otherwise. The exercise, the commencement of the exercise, or the forbearance of the exercise by any Party of any one or more of such rights, powers or remedies shall not preclude the simultaneous or later exercise by such Party of any of all of such other rights, powers or remedies.

27.3 Consultant shall not be liable for any failure to perform if Consultant presents acceptable evidence, in PRWA's sole judgment, that such failure was due to causes beyond the control and without the fault or negligence of Consultant.

28. COURT COSTS AND ATTORNEY FEES

In the event legal action shall be necessary to enforce any term, covenant or condition herein contained, the Party prevailing in such action, whether reduced to judgment or not, shall be entitled to its reasonable court costs, including accountants' fees and expert witness fees, if any, and attorneys' fees expended in such action. The venue for any litigation shall be Los Angeles County, California.

29. SEVERABILITY

If any term or provision of this Agreement or the application thereof to any person or circumstance shall, to any extent, be invalid or unenforceable, then such term or provision shall be amended to, and solely to, the extent necessary to cure such invalidity or unenforceability, and in its amended form shall be enforceable. In such event, the remainder of this Agreement, or the application of such term or provision to persons or circumstances other than those as to which it is held invalid or unenforceable, shall not be affected thereby, and each term and provision of this Agreement shall be valid and be enforced to the fullest extent permitted by law.

30. GOVERNING LAW

This Agreement shall be governed and construed in accordance with the laws of the State of California.

31. COUNTERPARTS

This Agreement may be signed in any one or more counterparts all of which taken together shall be but one and the same Agreement. Any signed copy of this Agreement or of any other document or agreement referred to herein, or copy or counterpart thereof, delivered by facsimile or email transmission, shall for all purposes be treated as if it were delivered containing an original manual signature of the Party whose signature appears in the facsimile or email and shall be binding upon such Party in the same manner as though an originally signed copy had been delivered.

32. ENTIRE AGREEMENT

All documents referenced as exhibits in this Agreement are hereby incorporated in this Agreement. In the event of any material discrepancy between the express provisions of this Agreement and the provisions of any document incorporated herein by reference, the provisions of this Agreement shall prevail. This instrument contains the entire Agreement between PRWA and Consultant with respect to the transactions contemplated herein. No other prior oral or written agreements are binding upon the Parties. Amendments hereto or deviations herefrom shall be effective and binding only if made in writing and executed by PRWA and Consultant.

TO EFFECTUATE THIS AGREEMENT, the Parties have caused their duly authorized representatives to execute this Agreement on the dates set forth below.

“PRWA”
PICO RIVERA WATER AUTHORITY

“CONSULTANT”
JACOBS ENGINEERING GROUP, Inc.

Steve Carmona, Executive Director

Richard Nagel, Vice President

Dated: _____

Dated: _____

ATTEST:

APPROVED AS TO FORM:

Cynthia Ayala, Authority Secretary

Arnold M. Alvarez-Glasman, General Counsel

EXHIBIT A
SCOPE OF SERVICES

SCOPE OF SERVICES

We developed this scope of services in a thoughtful way that provides for early capture of benefits. Our approach for accelerated design delivery is founded in our experience in delivering groundwater treatment systems with multidisciplinary team leadership and multiple parallel path schedule delivery. *This process is enhanced with our design and visualization tools that accelerate review and understanding of project concepts and designs to meet the demands from diverse stakeholders.*

We will deliver the following scope to bring water to your customers by end of November 2021:

- Task 1 - Evaluation and Conceptual Design (including treatment system equipment procurement, GAC RSSCT testing/necessary piloting, and media procurement)
- Task 2 – Detailed Design
- Task 3 – Bidding and Services During Construction
- Task 4 – Permitting and Public Outreach Support

TASK 1 – EVALUATION AND CONCEPTUAL DESIGN

Our methodology for the following is included within this task:

- *Data collection, analysis and reporting*
- *Approach for demands from diverse stakeholders*

Task 1.1 Project Kickoff Meeting

Cindy Yeager and up to four key team members will facilitate a three-hour kickoff meeting with the City and project stakeholders. The meeting agenda shall include, but not be limited to, reviewing the team members roles and their responsibilities, the City's goals and project objectives, deliverables, communications plan and master schedule. A key discussion item regarding schedule is critical path for vessel selection as discussed in the previous section. Our team will prepare the meeting agenda with assistance from the City and record meeting notes. The meeting notes will be submitted to the City following the meeting.

Deliverables

- Kickoff meeting agenda, materials and minutes

Task 1.2 Project Coordination Meetings

Cindy Yeager and up to one other key team member will call the City every other week for one hour throughout the duration of the project, at a time to be determined, to discuss and review the project. Discussion items may include but are not limited to project status, two-week look ahead schedules, direction for upcoming team meetings, review issues, decisions made, open action items, upcoming project milestones and recovery plans. This assumes 28 meetings. The meeting notes and two-week look ahead schedules will be submitted to PRWA following each meeting.

Deliverables

- Two-week look ahead schedules
- Bi-weekly telephone updates

Task 1.3 Stakeholder Communications

To address the demands from diverse stakeholders, we have set up a task for stakeholder communications. Under this task we obtain all available information from PRWA including but not limited to CAD files, models and PDF files. Any technical PDF file that is not currently in a CAD format will be re-created to the most extent possible. **To address the need for data collection, sample data collection forms for City staff to complete are shown in Appendix A.** Up to four members of our team will meet with PRWA, DDW and WRD to solidify and align on understanding of requirements, expectations and coordination efforts (assumes up to [2] two-hour meetings). We will also support PRWA in up to three City Council meetings.

Deliverables

- Meeting agenda, materials and minutes to facilitate meetings

Task 1.4 Identify Local Funding Sources

Our Principal-in-Charge leads this task to assist the City in evaluating various federal, state and local funding sources available via the federal infrastructure stimulus bill as requested. We assume this task will take a total of up to fifty (50) hours.

Task 1.5 Evaluate Regional Upstream Solutions for More Reliable Water Supplies

To support improved water supply planning and help provide objective justification and support for PFAS Treatment System project improvements, we will complete a high-level planning and comparative analysis of available and potential water supply alternatives. The evaluation considers and compares potentially available **supply volumes and water quality**, estimated net present value **life cycle implementation and operations costs**, and relative water **supply risk profiles** for additional and alternative water supplies the City may be able to leverage. This includes potential wholesale and wheeled water supplies that may be available from adjacent water systems/ purveyors through local and regional interties, and other regional supply sources.

The analysis draws on City staff and local/regional water supplier knowledge, associated water purveyor resource evaluation and planning studies, and hydraulic capacity and modeling evaluations, to identify:

1. Where potential alternative water supply resources are located,
2. Available supply capacities, seasonality, and existing supporting infrastructure,

3. The capacity of existing water supply and system piping to transmit alternative water supplies into and through the Pico Rivera water distribution pipe network to its water utility customers, including identification of potential system bottlenecks and associated infrastructure improvement needs.

Each supply alternative identified and assessed will be benchmarked against the PFAS Treatment System project improvements to provide perspective and justification for additional water supply options the City may elect to pursue. The outcomes of this evaluation supports a clear vision and strategic assessment of potential water supply alternatives that the City can leverage for its water resource planning, and in the context of current and anticipated future water demand variability.

Deliverables

- None. Results will be incorporated into Basis of Design Report

Task 1.6 Investigation

Jacob's subconsultant Underground Solutions will conduct potholing for existing utilities at up to five sites. Jacob's subconsultant Coast Surveying will complete a boundary and topographic survey of up to five project sites, which will include a records review, GPS field survey, location survey, field survey data reduction and computation, boundary analysis and survey calculations and preparation of a boundary survey map.

It is assumed that drilling services will not be required for this scope and is not included. Jacobs will use existing boring data to prepare geotechnical evaluations and prepare a report summarizing the evaluation.

Deliverables

- Draft and Final Geotechnical Reports
- Site Plans

Task 1.7 RSSCT and Pilot Test Review

The Project Understanding describes how we approach this subtask. Our team will test three media on each of the eight water sources. Per the RFP, we assume the City will collect and ship the samples to the identified testing location. Based on requiring 65 gallons per column, we will require 195 gallons (or 4 x 55 gallon drums from each well). We assume the City will palletize for shipping. We have significant experience managing the entire bulk sampling process from drum purchase, sampling for PFAS, chain of custody, to freight coordination and can support the City by connecting them with our preferred vendors.

Under this proposed scope, an as-received, homogenized sample will be analyzed for PFAS, TOC, DOC, Alkalinity, pH, Cl, Fe, Ca, Mg, Mn, SO₄, and NO₃; one post-filtration sample will be analyzed for PFAS, DOC, Alkalinity, pH, Fe, Ca, Mg, Mn, and SO₄ to serve as the RSSCT influent sample. The RSSCT columns will be fed from

a common influent. Twelve effluent samples will be collected for PFAS analysis during the RSSCT.

In addition, we utilize the WRD IX pilot data to evaluate performance and support media selection. Our team requests site specific water quality data for each well to use as a comparison to the WRD pilot to demonstrate a basis of why these data can and should be used for media evaluation and selection.

Utilizing the data obtained from the RSSCT testing and WRD pilot testing, we utilize our internally-developed model to compile RSSCT data and provide a lead-lag system operational projection. We provide an options ranking matrix along with a conceptual design for each media type system. The ranking matrix and conceptual design components includes:

- Media treatment capacity for PFAS (with consideration of regulated and non-regulated PFAS)
- Projected media changeout frequency based on current regulated PFAS
- Media cost and cost sensitivity (to both treatment objectives and potential future pricing)
- Media specific consideration that affects design and operation (requirement for pre-filtration, spent media disposal, clean media start-up flushing waste volume and characteristics)

Deliverables

- Final Report detailing results of:
 - RSSCT
 - WRD Pilot Testing results
 - Media treatment capacity for PFAS (with consideration of regulated and non-regulated PFAS)
 - Projected media changeout frequency based on current regulated PFAS
 - Media cost and cost sensitivity (to both treatment objectives and potential future pricing)
 - Media specific consideration that affects design and operation (requirement for pre-filtration, spent media disposal, clean media start-up flushing waste volume and characteristics)
 - Media performance comparison table recommended media selection for each system

Task 1.8 Hydraulic Evaluation

As part of our PFAS Treatment System design concept and development process, we complete a comprehensive assessment of proposed treatment system hydraulics, and the available capacity in the Pico Rivera water distribution pipe network to convey and deliver treated water to City water utility customers.

This assessment leverages our process design modeling tools, and interface with the City's existing InfoWATER system model and system SCADA operational data to identify, determine, and confirm:

- PFAS Treatment System component sizing requirements (i.e. piping, valve, treatment vessel, and media bed sizing, along with system and GAC/IX media hydraulic loss profiles and performance curves)
- Control valves needed to sufficiently balance flows through parallel GAC/IX treatment trains
- System surge management and over-pressure protection provisions needed
- Potential well pump capacity improvement and upsizing needs (i.e. hydraulic well pump, motor, and electrical system sizing adjustments that may be required to offset the additional water supply hydraulic losses involved with PFAS Treatment System improvements)
- Design delivery capacity from the PFAS Treatment System components into the City water distribution system and to Pico Rivera water utility customers
- Adequacy of and identification of any system improvements needed to support water supply for PFAS Treatment System backwash and flushing from the City water system, as necessary to support treatment system operations and periodic GAC/IX media change-outs.
- Assessments of backwash and flushing water waste management needs, including sewer system disposal/ flow capacity and temporary wash water holding tank storage requirements (if any)

Deliverables

- None. Results will be incorporated into the Basis of Design Report

Task 1.9 Basis of Design Report/Conceptual Design

The report provides an overview of the five treatment systems to be designed, design criteria, preliminary design drawings, preliminary cost estimate and overall implementation schedule. The Basis of Design Report will be submitted to PRWA and DDW for review and approval. We recommend pre-purchase of the adsorbers and media and the use of dual media vessels to meet the schedule of bringing systems online by November 2021. The pre-purchase specifications for adsorbers and media (GAD and IX) is drafted as part of this subtask. We assume the same vendor for vessels and same vendor for media will be selected after RSSCT testing is completed.

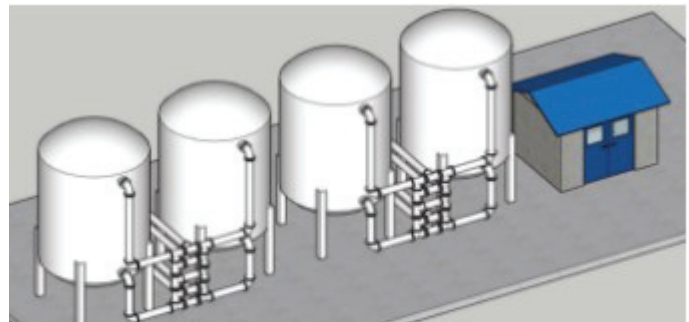
Deliverables

- Draft and Final Basis of Design Report
- Pre-Purchase Specification for Adsorbers and Media

TASK 2 – DETAILED DESIGN

Once the key decisions are made during the evaluation and conceptual design task, our team can rapidly proceed through the design process. **EXHIBIT 2-7** highlights the scope of work based on our experience with other recent PFAS projects. The basic responsibilities for each discipline for each phase of design (65%, 90%, 100%) are outlined.

A key assumption of the detailed design is that each of the systems will be outdoor and will not require a building. We assume the wellhouse cited for upgrade in the IMEG report will be completed under a separate project.



Jacobs will use our quick 3D visualization tools to create site layouts early in the process to facilitate design reviews. These images can even be modified live during review meetings to capture comments and ideas

We developed a summary schedule, built around our approach, indicating the major activities, deliverables, milestones and durations (see Project Completion Schedule). **We believe pre-purchasing the pressure vessels will save as much as 6 months in the overall schedule.**

EXHIBIT 2-7: Detailed Design by Discipline

Design Discipline	65% Complete	90% Complete	100% Complete/Bid Set
Process Mechanical	<ul style="list-style-type: none"> Prepare process flow diagrams Develop equipment list Prepare sections Specifications at 65% 	<ul style="list-style-type: none"> Incorporate PRWA comments from 65% Review Create detail sheets Specifications at 90% 	<ul style="list-style-type: none"> Incorporate PRWA, WRD and DDW comments from 90% Review Finalize Drawings Finalize Specifications
Site Civil	<ul style="list-style-type: none"> Site Plans, Grading and Drainage Layouts Prepare yard piping plans Specifications at 65% 	<ul style="list-style-type: none"> Finalize piping plans, grading plans Incorporate PRWA comments from 65% Review Create details Specifications at 90% 	
Structural	<ul style="list-style-type: none"> Plan views complete Specifications at 65% 	<ul style="list-style-type: none"> Incorporate PRWA comments from 65% Review Create Details Complete Structural Calculations Specifications at 90% 	
Electrical	<ul style="list-style-type: none"> Complete single lines Specifications at 65% 	<ul style="list-style-type: none"> Incorporate PRWA comments from 65% Review Create details Specifications at 90% 	
Instrumentation	<ul style="list-style-type: none"> P&IDs Complete Loop/Control descriptions complete I/O Listings Equipment tagging Specifications at 65% 	<ul style="list-style-type: none"> Incorporate PRWA comments from 65% Review Complete network block diagrams Specifications at 90% 	

TASK 3 – BIDDING SUPPORT AND SERVICES DURING CONSTRUCTION

Task 3.1 Bidding Support

- The City will lead/coordinate the bidding process with its prequalified contractors with support by Jacobs including issuing of bid documents, pre-bid meeting attendance with development of agenda and minutes, provide responses to bidder questions and issue of one (1) addendum, assistance in bid evaluation and development of conformed documents.
- PRWA will provide their front-end specifications for all procurement and bidding tasks.
- Bid documents and addenda will be issued in electronic (pdf) format to bidders with two (2) full size copies provided to the City.
- We will prepare and issue conformed documents following bid phase.

Task 3.2 Service During Construction

- Our assumptions include the following:
 - The same Contractor will perform work at the five treatment systems.
 - Attend one (1) preconstruction meeting and bi-monthly progress meetings via MS Teams during the contract construction period. Our project manager/design manager will attend.

- Conduct up to five (5) site visits by a design engineer in addition to site visits following progress meetings.
- Prepare responses to up to fifteen (15) Contractor RFIs.
- Issue up to two (2) change orders.
- Review and responses of up to submittals (40) contractor submittals for administrative, technical and O&M information, including resubmittals.
- Vendor O&Ms will be reviewed by the engineer and compiled by the contractor as part of the contractor submittal review process.
- We will maintain a file exchange site for use by its engineers, the City and the Contractor to maintain and transmit documents throughout the contract period.
- Operations, Maintenance and Management Plan (OMMP), includes compilation of vendor manuals.

Deliverables

- Operations, Maintenance and Management Plan (OMMP)

Optional Task: We will provide an engineer to provide part-time resident inspection and will allocate one (1) day per week at each of the five sites over the anticipated 5-month active construction period of the project or a total of 880 hours. The engineer will be on-site on a weekly basis to complete inspection

reports, take photographs, attend weekly contractor coordination meetings and witness onsite testing and commissioning.

TASK 4 – PERMITTING AND PUBLIC OUTREACH DURING CONSTRUCTION

Task 4.1 Permitting Support

We will cooperate with WRD to develop a CEQA- compliant project description, including the temporary and permanent disturbance areas encompassing the project footprint. Following the completion of a detailed project description, we prepare an Initial Study (IS) pursuant to Section 15063 of the CEQA Guidelines to evaluate whether the proposed project will have a significant effect on the environment. The IS includes a description of the project, environmental setting, identification of environmental effects using the checklist provided in Appendix G of the CEQA Guidelines, and mitigation measures to reduce potential effects to less than significant. It is assumed that the results of the IS will support the preparation of a Mitigated Negative Declaration (MND) and, pursuant to Guidelines Sec. 15071, the MND will include a brief description of the project, the location, a proposed finding that the project will not have a significant effect on the environment, an attached copy of the IS (including technical studies) supporting the findings, and mitigation measures included to avoid significant effects.

A public review of the IS and MND, which incorporates comments from WRD, will be distributed for public review along with the required CEQA Notices. We will prepare a Notice of Intent (NOI) and Notice of Completion (NOC). The NOI will be filed by Jacobs with the County Clerk and State Clearinghouse and the NOC will be filed by Jacobs with the State Clearinghouse to commence the 30-day public review period. Per State Clearinghouse requirements, We will provide 15 hardcopies of the public review IS and MND to the State Clearinghouse. Additionally, public notice of the IS and MND will be published by Jacobs in a newspaper of local circulation at the commencement of the 30-day public review period.

Following public review of the IS and MND, a final adoption package will be prepared by Jacobs and provided to the Lead Agency for consideration and adoption pursuant to Guidelines Sec. 15074. The components of the final adoption package will include the Final MND, public review IS, public comments and responses, errata identified during public review, and a Mitigation Monitoring and Reporting Plan (MMRP) pursuant to Guidelines Sec. 15074(d). Specifically, individual public comments received during the public review period will be delineated, and corresponding responses will be provided. Any comments that require revisions to the public review IS will be shown in an errata sheet to be included with the final adoption package. Following adoption of the MND package by the Lead Agency, we will prepare a Notice of Determination (NOD). Within 5-days of adoption of the MND, the NOD will be filed by Jacobs with the

County Clerk and State Clearinghouse, and a NOC will be filed with the State Clearinghouse by Jacobs.

We will prepare design drawings needed for land use and coordinate to support approval of the permit. We will submit the Basis of Design report, RSSCT and Pilot Testing Results Report to DDW as required and use our existing relationships with DDW and WRD to expedite approvals. Based on our preliminary discussions with DDW, for most of the well sites, the existing permit will need to be revised to incorporate the new treatment systems. Our team will work with the DDW to confirm the permitting process with DDW during the early stages of the design and ensure the permitting needs are addressed to meet your schedule. We submit plans for DDW review and incorporate comments from DDW into the final design.

Deliverables

- Initial Study (IS), Notice of Intent (NOI) and Notice of Completion (NOC)
- Final adoption package
- DDW submittals

Task 4.2 Public Outreach Support

We will contract with Urban Strategy Group, Inc. (USG) who will lead this task. USG is a full-service public affairs firm specializing in community outreach, government relations, event permitting, and land use/entitlement services. USG is a Minority Business Enterprise, registered as a Community Business Enterprise with Los Angeles County, a Small Business Enterprise and a Disadvantaged Business Enterprise with Metro, and a Small Business with the CA Department of General Services. USG also holds verified certifications with the City of Los Angeles, which include MBE, SBE, EBE, LBE, and VSBE.

USG anticipates a total of 85 hours of community outreach and planning at \$175.00 an hour for three community outreach specialists to work with the City to develop a neighborhood outreach plan and develop outreach materials and up to two (2) presentations to provide support with public meetings. A \$15,000 allowance for public outreach support is included within this proposal.

Deliverables

- Outreach materials and presentations

Urban Strategy Group's deep understanding of the heartbeat of our diverse communities gives us an advantage in securing public support for our client's projects. USG Spanish speaking staff uses proven outreach techniques from Spanish translation at meetings to grassroots education and mobilization that addresses the specific needs of all stakeholders in these diverse communities.

EXHIBIT B
APPROVED FEE SCHEDULE

Resource Allocation Matrix		Jacobs											RSSCT/Analytical	
Task and Description		Principal In-Charge	Principal Professional 2	Principal Professional 1	Sr Technologist/Specialist	Sr. Professional	Project Professional 2	Project Professional 1	Engineering Technician	Spec Processing	Admin	Resident Inspector	Subconsultant (RSSCT/Analytical)	C Below
Unit Rate		\$277	\$242	\$210	\$298	\$187	\$165	\$145	\$166	\$125	\$117	\$230	LS	LS
Task 1 - Evaluation and Conceptual Design														
Item 1. Kick-off Meeting and Bi-Weekly Meetings	\$ 1,108	\$ 1,936	\$ 19,320	\$ 3,576	\$ -	\$ 9,570	\$ 580	\$ -	\$ -	\$ 1,404	\$ -			
Item 2. Obtain Available Info from PRWA	\$ -	\$ 484	\$ -	\$ -	\$ -	\$ 660	\$ -	\$ -	\$ -	\$ 1,872	\$ -			
Item 3. Meet with PRWA, DDW and WRD to Solidify Understanding of Requirements and Expectations	\$ -	\$ 1,936	\$ 1,680	\$ 2,384	\$ -	\$ 1,320	\$ -	\$ -	\$ -	\$ 468	\$ -			
Item 4. Assist with Identifying Local Funding Sources	\$ -	\$ 1,936	\$ -	\$ 2,384	\$ -	\$ 1,320	\$ 290	\$ -	\$ -	\$ -	\$ -			
Item 5. Explore Regional/Upstream Water Supply Solution	\$ -	\$ -	\$ 5,040	\$ -	\$ 4,488	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
Item 6 & 7. Perform RSSCT. Send Water Quality Data to IX Manufacturers.	\$ -	\$ 19,360	\$ -	\$ 7,748	\$ -	\$ 16,500	\$ 11,600	\$ -	\$ -	\$ 936	\$ -	\$ 95,674		
Item 8. Develop Summary Report of WRD Pilot Test Findings.	\$ -	\$ 968	\$ -	\$ 596	\$ -	\$ 4,290	\$ 3,480	\$ -	\$ -	\$ 234	\$ -			
Item 9. Develop a Summary Report of RSSCT Findings.	\$ -	\$ 7,744	\$ -	\$ 2,384	\$ -	\$ 6,600	\$ -	\$ -	\$ -	\$ 234	\$ -			
Item 11. Conduct Hydraulic Analysis.	\$ -	\$ 7,744	\$ -	\$ -	\$ -	\$ 3,300	\$ 290	\$ -	\$ -	\$ -	\$ -			
Item 12. Incorporate Montebello Land and Water and La Habra Heights County Water District pilot results.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
Item 13. Perform Site Investigations.	\$ -	\$ -	\$ 23,835	\$ 31,141	\$ -	\$ 20,295	\$ 4,278	\$ -	\$ -	\$ -	\$ -			\$ 59,680
Item 14. Perform Preliminary Design.	\$ -	\$ 7,744	\$ 12,600	\$ 7,152	\$ 11,594	\$ 13,200	\$ 8,700	\$ 7,304	\$ 1,000	\$ 1,404	\$ -			
Item 24. Attend City Council Meetings to Support PRWA.	\$ 1,108	\$ 1,936	\$ -	\$ -	\$ -	\$ 1,320	\$ -	\$ -	\$ -	\$ -	\$ -			
Task 2 - Detailed Design														
Item 17. Prepare and complete 65%, 90% and 100% plans, specifications and estimates.	\$ -	\$ 26,136	\$ 120,330	\$ 29,800	\$ 37,400	\$ 55,935	\$ 36,830	\$ 76,360	\$ 21,913	\$ 1,404	\$ -			
Task 3 - Bidding and Construction Support Services														
Item 20. Review Shop Drawing Submittals.	\$ -	\$ 9,680	\$ -	\$ 2,384	\$ 6,732	\$ 6,600	\$ 4,640	\$ -	\$ -	\$ -	\$ -			
Item 21. Provide Bid and Construction Support Services.	\$ -	\$ 9,680	\$ 25,200	\$ 16,986	\$ 10,472	\$ 19,800	\$ 11,600	\$ 1,328	\$ 1,000	\$ 9,360	\$ -			
Item 23. Provide Close-Out Services	\$ -	\$ 1,936	\$ 1,680	\$ -	\$ 11,220	\$ 1,320	\$ 2,320	\$ 6,640	\$ -	\$ -	\$ -			
Item 22. OPTIONAL. Provide Onsite Construction Inspection.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 202,400			
Task 4 - Permitting and Public Outreach Support														
Item 10. Coordinate with PRWA and DDW to Discuss Progress and Obtain Necessary Permits.	\$ 554	\$ 1,936	\$ -	\$ 1,788	\$ 1,496	\$ 1,980	\$ 1,740	\$ -	\$ -	\$ -	\$ -			
Item 15. Submit the Permit Application to DDW.	\$ 554	\$ 968	\$ -	\$ 1,192	\$ 2,992	\$ 3,960	\$ 4,640	\$ 1,328	\$ -	\$ -	\$ -			
Item 16. Submit Manufacturer's Modeling to DDW.	\$ 554	\$ 968	\$ -	\$ 596	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
Items 18/19: Obtain Environmental Clearance for the Project.	\$ 554	\$ 968	\$ 840	\$ 596	\$ 14,960	\$ 3,960	\$ 2,320	\$ -	\$ -	\$ 936	\$ -			
Item 25. Perform Public Outreach Services.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
														TOTAL
Total	\$ 4,432	\$ 104,060	\$ 210,525	\$ 110,707	\$ 101,354	\$ 171,930	\$ 93,308	\$ 92,960	\$ 23,913	\$ 18,252	\$ 202,400	\$ 95,674	\$ 59,680	\$ 1,289,194

Resource Allocation Matrix	Jacobs											RSSCT/Analytical	C Below	
	Principal-In-Charge	Principal Professional 2	Principal Professional 1	Sr Technologist/Specialist	Sr. Professional	Project Professional 2	Project Professional 1	Engineering Technician	Spec Processing	Admin	Resident Inspector	Revised Subconsultant (RSSCT/Analytical) Budget		
Task and Description/Labor Category	Unit Rate	\$277	\$242	\$210	\$298	\$187	\$165	\$145	\$166	\$125	\$117	\$230	LS	LS
Task 1 - Evaluation and Conceptual Design														
Item 1. Kick-off Meeting and Bi-Weekly Meetings	4	8	92	12	0	58	4	0	0	12				
Item 2. Obtain Available Info from PRWA		2				4				16				
Item 3. Meet with PRWA, DDW and WRD to Solidify Understanding of Requirements and Expectations		8	8	8		8				4				
Item 4. Assist with Identifying Local Funding Sources		8		8		8	2							
Item 5. Explore Regional/Upstream Water Supply Solution			24		24									
Item 6 & 7. Perform RSSCT. Send Water Quality Data to IX Manufacturers.		80	0	26	0	100	80			8			\$95,674	\$54,326
Item 8. Develop Summary Report of WRD Pilot Test Findings.		4		2		26	24			2				
Item 9. Develop a Summary Report of RSSCT Findings.		32		8		40				2				
Item 11. Conduct Hydraulic Analysis.		32	0	0	0	20	2							
Item 12. Incorporate Montebello Land and Water and La Habra Heights County Water District pilot results.														
Item 13. Perform Site Investigations.			113.5	104.5		123	29.5							\$59,680
Item 14. Perform Preliminary Design.		32	60	24	62	80	60	44	8	12				
Item 24. Attend City Council Meetings to Support PRWA.	4	8				8								
Task 2 - Detailed Design														
Item 17. Prepare and complete 65%, 90% and 100% plans, specifications and estimates.		108	460	60	200	216	225	420	156	12				
Out of Scope Additional Design Services: Package 1 and Package 2 bid preparation			113	40		123	29	40	19.3	12				\$70,607
Task 3 - Bidding and Construction Support Services														
Item 20. Review Shop Drawing Submittals.		40		8	36	40	32							
Item 21. Provide Bid and Construction Support Services.		40	120	57	56	120	80	8	8	80				
Item 23. Provide Close-Out Services		8	8		60	8	16	40						
Item 22. OPTIONAL. Provide Onsite Construction Inspection.											880			
Task 4 - Permitting and Public Outreach Support														
Item 10. Coordinate with PRWA and DDW to Discuss Progress and Obtain Necessary Permits.	2	8		6	8	12	12							
Item 15. Submit the Permit Application to DDW.	2	4		4	16	24	32	8						
Item 16. Submit Manufacturer's Modeling to DDW.	2	4		2										
Items 18/19: Obtain Environmental Clearance for the Project.	2	4	4	2	80	24	16			8				
Item 25. Perform Public Outreach Services.														\$14,875
Total Hours	16	430	889.5	331.5	542	919	614.5	520	172	156	880			

\$54,326 Underutilized

\$70,607 Reallocation Requested

\$14,875 Not needed after CEQA NOE evaluated

\$1,406 to be absorbed by Jacobs in lieu of change order

EXHIBIT C
TERMS FOR COMPLIANCE WITH CALIFORNIA LABOR LAW REQUIREMENTS

1. This Agreement calls for services that, in whole or in part, constitute “public works” as defined in Division 2, Part 7, Chapter 1 (commencing with Section 1720) of the California Labor Code (“Chapter 1”). Further, Consultant acknowledges that this Agreement is subject to (a) Chapter 1 and (b) the rules and regulations established by the Department of Industrial Relations (“DIR”) implementing such statutes. Therefore, as to those Services that are “public works”, Consultant shall comply with and be bound by all the terms, rules and regulations described in 1(a) and 1(b) as though set forth in full herein.

2. California law requires the inclusion of specific Labor Code provisions in certain contracts. The inclusion of such specific provisions below, whether or not required by California law, does not alter the meaning or scope of Section 1 above.

3. Consultant shall be registered with the Department of Industrial Relations in accordance with California Labor Code Section 1725.5, and has provided proof of registration to PRWA prior to the Effective Date of this Agreement. Consultant shall not perform work with any subconsultant that is not registered with DIR pursuant to Section 1725.5. Consultant and subconsultants shall maintain their registration with the DIR in effect throughout the duration of this Agreement. If the Consultant or any subconsultant ceases to be registered with DIR at any time during the duration of the project, Consultant shall immediately notify PRWA.

4. Pursuant to Labor Code Section 1771.4, Consultant’s Services are subject to compliance monitoring and enforcement by DIR. Consultant shall post job site notices, as prescribed by DIR regulations.

5. Pursuant to Labor Code Section 1773.2, copies of the prevailing rate of per diem wages for each craft, classification, or type of worker needed to perform the Agreement are on file at City Hall and will be made available to any interested party on request. Consultant acknowledges receipt of a copy of the DIR determination of such prevailing rate of per diem wages, and Consultant shall post such rates at each job site covered by this Agreement.

6. Consultant shall comply with and be bound by the provisions of Labor Code Sections 1774 and 1775 concerning the payment of prevailing rates of wages to workers and the penalties for failure to pay prevailing wages. The Consultant shall, as a penalty to PRWA, forfeit \$200.00 for each calendar day, or portion thereof, for each worker paid less than the prevailing rates as determined by the DIR for the work or craft in which the worker is employed for any public work done pursuant to this Agreement by Consultant or by any subconsultant.

7. Consultant shall comply with and be bound by the provisions of Labor Code Section 1776, which requires Consultant and each subconsultant to: keep accurate

payroll records and verify such records in writing under penalty of perjury, as specified in Section 1776; certify and make such payroll records available for inspection as provided by Section 1776; and inform PRWA of the location of the records.

8. Consultant shall comply with and be bound by the provisions of Labor Code seq. concerning the employment of apprentices on public works projects. Consultant shall be responsible for compliance with these aforementioned Sections for all apprenticeable occupations. Prior to commencing work under this Agreement, Consultant shall provide PRWA with a copy of the information submitted to any applicable apprenticeship program. Within 60 days after concluding work pursuant to this Agreement, Consultant and each of its subconsultants shall submit to PRWA a verified statement of the journeyman and apprentice hours performed under this Agreement.

9. The Consultant shall not perform Work with any Subconsultant that has been debarred or suspended pursuant to California Labor Code Section 1777.1 or any other federal or state law providing for the debarment of consultants from public works. The Consultant and Subconsultants shall not be debarred or suspended throughout the duration of this Contract pursuant to Labor Code Section 1777.1 or any other federal or state law providing for the debarment of consultants from public works. If the Consultant or any subconsultant becomes debarred or suspended during the duration of the project, the Consultant shall immediately notify PRWA.

10. Consultant acknowledges that eight hours labor constitutes a legal day's work. Consultant shall comply with and be bound by Labor Code Section 1810. Consultant shall comply with and be bound by the provisions of Labor Code Section 1813 concerning penalties for workers who work excess hours. The Consultant shall, as a penalty to PRWA, forfeit \$25.00 for each worker employed in the performance of this Agreement by the Consultant or by any subconsultant for each calendar day during which such worker is required or permitted to work more than eight hours in any one calendar day and 40 hours in any one calendar week in violation of the provisions of Division 2, Part 7, Chapter 1, Article 3 of the Labor Code. Pursuant to Labor Code section 1815, work performed by employees of Consultant in excess of eight hours per day, and 40 hours during any one week shall be permitted upon public work upon compensation for all hours worked in excess of eight hours per day at not less than one and one-half times the basic rate of pay.

11. California Labor Code Sections 1860 and 3700 provide that every employer will be required to secure the payment of compensation to its employees. In accordance with the provisions of California Labor Code Section 1861, Consultant hereby certifies as follows:

"I am aware of the provisions of Section 3700 of the Labor Code which require every employer to be insured against liability for workers' compensation or to undertake self-insurance in accordance with the provisions of that code, and I will comply with such provisions before commencing the performance of the work of this contract."

12. For every subconsultant who will perform work on the project, Consultant shall be responsible for such subconsultant's compliance with Chapter 1 and Labor Code Sections 1860 and 3700, and Consultant shall include in the written contract between it and each subconsultant a copy of those statutory provisions and a requirement that each subconsultant shall comply with those statutory provisions. Consultant shall be required to take all actions necessary to enforce such contractual provisions and ensure subconsultant's compliance, including without limitation, conducting a periodic review of the certified payroll records of the subconsultant and upon becoming aware of the failure of the subconsultant to pay his or her workers the specified prevailing rate of wages. Consultant shall diligently take corrective action to halt or rectify any failure.

13. To the maximum extent permitted by law, Consultant shall indemnify, hold harmless and defend (at Consultant's expense with counsel reasonably acceptable to PRWA) PRWA, its officials, officers, employees, agents and independent consultants serving in the role of PRWA officials, and volunteers from and against any demand or claim for damages, compensation, fines, penalties or other amounts arising out of or incidental to any acts or omissions listed above in this Exhibit C by any person or entity (including Consultant, its subconsultants, and each of their officials, officers, employees and agents) in connection with any work undertaken or in connection with the Agreement, including without limitation the payment of all consequential damages, attorneys' fees, and other related costs and expenses. All duties of Consultant under this Section shall survive the termination of the Agreement.

GOOD OF THE ORDER

COUNCIL MEETING DATE	COUNCIL MEMBER	REQUEST	DETAIL	DIRECTOR(S)	ACTION TAKEN: Memo; Staff Report; Closed Session; Presentation; Follow-up Meeting; City Manager Reports; Informal Action	DISCUSSION ITEM	ACTION ITEM DATE	STATUS: Complete; Pending; On-going; In-Progress
8/10/2021	Lutz/Lara	Shopping Cart Ordinance	Review ordinance	A. Betancourt	Discussion	2/22/2022	8/24/2021	Pending
6/28/2022	Lara/Camacho	Battery Storage Funds	Set aside \$50,000 for Battery Storage for non-profits.	S. Carmona				Pending
1/24/2023	Lara/Garcia	Safe Pathways to School	Discuss with ERUSD Boardmembers		Ad Hoc Committee			
2/14/2023	Lutz/Lara	City Identifying Markers	Take to City Council	N. Negrete				
2/14/2023	Garcia/Sanchez	Appointment of Public Safety Coordinator	Take to City Council		Authorized the City Manager to establish a pilot program	2/28/2023		
2/14/2023	Garcia/Sanchez	Ordinance Prohibiting Street Takeovers	Take to City Council		Adopt Ordinance	2/14/2023	6/13/2023	In-Progress
2/14/2023	Garcia/Sanchez	Establishing Safe Spaces for kids	Take to City Council	P. Yugar		2/14/2023		
2/28/2023	Lutz/Sanchez	Feasability Study Marine Corps Property	Ad Hoc Committee			2/28/2023		
3/14/2023	Lutz/Garcia	Monument Marker Upgrade	Passons and Washington Bl	N. Negrete				
5/9/2023	Camacho/Garcia	Commercial Property Maintenance Ord.	Take to City Council	A. Betancourt				